3.2 Growth

A "first-cut screening" analysis is included in Section 3.2.3, Environmental Consequences. The purpose of a "first-cut screening" is to determine if there is potential for growth-related effects and whether further analysis is necessary.

3.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, requires evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The *State CEQA Guidelines* (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

3.2.2 Affected Environment

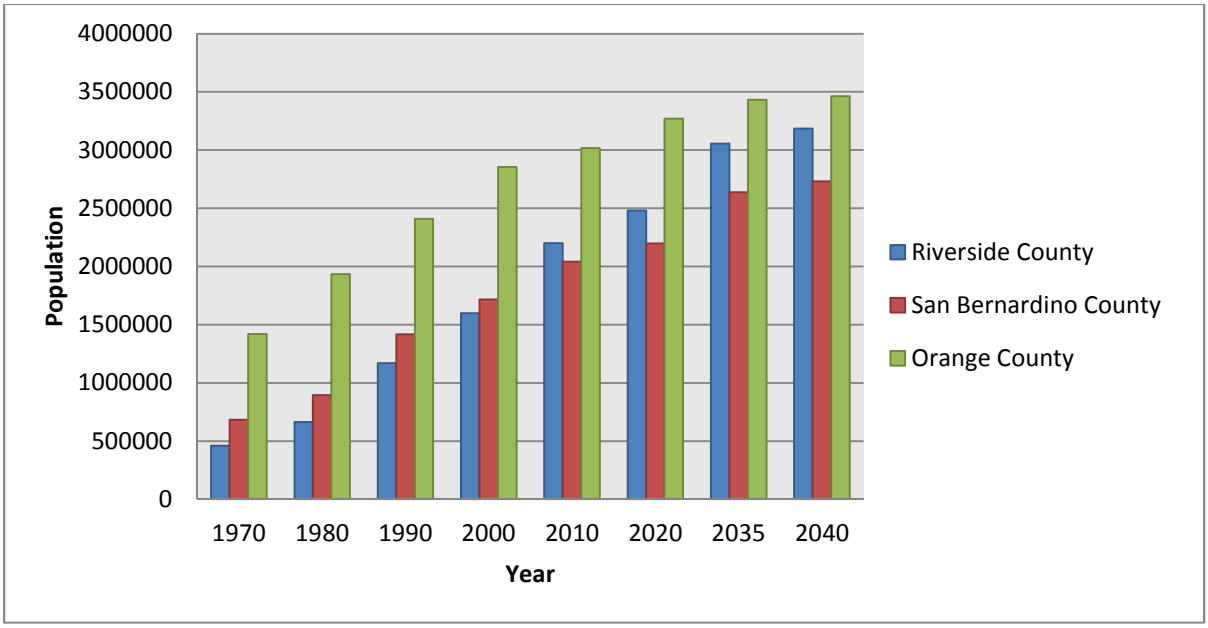
The growth impact analysis uses information from the Southern California Association of Governments (SCAG) Regional Transportation Growth Forecast to evaluate growth trends for population, housing, and employment.

The regional Study Area for the growth impact analysis includes the counties of Orange, Riverside, and San Bernardino. The local Study Area specifically focuses on 12 United States (U.S.) Census tracts in the cities of Anaheim, Orange, Yorba Linda, Corona, Riverside, and the U.S. Census-designated place of Coronita within the project limits along SR-241 and SR-91 (Section 3.1, Land Use, Figure 3.1.1).

3.2.2.1 Population

The Proposed Project is located in the County of Orange and would improve connectivity between the counties of Orange, Riverside, and San Bernardino (see Figure 3.2.1). The Inland Empire consists of both the counties of Riverside and San Bernardino, and is expected to experience greater growth as a result of available land area in comparison to coastal counties.

Figure 3.2.1 County Population Growth Patterns – 1970 to 2040



Source: United States Census Bureau (Years 1990–2010);[1] Southern California Association of Governments (Years 2020–2040).

[1] United States (U.S.) Census Bureau. California Population of Counties by Decennial Census: 1900 to 1990. Website: http://www.census.gov/population/cencounts/ca190090.txt (accessed January 26, 2015).

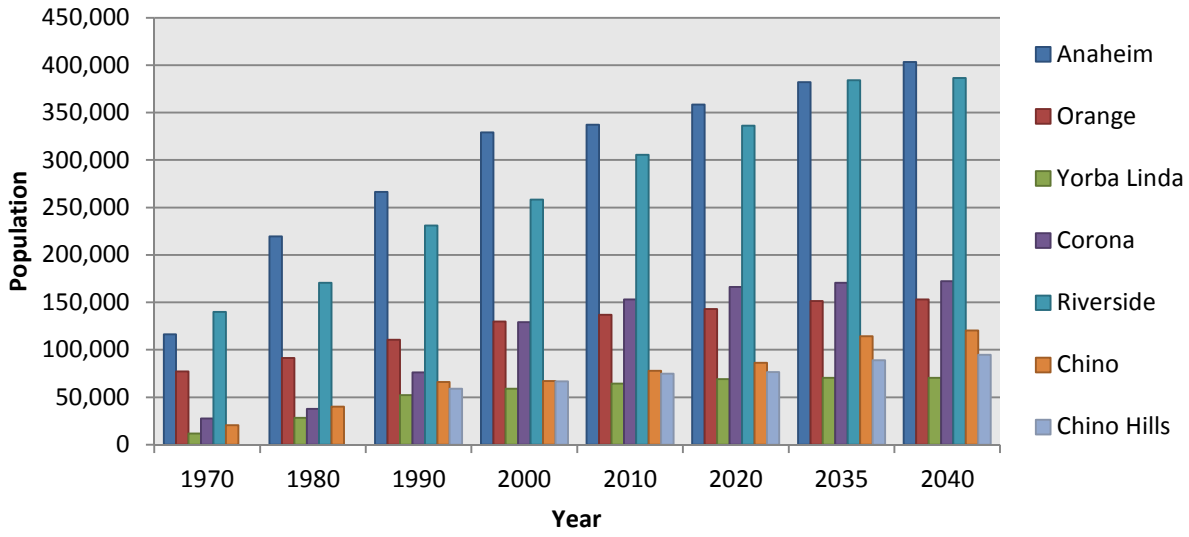
Although the County of Riverside has recently experienced slower growth rates yet still high population growth rates, the population will continue to accelerate through 2020.[1] SCAG projects that between 2012 and 2040, the population of the County of Riverside will grow approximately 42 percent, the population of the County of San Bernardino will grow approximately 32 percent, and the population of the County of Orange will grow approximately 13 percent.[2] This is a slower population growth rate than has occurred over the past few decades for all three counties. According to decennial U.S. Census data, between 1980 and 1990, the population of the County of Riverside grew by 77 percent and the population of the County of San Bernardino grew by 33 percent, while the County of Orange

[1] California Department of Transportation (Caltrans). Riverside County Economic Forecast. Website: http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic_files/2014/Riverside.pdf (accessed January 26, 2015).

[2] Southern California Association of Governments (SCAG). 2016–2040 Draft Regional Transportation Plan/Sustainable Community Strategy Growth Forecast Appendix (December 2015). Website: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf (accessed March 2, 2016).

grew by 25 percent.[1] Figure 3.2.2 illustrates the population growth patterns from 1970 to 2040 for the counties of Orange and Riverside based on both historical U.S. Census data and SCAG projections. Figure 3.2.2 illustrates the population growth patterns in the cities of Anaheim, Corona, Orange, Riverside, and Yorba Linda from 1970 to 2040.

Figure 3.2.2 City Population Growth Patterns – 1970 to 2040



Sources: United States Census Bureau (Years 1970–2010, with the exception of the City of Chino and the City of Chino Hills for the Years 1970–1980); Southern California Association of Governments (Years 2020–2040); Department of Finance (Years 1970–1980 for the City of Chino and the City of Chino Hills).

Historically, a lack of transportation system capacity and accessibility have not been major constraints to development in the local and regional study areas, as evidenced by extensive growth and development that have occurred in the project Study Area in advance of, or even absent, planned transportation improvements.

County of Orange

The population of the County of Orange in 2010 was 3,010,232 persons, making it the third largest county in California[2] and the sixth largest county in the nation based on population.[3] The rate of population growth in this county has slowed considerably in the past decade.

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1 U.S. Census Bureau. California Population of Counties by Decennial Census: 1900 to 1990. Website: http://www.census.gov/population/cencounts/ca190090.txt (accessed January 26, 2015).

2 California Demographics. California Counties by Population. Website: http://www.california-demographics.com/counties_by_population (accessed January 26, 2015).

3 U.S. Census Bureau. Population Distribution and Change (March 2011). Website: http://www.census.gov/prod/cen2010/briefs/c2010br-01.pdf (accessed January 26, 2015).

Between 1990 and 2000, the average annual increase in population in the County of Orange was 1.8 percent, compared to 0.9 percent annually between 2014 and 2019.[1] The County's population is projected by SCAG to continue to increase, but at an increasingly slower rate, reaching just fewer than 3.5 million people by 2040.

County of Riverside

In 2010, the County of Riverside was the fourth most populated county in California, with a population of 2,202,000. The project segments of SR-241 and SR-91 are in a subregion of the County referred to as western Riverside County, which includes the incorporated cities of Corona, Perris, San Jacinto, Riverside, Moreno Valley, and Hemet, as well as unincorporated areas around those cities. According to the SCAG Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the population in the County of Riverside is expected to increase by 10 percent between 2012 and 2020, reaching a total of 2,479,800 persons.[2] The total population in the County of Riverside is expected to continue to increase to approximately 3,183,700 residents by 2040.[3]

Along with fast urbanization, increasing housing prices, and less vacant land in the counties of Los Angeles and Orange, over the past decade, many people moved from the surrounding counties to the County of Riverside for lower housing costs and a suburban lifestyle. The residential real estate market boomed in the County of Riverside until the beginning of the economic recession in 2007. The recent trends in residential real estate as well as impacts on many employment sectors have slowed the rate of population growth in the County of Riverside in the last few years. Nonetheless, the County of Riverside is expected to experience population growth of 1.5 percent each year between 2014 and 2019,[4] and between 2012 and 2040, the population of the County of Riverside will have grown by nearly 42 percent.

County of San Bernardino

The County of San Bernardino is the largest county in the contiguous United States by land area, and according to the 2010 U.S. Census data, is the fifth largest county in California by

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1 Caltrans. Orange County Economic Forecast. Website: http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic_files/2014/Orange.pdf (accessed January 26, 2015).

2 SCAG. 2016–2040 Draft Regional Transportation Plan/Sustainable Community Strategy Growth Forecast Appendix (December 2015). Website: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf (accessed March 2, 2016).

3 Ibid.

4 Caltrans. Riverside County Economic Forecast. Website: http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic_files/2014/Riverside.pdf (accessed January 26, 2015).

population.[1] Similar to the County of Riverside, less vacant land and high housing prices in the counties of Los Angeles and Orange have resulted in an increase in population in the County of San Bernardino. Between 2014 and 2019, population growth is expected to occur at an annual average rate of 1.5 percent, which is substantially higher than the 0.6 percent growth rate that occurred between 2008 and 2013.[2] Between 2012 and 2040, SCAG population growth projections from the 2016–2040 RTP/SCS estimate that the County of San Bernardino will grow by approximately 32 percent.[3]

City of Anaheim

According to the 2000 U.S. Census, the population of the City of Anaheim increased by 23 percent between 1990 and 2000. However, between 2000 and 2010, the population of the City of Anaheim increased by only 2.5 percent. In 2010, the population of the City of Anaheim was 337,354 persons, which accounted for approximately 11 percent of the total population in the County of Orange.

According to the Anaheim General Plan Land Use Element (May 2004), the western and central parts of Anaheim are relatively built out and are characterized by a mix of suburban and urban development. The eastern part of Anaheim extends generally along the Santa Ana River to the Riverside County Line and is classified in the Land Use Element as a developing area. According to SCAG population growth projections from the Draft 2016–2040 RTP/SCS, the total population in the City of Anaheim is expected to increase by approximately 20 percent, to more than 403,400 residents between 2010 and 2040.[4]

City of Orange

The population within the City of Orange grew by approximately 21 percent between 1980 and 1990, and by approximately 17 percent between 1990 and 2000. Population growth slowed considerably to about 5 percent between 2000 and 2010. Similarly, SCAG population growth projections from the Draft 2016–2040 RTP/SCS expect the City of Orange to reach a

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1 California Demographics. California Counties by Population. Website: http://www.california-demographics.com/counties_by population (accessed January 26, 2015).

2 Caltrans. San Bernardino County Economic Forecast. Website: http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic_files/2014/SanBernardino.pdf#zoom=75 (accessed January 26, 2015).

3 SCAG. 2016–2040 Draft Regional Transportation Plan/Sustainable Community Strategy Growth Forecast Appendix (December 2015). Website: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf (accessed March 2, 2016).

4 Ibid.

population of 153,000 by 2040, which represents an increase of approximately 12 percent above the population in 2010.[1]

City of Yorba Linda

The population of the City of Yorba Linda increased dramatically between 1980 and 1990 (86 percent), from 28,251 to 42,422 persons, exceeding the growth rates in many of the other cities in north Orange County and the County of Orange overall. During the same period, the population of the County of Orange increased by 25 percent. The total population in the City of Yorba Linda as reported in the 2010 U.S. Census was 64,423 persons. The main factor limiting additional population growth in Yorba Linda is the relatively small amount of available land for residential development. Nevertheless, according to SCAG population growth projections from the Draft 2016–2040 RTP/SCS, the total population in the City of Yorba Linda is expected to continue to increase to more than 70,500 residents by 2040.[2] Given that the City of Yorba Linda is relatively built out, future housing growth will primarily be accommodated on the City's periphery.

City of Corona

According to the U.S. Census, between 1990 and 2000, the population of the City of Corona increased over 64 percent from 76,095 to 124,966 persons, which made it the fastest-growing city in the region over that time period. This increase was more than twice the percentage increase for the County of Riverside (32 percent) for the same period. According to SCAG population growth projections from the Draft 2016–2040 RTP/SCS, by 2040, the population of the City of Corona is projected to increase approximately 12 percent, to almost 172,300 people.[3]

City of Riverside

According to the 2010 U.S. Census, the City of Riverside had over 305,500 residents in 2010. Between 2000 and 2010, the population in the County of Riverside increased by 18.2 percent. SCAG population growth projections from the Draft 2016–2040 RTP/SCS estimate

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1 SCAG. 2016–2040 Draft Regional Transportation Plan/Sustainable Community Strategy Growth Forecast Appendix (December 2015). Website: http://www.scag.ca.gov/Documents/ 2016DraftGrowthForecastByJurisdiction.pdf (accessed March 2, 2016).

2 Ibid.

3 Ibid.

that the population of the City of Riverside will increase approximately 26 percent by 2040, to more than 386,600 residents.[1]

City of Chino

According to the 2010 U.S. Census, the City of Chino had nearly 78,000 residents in 2010. Between 2000 and 2010, the population of the City of Chino increased by approximately 16 percent. SCAG population growth projections from the Draft 2016–2040 RTP/SCS estimate that the population in the City of Chino will increase approximately 54 percent by 2040, to 120,400 residents.[2]

City of Chino Hills

According to the 2010 U.S. Census, the City of Chino Hills had nearly 75,000 residents in 2010. Between 2000 and 2010, the population of in the City of Chino Hills increased by approximately 12 percent. SCAG population growth projections from the Draft 2016–2040 RTP/SCS estimate that the population in the City of Chino Hills will increase approximately 26 percent by 2040, to 94,900 residents.[3]

3.2.2.2 Employment and Economic Conditions

According to the Draft 2016–2040 SCAG RTP/SCS, there were 616,600 jobs in the County of Riverside, 659,500 jobs in the County of San Bernardino, and 1.5 million jobs in the County of Orange in 2012. Based on employment projections from the Draft 2016–2040 RTP/SCS, between 2012 and 2040, jobs are expected to increase in the County of Riverside by 90.4 percent to 1,174,300 jobs, in the County of San Bernardino by 53.6 percent to 1,028,100 jobs, and in the County of Orange by 24.4 percent to 1,898,900 jobs.

Table 3.2.1 provides employment growth patterns from 2012 to 2040 for the counties of Orange, Riverside, and San Bernardino and the cities of Anaheim, Orange, Yorba Linda, Chino, Chino Hills, Corona, and Riverside. According to the 2040 employment estimates from the 2016–2040 SCAG RTP/SCS, the number of jobs in the cities of Corona and Riverside will increase by nearly approximately 33.0 percent and 67.1 percent, respectively, from 2012 to 2040. The County of Riverside as a whole will experience a substantially higher job growth rate at 103 percent. Compared to the County of San Bernardino, the City of Chino will experience substantially lower job growth rates at approximately 18.8 percent

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1 SCAG. 2016–2040 Draft Regional Transportation Plan/Sustainable Community Strategy Growth Forecast Appendix (December 2015). Website: http://www.scag.ca.gov/Documents/ 2016DraftGrowthForecastByJurisdiction.pdf (accessed March 2, 2016).

2 Ibid.

3 Ibid.

Table 3.2.1 Job Growth from 2012 to 2040

Jurisdiction	Number of Jobs in 2012	Number of Jobs in 2040	Percent Change in Jobs from 2012 to 2040
County of Orange	1,562,500	1,898,900	24.4%
County of Riverside	616,600	1,174,300	90.4%
County of San Bernardino	659,500	1,028,100	53.6%
City of Anaheim	177,900	245,600	38.1%
City of Orange	94,100	105,500	11.7%
City of Yorba Linda	15,600	17,700	13.5%
City of Chino	42,600	50,600	18.8%
City of Chino Hills	11,500	18,600	61.7%
City of Corona	66,400	88,400	33.1%
City of Riverside	120,000	200,500	67.1%

Sources: United States Census 2010, and Southern California Association of Governments 2016–2040 Draft RTP/SCS Growth Forecast.
Note: Employment numbers consist of workers aged 16 and over.
RTP = Regional Transportation Plan
SCS = Sustainable Communities Strategy

between 2016 and 2040. However, the County of Orange is only projected to experience an increase in jobs by 24.4 percent, which is slightly higher compared to the cities of Orange and Yorba Linda within the County of Orange.

3.2.2.3 Housing

According to the 2010 U.S. Census and the 2016–2040 Draft SCAG RTP/SCS, the total number of households in both the counties of San Bernardino and Riverside will substantially increase between 2012 and 2040. However, the County of Orange housing will grow at a much slower rate, as shown in Table 3.2.2. The greatest increase by 2040 is projected to occur in the County of Riverside, where households are estimated to increase by 51.8 percent to 1,054,300. The City of Chino is expected to experience the highest growth rate between 2012 and 2040 compared to other Study Area cities.

3.2.2.4 Travel Patterns and Goods Movement

SCAG reports in the 2016–2040 Draft RTP/SCS that although SCAG supports a multimodal strategy to reduce per capita vehicle miles traveled (VMT) over the next 25 years, total demand for transportation will continue to increase due to projected growth throughout the SCAG region. As discussed above, more jobs have been located in the County of Orange despite rapid population growth in the counties of Riverside and San Bernardino. This creates an incremental demand for travel; however, the capacity and extent of the road system in the

Table 3.2.2 Household Growth from 2012 to 2040

Jurisdiction	Number of Households in 2012	Number of Households in 2040	Percent Change in Households from 2012 to 2040
County of Orange	999,500	1,074,700	7.5%
County of Riverside	694,400	1,054,300	51.8%
San Bernardino County	615,300	854,300	38.8%
City of Anaheim	99,200	122,600	23.6%
City of Orange	43,600	49,300	13.1%
City of Yorba Linda	21,900	23,400	6.8%
City of Chino	21,000	34,000	61.9%
City of Chino Hills	23,000	28,300	23.0%
City of Corona	45,300	52,000	14.8%
City of Riverside	92,400	118,600	28.3%

Sources: SCAG 2016-2040 Draft RTP/SCS Growth Forecast.
RTP = Regional Transportation Plan
SCAG = Southern California Association of Governments

SCAG region has not kept pace with population and transportation demands. California's population and total VMT have more than doubled since 1970. However, expenditures on California's transportation infrastructure have decreased substantially since the 1970s, and the supply of roadway capacity has not matched the demand resulting from the growth that has occurred over the last four decades.

Table 3.2.3 provides commuter patterns and travel time for the Study Area cities and counties. The 2009–2013 American Community Survey (ACS) Census data shows that the majority of the employed residents in the Study Area cities in the County of Riverside (the cities of Corona and Riverside) and the County of San Bernardino (the cities of Chino and Chino Hills) work outside of that county. Both the counties of Riverside and San Bernardino overall have a higher proportion of employed residents who work outside of their county of residence in comparison to the County of Orange, where 83.9 percent of employed residents work within that county. Likewise, only 12 percent of the employed population of the City of Orange works outside of the County of Orange, while 50.5 percent of the employed population of the City of Corona works outside of the County of Riverside.

As shown in Table 3.2.3, the majority of mean travel times for work trips in the Study Area counties are less than 30 minutes. The City of Orange has the smallest proportion of residents (2 percent) with a commute longer than 60 minutes, while the City of Corona has the largest (21.1 percent). Due to projected population growth in the Inland Empire, travel times are expected to continue to increase in and through the project Study Area.

Table 3.2.3 Commuting Patterns

	State of California	County of Orange	County of Riverside	County of San Bernardino	City of Anaheim	City of Orange	City of Yorba Linda	City of Chino	City of Chino Hills	City of Corona	Coronita CDP
Work in County of Residence	13,474,530 (82.7%)	1,195,005 (83.9%)	587,446 (68.5%)	550,372 (69.8%)	127,040 (83.5%)	57,719 (87.7%)	23,753 (77.2%)	14,132 (44.4%)	13,239 (37.1%)	33,030 (49.0%)	693 (46.0%)
Work Outside of County of Residence	2,735,432 (16.8%)	223,847 (15.7%)	264,593 (30.9%)	233,990 (29.7%)	24,742 (16.3%)	7,876 (12.0%)	6,927 (22.5%)	17,557 (55.4%)	22,249 (62.4%)	34,022 (51.0%)	813 (54.0%)
Work in Place of Residence[1]	5,798,884 (36%)	351,927 (24.7%)	227,050 (26.5%)	194,444 (24.7%)	45,079 (29.6%)	16,469 (25.0%)	4,480 (14.6%)	6,015 (18.9%)	4,921 (13.8%)	20,281 (30.0%)	147 (9.8%)
Work Outside Place of Residence	9,684,789 (59.4%)	1,059,458 (74.3%)	605,869 (70.7%)	551,555 (70.0%)	107,036 (70.4%)	49,382 (75.0%)	26,277 (85.4%)	25,790 (81.8%)	30,740 (86.2%)	47,144 (70.0%)	1,359 (90.2%)
Travel Time to Work											
<30 minutes	8,997,490 (58.3%)	830,759 (58.3%)	436,734 (53.7%)	450,676 (59.5%)	85,023 (57.7%)	39.893 (63.2%)	13,950 (48.1%)	14,921 (48.3%)	13,546 (39.8%)	27,281 (42.5%)	549 (39.4%)
30–44 minutes	2,918,252 (18.9%)	315,587 (22.1%)	108,525 (13.3%)	133,950 (17.7%)	36,298 (24.6%)	15,282 (24.2%)	9,266 (32.0%)	7,015 (22.7%)	8,996 (26.4%)	13,917 (21.7%)	330 (23.7%)
45–59 minutes	1,240,299 (8.0%)	95,679 (6.7%)	76,047 (9.3%)	129,041 (17.0%)	10,774 (7.4%)	3,606 (5.7%)	2,594 (8.9%)	3,505 (11.4%)	4,472 (13.1%)	9,408 (14.7%)	215 (15.4%)
>60 minutes	1,558,740 (10.1%)	111,415 (7.8%)	141,133 (17.3%)	43,694 (5.8%)	13,501 (9.2%)	4,274 (6.8%)	3,183 (11.0%)	5,440 (17.6%)	7,056 (20.7%)	13,572 (21.1%)	300 (21.5%)

Source: United States Census Bureau, American Community Survey 2009–2013, Tables B08007, B08008, and B08303.
[1] Place of Residence is either a city or a CDP.
CDP = Census designated place

3.2.2.5 Adopted Regional and Local Plans

Adopted regional and local plans that include growth management and transportation goals and policies are described by jurisdiction in Section 3.1, Land Use, which also provides additional information on existing land and planned land uses in the counties of Orange, Riverside, and San Bernardino and the five cities in the project Study Area.

3.2.3 Environmental Consequences

3.2.3.1 Temporary Impacts

Because potential growth-related effects represent permanent impacts of a project, there is no discussion of temporary impacts related to growth in this section.

3.2.3.2 Permanent Impacts

As required by the Caltrans Standard Environmental Reference,[1] a "first-cut screening analysis" for growth has been applied only to Alternative 1 (Two-Lane Express Lanes

[1] Caltrans. Guidance for Preparers of Growth-Related Indirect Impact Analyses. Website: http://www.dot.ca.gov/ser/Growth- related_IndirectImpactAnalysis/GRI_guidance06May_files/gri_guidance.pdf (accessed February 15, 2015).

Connector) because the ETC Final EIR and Final EIS Alternative 1 (Corridor with West Leg) has already been reviewed in the original environmental documents for growth impacts, and the No Build Alternative does not have any growth impacts to analyze.

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative) First-Cut Screening Analysis

The "first-cut screening" analysis focuses on addressing the following four questions:

How, if at all, does the project potentially change accessibility?

The Build Alternative would improve the vehicle, person, and goods movement travel times on SR-241 and SR-91 to more effectively serve existing and future travel demand between and within the counties of Orange, Riverside, and San Bernardino. Currently, the northbound vehicles of SR-241 cannot directly access the eastbound *91 Express Lanes*, and the westbound *91 Express Lanes* motorists cannot directly access southbound SR-241. Existing access between northbound SR-241 and the eastbound *91 Express Lanes* and the westbound *91 Express Lanes* and the southbound SR-241 are provided by a two-lane connector that connects with the general purpose lanes on SR-91. Therefore, the Build Alternative would address deficiencies that negatively affect traffic flow and worsen congestion along SR-91 during peak hours, most notably the weaving in order to access the *91 Express Lanes*. The SR-241/SR-91 Express Lanes Connector improvements would more effectively serve existing and forecasted intra-regional travel demand, reduce congestion and air pollution, and improve both safety and traffic flow for the regional transportation system.

The improvements to the SR-241/SR-91 interchange are expected to result in improvements to operational performance and increase mobility, jobs, and services, etc. by improving commute times for users. However, because a connection already exists between SR-241 and SR-91, the SR-241 and *91 Express Lanes* connector would not substantially modify local, intra-regional, or inter-regional accessibility to and/or from SR-241 and SR-91.

How, if at all, do the project type, project location, and growth pressure potentially influence growth?

The Build Alternative is consistent with the SCAG 2012–2035 RTP/SCS and the goals and policies of the regional and local entities. The SR-91 is the only freeway corridor connecting the counties of Riverside and Orange. The Build Alternative is not expected to result in any changes to land use. The Study Area's regional and local areas have experienced rapid population, housing, and employment growth over the last few decades, as summarized above. This growth is associated with regional and local planning's existing land uses, future

land uses, development, and economic growth. This area is projected to continue to experience growth in population and jobs even in the jurisdictions that are relatively constrained by limited land available for development. Growth in the counties and cities in the Project Area is expected to occur with or without the project because of the planned development anticipated by the General Plans and other planning documents for the counties, cities, and communities in the Project Area. The improved travel times expected to be achieved as a result of the Build Alternative could have a slight influence on demand for residential and nonresidential uses in the Project Area or nearby cities; however, it would not be expected to be sufficient to result in the need to modify adopted General Plans to allow for greater levels of development (residential and nonresidential). The Build Alternative is expected to accommodate existing, approved, and planned growth in the area, but is not expected to influence the amount, timing, or location of growth in the area.

Is project-related growth reasonably foreseeable (as defined by NEPA, i.e., indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative)?

The project responds to existing and forecasted traffic congestion on the SR-241 and SR-91 due to growth, both locally and regionally that has already occurred. The project limits along both freeways is already well known for its traffic delays during peak hours. In addition, this area is projected to continue to experience growth in population and jobs even in jurisdictions relatively constrained by limited land available for development. The Project Area includes highly urbanized areas with little remaining development capacity. SR-91 is also constrained on the south by the Cleveland National Forest and County of Orange Nature Preserves, and constrained on the north by Chino Hills State Park, the Santa Ana River, and Featherly Regional Park. The project is not expected to influence the amount, timing, or location of growth in the Project Area. Accordingly, there is no reasonably foreseeable project-related growth expected to result from the Proposed Project.

If there is project-related growth, how, if at all, will that impact resources of concern?

As discussed above, there are no reasonably foreseeable project-related growth impacts expected to result from the Proposed Project. Therefore, indirect impacts such as changes in land use, economic vitality, and population density are not expected as a result of the Proposed Project.

Based on this “First-Cut Screening” analysis, no further analysis is required.

No Build Alternative

The No Build Alternative does not include the operation of any of the improvements in the SR-241/SR-91 Express Lanes Connector project. As a result, the No Build Alternative would not result in any project-related permanent growth impacts.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Consistent with the results of the "First-Cut Screening" analysis, no avoidance, minimization, and/or mitigation measures are required.

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