

EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this chapter of the Draft Program Environmental Impact Report (PEIR) contains an overview of the proposed project, its potential environmental impacts and mitigation measures, and a summary of the alternatives to the proposed project evaluated in this Draft PEIR.

This PEIR evaluates the potential environmental impacts associated with the adoption of the 2016 Regional Transportation Plan/Sustainable Communities Strategy by the Southern California Association of Governments (SCAG). SCAG, as the Lead Agency, prepared this PEIR pursuant to the CEQA, for the proposed, Draft 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy ("2016 RTP/SCS," "Plan" or "Project").

As described in more detail below, the 2016 RTP/SCS is a long-range regional transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over the period from 2016 to 2040. The 2016 RTP/SCS includes integrated land use and transportation strategies that are shaped by the Plan's vision, goals, guiding policies and performance measures as well as by changes that the region has been facing since adoption of the 2012 RTP/SCS, adopted in April 2012. Other major components of the 2016 RTP/SCS include a list of transportation projects; a description of programs and public participation processes; a description of regional growth trends that identify future needs for travel and goods movement; and a financial plan that identifies the amount of funding that is reasonably expected to be available to build, operate, and maintain the region's surface transportation system through the forecast horizon year of 2040.

The PEIR for the 2016 RTP/SCS serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan. The PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. This PEIR serves as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews will focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the PEIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the...program, leaving project-specific details to subsequent EIRs when specific projects are considered" (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174). As such, the focus of the environmental analysis in the PEIR is on regional-scale and cumulative impacts of implementation of the Plan and the alternatives.

The long-range planning horizon of more than 20 years necessitates that many of the highway, arterial goods movement, and transit projects included in the Plan (and the alternatives) are identified at the conceptual level. This document addresses environmental impacts to the level that they can be assessed without undue speculation (CEQA Guidelines § 15145). This PEIR acknowledges this uncertainty and incorporates these realities into the methodology to evaluate the environmental effects of the Plan, given its long-term planning horizon. The degree of specificity in an EIR corresponds to the degree of specificity of the underlying activity being evaluated (CEQA Guidelines Section 15146). Also, the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project (CEQA Guidelines Sections 15151 and 15204(a)). The activity being evaluated in this PEIR is the long-term Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). This Draft PEIR strives to provide as much quantitative detail as feasible regarding the regional

environmental impacts of the Plan. Not all impacts can be feasibly and/or accurately quantitatively analyzed at a regional level and/or up to the year 2040.

A Notice of Preparation (NOP) for this Draft EIR was issued on March 9, 2015 by SCAG for a 30-day public review period. A total of 26 comment letters were received. Information, data and observations resulting from these letters are included throughout this Draft EIR where relevant. The NOP and copies of each comment letter received are included in **Appendix A** of this Draft PEIR. Two scoping meetings were held on March 17th and 18th, 2015. The purpose of these meetings was to provide early consultation for the public to express their concerns about the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft PEIR. In accordance with Sections 15087 and 15105 of the CEQA Guidelines, this Draft PEIR is being circulated for a 60-day public review period. Responsible and trustee agencies and the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft PEIR and to identify where the information can be obtained. All comment letters received concerning the Draft PEIR will be responded to in writing, and the comment letters, together with the responses to those comments will be included in the Final PEIR

ES.1 BACKGROUND AND PROJECT OVERVIEW

ES.1.1 SCAG Role and Responsibilities

SCAG is a federally designated Metropolitan Planning Organization (MPO) pursuant to Title 23, United States Code (USC) 134(d)(1) for the region comprising the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In addition, SCAG is designated under California state law as the Multicounty Designated Transportation Planning Agency and Council of Governments (COG) for the six-county region. Founded in 1965, SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

SCAG serves as the regional forum for cooperative decision making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements include the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Federal Transportation Improvement Program (FTIP), the annual Overall Work Program, and transportation-related portions of the South Coast Air Quality Management plans. SCAG's other major functions include determining that regional transportation plans and programs are in conformity with state air quality plans, periodic preparation of a Regional Housing Needs Assessment (RHNA), and intergovernmental review of regionally significant projects.

The Regional Council is SCAG's main governing body. It consists of 86 elected officials, representing cities, counties, county transportation commissions, transportation corridor agencies, tribal governments, and air districts in the region. The Regional Council has general authority to conduct the affairs of SCAG and directs the actions of the Agency throughout the year. Additionally, the Regional Council implements the policy direction provided at the annual General Assembly of the membership, acts upon policy recommendations from SCAG's standing policy committees and external agencies, and appoints standing or ad-hoc subcommittees to study specific programs or issues.

ES.1.2 Regional Cooperation

SCAG places great importance on regional cooperation in the regional planning process. SCAG seeks feedback from subregional organizations that have been recognized by the Regional Council as partners in the regional policy planning process. Subregions play an important role as a conduit between SCAG and the cities and counties of the region by participating and providing input on SCAG's planning activities. A total of 15 subregions are recognized by the Regional Council and represent portions of the region, with shared interests, issues, and geography. The subregions vary according to geographical size, number of local member jurisdictions, staffing, decision-making structure, and legal status.

SCAG provides opportunities to participate in regional planning through collaboration and participation in regional programs and dialogs. Responsible for regional policy direction and review, the primary standing committees at SCAG include; the Executive/Administration Committee; the Transportation Committee; the Community, Economic & Human Development (CEHD) Committee; the Energy & Environmental Committee; and the Legislative/Communication & Membership Committee. In addition to the standing committees, there are various subcommittees, technical advisory committees, working groups, and task forces that either report to the standing committees or provide input to SCAG staff, while other groups are established on an ad hoc basis to assist with specific projects or address specific regional policy.

ES.1.3 Bottom-Up Planning Process

A critical component to developing the proposed, Draft 2016 RTP/SCS is the participation and cooperation of all local government partners and stakeholders within the SCAG region. To this end, SCAG uses a bottom-up planning process by which all local government jurisdictions and county transportation commissions (CTCs) in the SCAG region as well as other stakeholders are informed about the Plan development process and have adequate opportunities to provide input. The bottom-up planning process uses a "local control-regional collaboration" strategy for the 2016 RTP/SCS and employs, among other efforts, one-on-one meetings with local jurisdictions to solicit input and feedback on draft growth forecast and land use data.¹ In particular, SCAG works closely with CTCs, local governments, tribal governments, nonprofit organizations, businesses, and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. The six CTCs in the region are responsible for managing and prioritizing and approving the portfolio of transportation investments in their respective counties and providing updated information on transportation projects for inclusion in the 2016 RTP/SCS. Since March 2013, SCAG has been coordinating with cities and counties responsible for land use and transportation planning to develop forecasts of future land use pattern, population, household, employment, and land scenarios, which were developed in consultation with SCAG's CEHD Committee and Technical Working Group.² Additionally, SCAG works closely with various stakeholders and agencies to seek input on specific topic areas of the 2016 RTP/SCS such as active transportation strategies, public health, open space, and environmental justice. To ensure the

¹ Southern California Association of Governments. 2 January 2014. *Item No. 2 Staff Report: One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-Up Local Input Process*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd010214fullagn.pdf>

² Southern California Association of Governments. 2 October 2014. *Item No. 6 Staff Report: Update on SCAG's Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd100214fullagn.pdf>

region makes progress towards achieving the goals and guiding policies as described in the 2016 RTP/SCS, SCAG will continue to rely on and build upon regional cooperation, public outreach and bottom-up planning process to engage, solicit input, and share information with relevant parties and the public.

The purpose of the 2016 RTP/SCS is to provide a clear, long-term vision of the regional transportation goals, policies, objectives, strategies, and investments integrated with land use strategies for the SCAG region while at the same time providing strategies to meet greenhouse gas emissions reduction and air quality conformity requirements. The necessity for the 2016 RTP/SCS is driven by the need to plan for the region's changing socioeconomic, transportation, financial, technological, and environmental conditions. Additionally, the 2016 RTP/SCS is necessary to plan for improvements to the aging regional transportation system, among others, to preserve its long-term viability in light of the projected population growth.

ES.2 PURPOSE AND NEED FOR ACTION

Federal regulations (40 Code of Federal Regulations [CFR] § 1502.13) require the preparation of a statement of purpose and need in conjunction with environmental documents prepared to meet the requirements of the National Environmental Policy Act (NEPA). Consistent with the protocols established in NEPA, this statement of Purpose and Need has been included to facilitate the use of an Environmental Impact Report (EIR) as a functional equivalent to environmental review required pursuant to NEPA, to the extent that the proposed action adequately characterized and analyzed anticipated adverse effects, and sufficient mitigation measures have been considered to avoid or reduce the anticipated adverse direct, indirect and cumulative effects of the proposed action. Although adoption of the 2016 RTP/SCS is not subject to NEPA, SCAG has chosen to include this statement of purpose and need to enable proponents of projects included in the 2016 RTP/SCS to discuss the purpose and need for their individual projects relative to the Plan.

The SCAG Regional Council has the responsibility for consideration of the 2016 RTP/SCS, with substantial input from its member jurisdictions, agencies, and stakeholders. This statement of Purpose and Need has been prepared to identify the underlying purpose for adopting the 2016 RTP/SCS. It was not prepared to be a comprehensive statement of need for each individual project included in the 2016 RTP/SCS. However, the 2016 RTP/SCS includes transportation improvements that may involve a federal action, such as the use of federal funds, right-of-way, permits and or leases at the time that project-level design is initiated; thus triggering the requirement for environmental review under NEPA, as set forth in 40 CFR Section 1502.13. Therefore, where determined appropriate by a Lead Agency asked to undertake a site or project-specific federal action, evaluated in this PEIR at the programmatic-level of detail, this statement of purpose and need may be incorporated by reference in site- or project-specific NEPA documents as provided in 40 CFR § 1502.21.

ES.3 PROPOSED PROJECT / PLAN

ES.3.1 Project Description

Similar to the 2012 RTP/SCS, last adopted by SCAG’s Regional Council in April 2012 and subsequently amended in September 2014 (Amendment No. 2 to the 2012 RTP/SCS),³ the 2016 RTP/SCS is a long-range transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a minimum 20-year period. The 2016 RTP/SCS contains regional transportation investments and integrated land use strategies. It includes investments and strategies to improve the regional transportation system (e.g., highways, transit, active transportation, etc.) and land use integration strategies. It also includes transportation financial strategies based upon committed, available or reasonably available funding sources, thereby constituting the 2016 RTP/SCS as a “financially constrained Plan.” As part of the constrained Plan, the 2016 RTP/SCS is intended to identify reasonably available sources of funding over the Plan period, and allocate these funds to transportation projects and programs that benefit the SCAG communities and residents. The 2016 RTP/SCS is designed to assure that, to the greatest extent possible, the money invested would have the best chance of achieving the objectives communities and residents care about.

The last chapter of the 2016 RTP/SCS entitled “Looking Ahead” serves as a Strategic Plan and discusses which projects, programs, or initiatives the region should pursue in the coming decades. Unlike the constrained Plan, the Strategic Plan of the 2016 RTP/SCS presents a vision for regional improvements beyond committed, available, or reasonably available funding sources. It identifies additional projects that may require study and consensus building before the decision can be made as to whether to commit the funding to include these projects in a future RTP/SCS constrained plan. These are projects for which funding sources have not been identified, but the implementation of which would provide transportation, air quality, and health benefits to the region. The 2012 RTP/SCS also included a Strategic Plan, and it played a large role in informing the investments and strategies detailed in the financially constrained component of the 2016 RTP/SCS. Hence, the Strategic Plan included in the 2016 RTP/SCS is intended to play a similar role in informing future RTP/SCS updates.

This PEIR for the 2016 RTP/SCS does not analyze strategic projects because their lack of funding indicates that implementation is speculative at this point. If these projects become reasonably foreseeable, they will be included in the future RTP/SCS updates, and their impacts will be addressed in the PEIRs for future Plans.

ES.3.2 Vision, Goals, Guiding Policies, and Performance Measures

The 2016 RTP/SCS includes a vision, goals, guiding policies and performance measures developed through extensive outreach to the general public and stakeholders across the region. The 2016 RTP/SCS is intended to build upon the progress made since the 2012 RTP/SCS while recognizing the current conditions of land use and transportation throughout the region as well as emerging developments and technologies since the adoption of the 2012 RTP/SCS. It is intended to respond to a changing region by meeting the challenges and creating conditions and infrastructure that motivate increased mobility and

³ Southern California Association of Governments. September 2014. Amendment No. 2 to 2016 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <http://scagrtpscsc.net/Pages/2012RTPSCS.aspx>

accessibility, expanded transportation options, broader economic growth, equitably distributed benefits, and sustainability.

Based upon extensive local collaboration, the 2016 RTP/SCS has a vision for achieving a range of quality of life outcomes. It envisions vibrant, livable communities that are healthy and safe, and which offer transportation options that provide timely access to schools, jobs, services, health care, and other basic needs. It offers opportunities to communities for walking and bicycling, and offers residents improved access to parks, open space, natural lands, and recreational opportunities. Collectively, the 2016 RTP/SCS is intended to support and enhance opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region’s tremendous diversity, and that one-size solutions are not practical or feasible. The Plan’s goals are intended to help carry out the vision for improved mobility, a strong economy and sustainability. The 2016 RTP/SCS goals remain unchanged from those adopted in the 2012 RTP/SCS (**Table ES.3.2-1, 2016 RTP/SCS Goals**).

**TABLE ES.3.2-1
2016 RTP/SCS GOALS**

Goal 1	Align the plan investments and policies with improving regional economic development and competitiveness.
Goal 2	Maximize mobility and accessibility for all people and goods in the region.
Goal 3	Ensure travel safety and reliability for all people and goods in the region.
Goal 4	Preserve and ensure a sustainable regional transportation system.
Goal 5	Maximize the productivity of our transportation system.
Goal 6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).
Goal 7	Actively encourage and create incentives for energy efficiency, where possible.
Goal 8	Encourage land use and growth patterns that facilitate transit and active transportation.
Goal 9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

SOURCE:

Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 4.

The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. The 2016 RTP/SCS includes two additional guiding policies since the 2012 RTP/SCS (**Table ES3.2-2, 2016 RTP/SCS Guiding Policies**).

**TABLE ES 3.2-2
DRAFT 2016 RTP/SCS GUIDING POLICIES**

Policy 1	Transportation investments shall be based on SCAG's adopted regional Performance Indicators
Policy 2	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.
Policy 3	RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.
Policy 4	Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.
Policy 5	High-Occupancy vehicle (HOV) gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.
Policy 6:	The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.
Policy 7	The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run.
Policy 8	Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

SOURCE:

Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 4.

The first addition (Guiding Policy 6) addresses emerging technologies and the potential for such technologies to lower the number of collisions, improve traveler information, reduce the demand for driving alone, and lessen congestion related to road incidents and other non-recurring circumstances (a car collision, for example). The second addition (Guiding Policy 7) recognizes the potential for transportation investments to improve both the efficiency of the transportation network and the environment.

Performance measures are closely tied to the broader vision, goals, and guiding policies to ensure that the implementation of the 2016 RTP/SCS moves the region closer to achieving these vision, goals and policies. The 2016 RTP/SCS uses a number of performance measures to help gauge progress, how well the region meets the federal air quality conformity requirements, the new federal requirements of MAP-21, and state requirements for reducing greenhouse gas emissions and planning for a more sustainable future. Like the 2012 RTP/SCS, performance measures continue to play a critical role in the development of the 2016 RTP/SCS. Performance measures included in the 2016 RTP/SCS are built upon and updated from those developed for the 2012 RTP/SCS to ensure that there is consistency when tracking and assessing the region's performance and whether the region is progressing towards meeting and exceeding federal and state requirements. It is also intended to help quantify regional goals, estimate potential impacts of proposed investments, and evaluate progress over time. An extended discussion on Plan performance is covered in Chapter 8 entitled "Measuring Our Progress for the Future" of the 2016 RTP/SCS .

ES.3.3 Scenario Planning

The scenario planning process played a critical role in developing the 2016 RTP/SCS. To facilitate development of the Plan, SCAG generated four preliminary “sketch scenarios” for the region’s future land use and transportation investments during the next 25 years.⁴ Using several relevant land use and transportation inputs, sketch scenarios explored a range of potential regional development patterns, and evaluated how the scenarios performed in terms of sustainability, mobility and other performance metrics. The purpose for developing sketch scenarios was to engage in a bottom-up planning process, and solicit input and feedback on the scenarios as part of the 2016 RTP/SCS development process.⁵

Based on feedback received on the sketch scenarios, a preliminary draft policy growth forecast (PGF) was developed. The PGF serves as the foundation for the regional policy growth scenario, which proposed for inclusion in the 2016 RTP/SCS. As part of the scenario planning development process and consistent with the bottom-up planning process, the preliminary draft PGF, including population, households and employment, was distributed for local technical review in summer 2015. All technical corrections made to the preliminary draft PGF during the technical review process were completed in fall 2015, and these technical corrections were incorporated and used to modify the preliminary draft PGF.⁶

This modified version of the draft PGF serves as the basis for the technical modeling for the 2016 RTP/SCS, maintains local input-based jurisdictional growth totals with targeted growth in opportunity areas that are well served by transit and are conducive to successful mixed-use and higher density housing in the future (based on future transit investments and recent construction trends for similar developments).⁷

To guide the development of PGF, a set of five guiding principles and framework were developed, reviewed and supported by SCAG’s CEHD Committee.⁸ Based on this support and consistent with the guiding principles and framework approved by the CEHD Committee, the 2016 RTP/SCS includes proposed land use and transportation strategies.⁹

⁴ Southern California Association of Governments. 13 March 2015. *Preliminary Scenario Planning Matrix*. Available at: http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg031915_draftscenario.pdf

⁵ Southern California Association of Governments. Accessed October 2015. *Workshop Materials. Station 6: The 4 Scenarios Posters*. Available at: <http://scagrtpsc.net/Pages/WorkshopMaterials.aspx>

⁶ Southern California Association of Governments. 8 October 2015. *Staff Report: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (Draft 2016 RTP/SCS) – Policy Growth Forecast (PGF) Guiding Principles and Framework*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd100815fullagn.pdf>

⁷ Southern California Association of Governments. 5 November 2015. *Item No. 1 Staff Report: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/jointRCPC110515fullagn.pdf>

⁸ Southern California Association of Governments. 5 November 2015. *Item No. 1 Staff Report: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/jointRCPC110515fullagn.pdf>

⁹ Southern California Association of Governments. 5 November 2015. *Item No. 1 Staff Report: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/jointRCPC110515fullagn.pdf>

ES.3.4 Land Use and Transportation Strategies

The 2016 RTP/SCS envisions future regional growth that is well coordinated with the transportation system improvements, as well as anticipates new transportation projects planned by the region's CTCs and transit providers region's transportation network and land uses. The 2016 RTP/SCS makes a concerted effort to integrate the region's transportation network and land uses, so that the region can be developed into an even more sustainable region over the coming decades. Accordingly, the following overview of regional strategies for growth and land use set the context for a comprehensive review of the region's transportation system.

Land Use Strategies

Built upon the success of the 2012 RTP/SCS, the 2016 RTP/SCS includes a set of regional land use strategies that are intended to increase transportation mode choice, guide future land development patterns, and further improve air quality.¹⁰ These proposed land use strategies recognize a higher portion of new households and employment in areas well served by transit, and reduce growth in high value habitat areas along with neighborhoods that are adjacent to highways. Like the 2012 RTP/SCS, the proposed land use strategies included in the 2016 RTP/SCS continue to focus new growth in HQTAs, existing suburban town centers, and more walkable, mixed-use communities:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;¹¹
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

In support of the foundation policies and guiding principles, the RTP/SCS includes six proposed land use strategies:

- High Quality Transit Areas (HQTA)
- Livable Corridors
- Neighborhood Mobility Area
- Zero-Emission Vehicles and Electric Vehicle Charging Stations
- Natural Lands Preservation
- Balancing Growth Distribution between 500 Feet of Freeways and HQTAs

¹⁰ Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 5.

¹¹ "Identify strategic centers based on a three-tiered system of existing, planned, and potential, relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pages 90-92 of SCAG's 2008 Regional Transportation Plan, which was adopted in May 2008.

Transportation Strategies

Like the proposed land use strategies, the 2016 RTP/SCS includes transportation investments that are built off the framework and strategies in the 2012 RTP/SCS. Specifically, the proposed transportation investments in the 2016 Plan recognize that the region can no longer afford to rely solely on expanding the transportation system to address the region’s many changes and challenges. There is a need to use a comprehensive planning approach for a transportation system that focuses on preservation, sustainability, and productivity, as well as strategic expansion. The proposed land use patterns as part of the 2016 RTP/SCS provide a strategic opportunity to build a smart transportation system that is responsive to the region’s changes and challenges

As such, the 2016 RTP/SCS includes proposed strategies for transportation investments, totaling approximately \$556 billion, in nine (9) areas: 1) system preservation and maintenance; 2) highway and arterials; 3) transportation demand management (TDM) and system manage (TSM); 4) transit; 5) passenger rail including High Speed Rail; 6) goods movement; 7) active transportation; 8) aviation and 9) debt service (**Table ES 3.4-1, 2016 RTP/SCS: Proposed Allocation of Transportation Investments [in Billions]**)

**TABLE ES 3.4-1
2016 RTP/SCS: PROPOSED ALLOCATION OF TRANSPORTATION INVESTMENTS
(IN BILLIONS)**

System Preservation	\$275
Highway and Arterials	\$55
TDM and TSM	\$16 (\$6.9 for TDM; and \$9.2 for TSM)
Transit	\$56
Passenger Rail and High Speed Rail	\$39
Goods Movement	\$75
Active Transportation	\$8
Other (Environmental Mitigation, Landscaping and Project Development Costs)	\$3
Aviation	Included in modal investments
Debt Service	\$31

NOTE: due to rounding, the total will not exactly match.

SOURCE:

Southern California Association of Governments. December 2015. Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy, Chapter 6

ES.3.5 Transportation Funding

In accordance with federal fiscal constraint requirements, the 2016 RTP/SCS is a financially constrained Plan. The financial plan for the 2016 RTP/SCS identifies the amount of funding that is reasonably expected to be available to build, operate, and maintain the region’s surface transportation system through the forecast horizon year of 2040.¹²

¹² Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 6.

The financial plan's forecast of core revenue totals approximately \$356 billion. Local sources, totaling approximately \$255 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling \$64 billion (18 percent) and federal sources totaling \$38 billion (11 percent). Core revenues are existing transportation funding sources projected through 2040. The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

The financial plan's forecast of expenditure needs totals approximately \$556 billion. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total \$275 billion (49 percent). O&M includes \$65 billion in state highway O&M, \$157 billion in transit O&M, \$16 billion in passenger rail O&M, and \$37 billion in regionally significant local streets and roads O&M. Capital project expenditures total \$251 billion (45 percent) and debt service totals \$31 billion (6 percent).¹³

Similar to the amount of funding gap identified in the 2012 RTP/SCS, the 2016 RTP/SCS is expected to have an approximately \$200 billion difference between the expenditure forecast total (\$556 billion) and the core revenue forecast total (\$356 billion). As such, like the 2012 Plan, the 2016 Plan includes reasonable available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees were included to fill the gap.

A set of key guiding principles were used to develop transportation funding strategies:^{14,15}

- Establish a user-based system that better reflects the true cost of transportation with firewall protection for transportation funds while ensuring an equitable distribution of costs and benefits;
- Promote national and state programs that include return to source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources;
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of Transportation Infrastructure Finance and Innovation Act (TIFIA)) to attract private capital and accelerate project delivery; and
- Promote funding strategies that strengthen federal commitment to the nation's goods movement system, recognizing the pivotal role that our region plays in domestic and international trade.

¹³ Southern California Association of Governments. 3 September 2015. *Item No. 2 Staff Report: Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Financial Strategies*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/tc090315fullagn.pdf>

¹⁴ As part of the 2012 RTP/SCS, the Regional Council adopted a set of key guiding principles to lay the foundation for identifying reasonably available new revenues. SCAG's Transportation Committee at its September 3, 2015 meeting re-confirmed the use of these guiding principles and approved the proposed near-term transitional strategies and long-term initiatives for inclusion in the Draft 2016 RTP/SCS.

¹⁵ Southern California Association of Governments. 11 September 2014. *Item No. 2 Staff Report: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy – Proposed Financial Strategies*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/tc090315fullagn.pdf>

Based on these guiding principles, the 2016 RTP/SCS includes both near-term transitional strategies and long-term initiatives to fill the approximately \$200-billion funding gap (**Table ES.3.5-1, Reasonably Available Revenue Sources and Innovative Funding Strategies: \$200 Billion [in Nominal Dollars]**).¹⁶

**TABLE ES.3.5-1
REASONABLY AVAILABLE REVENUE SOURCES AND INNOVATIVE FUNDING STRATEGIES:
\$200 BILLION (IN NOMINAL DOLLARS)**

Revenue Sources	Amount (Billion)
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	\$6.0
Mileage-Based User Fee (or equivalent fuel tax adjustment)	\$124.8 (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	\$23.5
Private Equity Participation	\$3.4
Freight Fee/National Freight Program	\$5.4
State Bond Proceeds, Cap-and-Trade Auction Proceeds & Other for California High-Speed Rail Program	\$34.0
Value Capture Strategies	\$1.2
Local Option Sales Tax (Ventura County)	\$2.1

SOURCE:

Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 4.

ES.3.6 Plan Performance

The 2016 RTP/SCS uses a number of performance measures to gauge progress toward meeting the Plan’s goals. Plan performance is shown by performance outcomes in seven categories, and these performance outcomes are tied to the 2016 RTP/SCS goals. Within each category of performance outcome, there are performance measures.¹⁷ To determine how effective the Plan’s land use and transportation strategies would be, Chapter 8 of the 2016 RTP/SCS includes a “Plan” vs. “Baseline” analysis—essentially comparing what the region would look like with and without implementation of the Plan in 2040.¹⁸

The majority of the performance measures in the 2016 RTP/SCS remain the same as those in the 2012 RTP/SCS. Recognizing that integrated land use and transportation strategies are expected to have impacts beyond those exclusively transportation-related, the health outcome was first introduced in the 2012 RTP/SCS. Continuing with this emphasis on health outcome, the 2016 RTP/SCS includes a number of new measures, including three health-related measures. These health-related measures are tied with the proposed transportation investments in transit, active transportation, more walkable communities, and land use strategies which focus new housing and employment in the region’s HQTAs, livable corridors and neighborhood mobility areas.

¹⁶ Southern California Association of Governments. 11 September 2014. *Item No. 2 Staff Report: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy – Proposed Financial Strategies*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/tc090315fullagn.pdf>

¹⁷ Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 8.

¹⁸ Note that the Draft 2016 RTP/SCS baseline year is 2012 as required for RTP/SCSs. This PEIR properly uses 2015 at the time when the Notice of Preparation (NOP) is published as the existing conditions against which impacts are analyzed.

ES.3.7 Social Equity

The 2016 RTP/SCS places an important emphasis on social equity. Like the 2012 RTP/SCS, the 2016 RTP/SCS includes an analysis on environmental justice.¹⁹ The concept of environmental justice is about equal and fair access to a healthy environment, with the goal of protecting underrepresented and poorer communities from incurring disproportionate environmental impacts. Consideration of environmental justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. The understanding of civil rights has expanded to include low-income communities. In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states that, “no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.”

ES.3.8 Public Health

Built upon the public health emphasis of the 2012 RTP/SCS, the 2016 RTP/SCS places an even greater emphasis on public health. Public health is affected by the Plan in several ways, notably through its impact on the total level of air emissions, the exposure of the population to those emissions as a function of their location, and opportunities for physical activities including active transportation and recreation. Additionally, the health benefits of an active lifestyle have become apparent in recent years, and there is a growing support of increasing the walkability and bikeability of the communities in the region. Proposed land use strategies and transportation investments such as provision of additional investments in active transportation networks including first/last mile improvements, Safe Routes to School projects, and regional bikeways infrastructures are expected to increase the number of short trips and improve physical activity outcomes. Finally, including health-related measures in the Plan helps build an ongoing regional monitoring on the Plan’s performance on public health.

ES.4 SUMMARY OF IMPACTS AND MITIGATION MEASURES

As required by Section 15126 of the State CEQA Guidelines, the determination of impacts in the 2016 RTP/SCS PEIR is based on a comparison of the 2040 planning horizon for the proposed Project (i.e., the 2016 RTP/SCS) to existing conditions. Section 15125(a) of the State CEQA Guidelines specifies that the environmental baseline conditions are the existing condition as they exist at the time of publication of the NOP for the PEIR (March 2015). In most instances, the most recent complete data sets are for 2014, and in some instances 2012. In accordance with Section 15123 of the State CEQA Guidelines, for each of the 18 environmental issue areas that are evaluated, one of three determinations is made: No Impact, Less than Significant Impact, or Significant Impact (**Table ES.4-1, Summary of Environmental Consequences**). For each significant impact, feasible mitigation measures are identified, consistent with the provisions of Section 15126.4 of the State CEQA Guidelines.

¹⁹ Southern California Association of Governments. December 2015. *Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 8.

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>Aesthetics</p> <p>AES-1: Potential to have a substantial adverse effect on a scenic vista.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-AES-1(a): SCAG shall facilitate minimizing impacts to scenic vistas through cooperation, information sharing regarding the locations of designated scenic vistas, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Caltrans and Lead agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. • Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. • Use alternating facades to “break up” large facades and provide visual interest. • Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. • Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. • Retain or replace trees bordering highways , so that clear-cutting is not evident. • Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features, and is complementary to the dominant landscaping or native habitats of surrounding areas. • Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. 	<p>Significant and Unavoidable</p>
<p>AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-AES-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. Design projects consistent with design guidelines of applicable general plans. Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable. Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. 	
<p>AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-AES-4(a): SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare or expanded areas of shade and shadow through cooperation, information sharing regarding the guidelines and policies, design approaches, building materials, siting, and technology, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-AES-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. Use unidirectional lighting to avoid light trespass onto adjacent properties. Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. Provide structural and/or vegetative screening from light-sensitive uses. Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	<p>Significant and Unavoidable</p>
Agriculture and Forestry Resources		
<p>AF-1: Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM AF-1(a)(1): SCAG shall facilitate minimizing future impacts to Important Farmland resources through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p>MM AF-1(a)(2): SCAG shall work with member agencies and the region’s farmland interests, through regional forums such as SCAG’s Open Space Conservation Work Group, to develop regional best practices information for buffering farmland from urban encroachment, resolving conflicts that prevent farming on hillsides and other designated areas, and closing loopholes that allow conversion of non-farm uses without a grading permit.</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>MM AF-1(a)(3): SCAG shall expand on the Natural Resource Inventory Database and Conservation Framework & Assessment by incorporating strategic mapping layers to build the database and further refine the priority conservation areas by (1) further investing in mapping and farmland data tracking and (2) working with County Transportation Commissions (CTCs) to support their county-level efforts at data building. SCAG shall encourage CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures. SCAG shall align with funding opportunities and pilot programs to begin implementation of the Conservation Plan through acquisition and restoration through (1) seeking planning funds, such as cap and trade auction proceeds that could help prepare for local action on acquisition and restoration, (2) supporting CTCs and other partners, and (3) continuing support of the State Wildlife Action Plan 2015 Update and its implementation. SCAG shall provide incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries, as detailed in the Natural & Farm Lands Appendix strategies of the 2016 RTP/SCS.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act). • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. • Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. • Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. • Include underpasses and overpasses at reasonable intervals to maintain property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. • Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. • Contact the California Department of Conservation and each county’s Agricultural Commissioner’s office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts. 	
<p>AF-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM AF-2(a): SCAG shall facilitate minimizing conflicts with existing zoning for agricultural use and Williamson Act contracts through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p>MM-AF-1(a)(2) and MM-AF-1(a)(3).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. • Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable. 	
<p>AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>AF-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>AF-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-AF-1(a)(1) through MM-AF-1(a)(3).</p> <p>MM-GHG-1(a)(1) through MM-GHG-1(a)(11).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-AF-1(b) and MM-GHG-1(b).</p>	<p>Significant and Unavoidable</p>
Air Quality		
<p>Air-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Air-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-Air-2(a)(1): SCAG shall determine as part of its conformity finding pursuant to the federal CAA that the Plan and updates provide for timely implementation of transportation control measures (TCMs), as required in the CAA Section 108(f)(1)(A). TCMs are identified in the Transportation Conformity Appendix to the 2016 RTP/SCS. SCAG has identified 17 measures as illustrative of TCMs based on review information contained in CAA Section 108(f)(1)(A) and information provided by utilities that serve the SCAG region:</p> <ol style="list-style-type: none"> I. Programs for improved use of public transit; II. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV; III. Employer-based transportation management plans, including incentives; IV. Trip-reduction ordinances; 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>V. Traffic flow improvement programs that achieve emission reductions;</p> <p>VI. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;</p> <p>VII. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;</p> <p>VIII. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;</p> <p>IX. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;</p> <p>X. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;</p> <p>XI. Programs to control extended idling of vehicles;</p> <p>XII. Programs to reduce motor vehicle emissions, consistent with Title II of the CAA, which are caused by extreme cold start conditions;</p> <p>XIII. Employer-sponsored programs to permit flexible work schedules;</p> <p>XIV. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;</p> <p>XV. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest;</p> <p>XVI. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.</p> <p>XVII. Programs to encourage the installation of personal electric vehicle charging stations, and other alternative fuel sources.</p> <p>MM-Air-2(a)(2): During the 2016 to 2040 Planning Horizon, SCAG shall pursue activities to reduce the impacts associated with health risk for sensitive receptors within 500 feet of freeways and high-traffic volume roadways as follows:</p> <ul style="list-style-type: none"> • Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes supporting the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure. • Continue to work with air agencies including ARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM₁₀ and PM_{2.5} for sensitive receptors, including schools and residents within 500 feet of freeways and high-traffic-volume roadways. • Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors. • Share information on all of the above efforts with stakeholders, member cities, counties, and the public. <p><i>Project-Level Mitigation Measures</i></p> <p>MM-Air-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.</p> <p>CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:</p> <ul style="list-style-type: none"> • Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. • Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. • Ensure that all construction equipment is properly tuned and maintained. • Minimize idling time to 5 minutes—saves fuel and reduces emissions. • Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. • As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. 	
<p>Air 3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Air-4: Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-Air-2(a)(1) and MM-Air-2(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-Air-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS projects or development projects resulting from the land use patterns in the 2016 RTP/SCS would be located. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:</p> <ul style="list-style-type: none"> • Set technology forcing new engine standards. • Reduce emissions from the in-use fleet. • Require clean fuels, and reduce petroleum dependency. • Work with US EPA to reduce emissions from federal and state sources. • Pursue long-term advanced technology measures. <p>Proposed new transportation–related SIP measures include:</p> <p><u>On-Road Sources</u></p> <ul style="list-style-type: none"> ○ Improvements and Enhancements to California’s Smog Check Program ○ Expanded Passenger Vehicle Retirement ○ Modifications to Reformulated Gasoline Program 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Cleaner In-Use Heavy-Duty Trucks ○ Ship Auxiliary Engine Cold Ironing and Other Clean Technology ○ Cleaner Ship Main Engines and Fuel ○ Port Truck Modernization ○ Accelerated Introduction of Cleaner Line-Haul Locomotives ○ Clean Up Existing Commercial Harbor Craft ○ Limited idling of diesel-powered trucks ○ Consolidated truck trips and improve traffic flow ○ Late model engines, Low emission diesel products, engine retrofit technology ○ Alternative fuels for on-road vehicles <p><u>Off-Road Sources</u></p> <ul style="list-style-type: none"> ○ Cleaner Construction and Other Equipment ○ Cleaner In-Use Off-Road Equipment ○ Agricultural Equipment Fleet Modernization ○ New Emission Standards for Recreational Boats ○ Off-Road Recreational Vehicle Expanded Emission Standards 	
Air-5: Expose a substantial number of people to objectionable odors.	No mitigation required.	Less than Significant
Biological Resources		
<p>BIO-1. Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-BIO-1(a)(1): SCAG shall facilitate reducing future impacts to species identified as a candidate, sensitive, or special status species and its habitats through cooperation, information sharing, and program development. SCAG shall consult with the resource agencies, such as the USFWS, NMFS, USACOE, USFS, BLM, and CDFW, as well as local jurisdictions including cities and counties, to incorporate designated critical habitat, federally protected wetlands, the protection of sensitive natural communities and riparian habitats, designated open space or protected wildlife habitat, local policies and tree preservation ordinances, applicable HCPs and NCCPs, or other related planning documents into SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.</p> <p>MM-BIO-1(a)(2): SCAG shall develop a conservation strategy (including regional mitigation policies) in coordination with local jurisdictions and agencies, including California Transportation Commissions. The conservation strategy will build from existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas based on mitigation approaches adopted by local agencies. SCAG shall produce and maintain a list/map of potential conservation opportunity areas based on most recent land use data</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-BIO 1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> ● Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. ● Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 	Significant and Unavoidable

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:</p> <ul style="list-style-type: none"> ○ Avoidance strategies ○ Contribution of in-lieu fees ○ Use of mitigation bank credits ○ Funding of research and recovery efforts ○ Habitat restoration ○ Conservation easements ○ Permanent dedication of habitat ○ Other comparable measures <ul style="list-style-type: none"> • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance. • Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. 	
<p>BIO-2. Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-BIO-1(b).</p> <p>MM-BIO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act. • Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. • Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. • Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities. • Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. • Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats. • Install fencing and/or mark sensitive habitat to be avoided during construction activities. • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area. • Revegetate with appropriate native vegetation following the completion of construction activities. • Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). • Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	
<p>BIO-3. Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-BIO-1(b) and MM-BIO-2(b).</p> <p>MM-BIO-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S.Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible. • Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). • Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE’s Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: <ul style="list-style-type: none"> ○ Permittee-responsible mitigation ○ Contribution of in-lieu fees ○ Use of mitigation bank credits • Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation. 	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>BIO-4: Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-3(b).</p> <p>MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and policies of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> ▪ Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur. ▪ Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. ▪ Consult with Counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement. • Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. • Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. • Prohibit construction activities with 250 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. • Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. • Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze Habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation. • Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). • Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible. • Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern. • Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. • Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: <ul style="list-style-type: none"> ○ Wildlife movement buffer zones ○ Corridor realignment ○ Appropriately spaced breaks in center barriers ○ Stream rerouting ○ Culverts ○ Creation of artificial movement corridors such as freeway under- or overpasses 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Other comparable measures • Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. 	
<p>BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), and MM-BIO-4(b).</p> <p>MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. • Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist. • If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species. • Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. • Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. • Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. • Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration. • If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. • Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. • Design projects to avoid conflicts with local policies and ordinances protecting biological resources. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: <ul style="list-style-type: none"> ○ Avoidance strategies ○ Contribution of in-lieu fees ○ Planting of replacement trees at a minimum ratio of 2:1 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Re-landscaping areas with native vegetation post-construction ○ Other comparable measures. 	
<p>BIO 6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), and MM-BIO-5(b).</p> <p>MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. • Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP or NCCP. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in MM-BIO-1(b), where applicable. 	<p>Less than Significant</p>
Cultural Resources		
<p>CUL 1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-CUL-1(a): Impacts to cultural resources shall be minimized through cooperation, information sharing, and SCAG’s ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday series and sharing of associated online Training materials. SCAG shall consult with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission to identify opportunities for early and effective consultation to identify unique paleontological resources, unique geological features, archeological sites, historical resources, Tribal Cultural Resources, cemeteries, and Native American sacred sites to avoid such resources wherever practicable and feasible and reduce or mitigation for conflicts in compatible land use to the maximum extent practicable.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. • Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources. • Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. ○ Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP. ○ Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. ○ Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas. ● Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance ● Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. 	
<p>CUL-2: Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-CUL-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> ● Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. ● Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project. ● Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> ○ Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. ○ Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. ● Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource. ● Consult with the NAHC to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site. ● Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. ● Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. • Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. • Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources. 	
<p>CUL-3: Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-CUL-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>See MM-CUL-2(b)</p>	<p>Significant and Unavoidable</p>
<p>CUL-4: Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-CUL-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. • If any discovered remains are of Native American origin: <ul style="list-style-type: none"> ○ Contact the County Coroner to contact the NAHC to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ○ If the NAHC is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur: <ul style="list-style-type: none"> ▪ The NAHC is unable to identify a descendent; ▪ The descendant identified fails to make a recommendation; or ▪ The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. 	<p>Significant and Unavoidable</p>
Energy		
<p>EN-1: Potential to increase petroleum and non-renewable fuel consumption in the regional transportation system.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>EN-2: Potential to increase residential energy consumption use.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-EN-2(a): SCAG shall encourage energy efficient design for buildings, potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency.</p> <p>See also MM-EN-3(a)(1), MM-EN-3(a)(2), MM-GHG-3(a)(12).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-EN-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: <ul style="list-style-type: none"> ○ Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ○ Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. ○ Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. ○ Incorporate passive environmental control systems that account for the characteristics of the natural environment. ○ Use high-efficiency lighting and cooking devices. ○ Incorporate passive solar design. ○ Use high-reflectivity building materials and multiple glazing. ○ Prohibit gas-powered landscape maintenance equipment. ○ Install electric vehicle charging stations. ○ Reduce wood burning stoves or fireplaces. ○ Provide bike lanes accessibility and parking at residential developments. 	<p>Significant and unavoidable</p>
<p>EN-3: Potential to increase building energy consumption in anticipated development.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-EN-3(a)(1): SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. SCAG's Sustainability Program works actively with Southern California communities and stakeholders to create a dynamic regional growth vision based on the principles of mobility, livability, prosperity and sustainability.</p> <p>MM-EN-3(a)(2): SCAG shall continue to pursue partnerships with SCE, municipal utilities, and the CPUC to promote energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-EN-2(b).</p>	<p>Significant and Unavoidable</p>
<p>EN-4: Potential to increase water consumption and energy use related to water in anticipated development.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Geology and Soils</p>		
<p>GEO-1: IMPACT GEO-1: Potential to expose people or structures to potential substantial adverse effects, including the</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-GEO-1(a): SCAG shall facilitate minimizing future impacts to geological resources from exposure of people or structures to potential substantial adverse effects involving including the risk of loss,</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.</p>	<p>injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, landslides; substantial soil erosion or loss of topsoil; off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; and being located on an expansive soil through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts. Such efforts shall include web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-GEO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault. • Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC. • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, projects avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible. 	
<p>GEO-2: Potential to result in substantial soil erosion or the loss of topsoil.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-GEO-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following: <ul style="list-style-type: none"> ○ File a Notice of Intent (NOI) with the SWRCB. ○ Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. ○ Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. ○ After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. • Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils. 	
<p>GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-GEO-1 (a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-GEO-1(b)</p>	<p>Significant and Unavoidable</p>
<p>GEO-4: Potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-GEO-1 (a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-GEO-1(b)</p>	<p>Significant and Unavoidable</p>
<p>GEO-5: Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Greenhouse Gas Emissions and Climate Change</p>		
<p>GHG-1: Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>GHG-2: Potential to conflict with SB 375 GHG Emission Reduction Targets.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
GHG-3: Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.	No mitigation required.	Less than Significant
GHG Cumulative Impacts.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-GHG-3(a)(1): SCAG shall update any future RTP/SCS to incorporate policies and measures that lead to reduced GHG emissions in accordance with AB 32.</p> <p>MM-GHG-3(a)(2): SCAG shall coordinate with CARB and air districts in efforts to implement the AB 32 Scoping Plan.</p> <p>MM-GHG-3(a)(3): SCAG shall continue coordination with other metropolitan planning organizations (MPOs) regarding statewide strategies to reduce GHG emissions and facilitate the implementation of SB 375.</p> <p>MM-GHG-3(a)(4): SCAG shall work with utilities, sub-regions, and other stakeholders to promote accelerated penetration of zero- (and/or near zero-) emission vehicles in the region, including developing a strategy for the deployment of public charging infrastructure.</p> <p>MM-GHG-3(a)(5): SCAG shall in its capacity as a Clean Cities Coalition establish coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.</p> <p>MM-GHG-3(a)(6): SCAG shall work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation such as the “Go Human” Campaign.</p> <p>MM-GHG-3(a)(7): SCAG shall support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.</p> <p>MM-GHG-3(a)(8): SCAG shall in coordination with local jurisdictions (as practicable) support and/or sponsor a periodic Climate Protection Summits or Fairs, to educate the public on current climate science, projected local impacts, and local efforts and opportunities to reduce GHG emissions, including exhibits of the latest technology and products for conservation and efficiency.</p> <p>MM-GHG-3(a)(9): Schools Programs: SCAG shall develop and implement a program in coordination with school districts to present information to students about climate change and ways to reduce GHG emissions, and will support school-based programs for GHG reduction, such as school-based trip reduction and the importance of recycling.</p> <p>MM-GHG-3(a)(10): As outlined in the AHSC Action Plan approved by the Regional Council at the July 2, 2015, meeting, SCAG shall work with the Strategic Growth Council and seek legislative revisions to AHSC programs to revise the AHSC competitive grant program for future rounds.</p> <p>MM-GHG-3(a)(11): SCAG shall encourage local jurisdictions to support the following transportation-related strategies to reduce emissions:</p> <ul style="list-style-type: none"> • Support the planning and development of HQTAs, jobs and housing balance, transit oriented development, and infill development through transportation investments and other funding decisions. • Offer incentives such as free or low-cost monthly transit passes to employees or free ride areas to residents and customers • Coordinate the funding of low carbon transportation with smart growth development. • Promote parking management measures that encourage walking and transit use in smart growth areas. • Develop comprehensive parking policies that encourages the use of alternative transportation • Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments, and create transit, bicycle, and pedestrian connections. • Require amenities for non-motorized transportation, such as secure and convenient bicycle parking. <p>MM-GHG-3(a)(12): As part of SCAG’s Sustainability Program, SCAG shall assist local jurisdictions in developing Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions), as appropriate and feasible.</p>	Significant and Unavoidable

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p><i>Project-Level Mitigation Measures</i></p> <p>MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</p> <ul style="list-style-type: none"> • Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision. • Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. • Off-site measures to mitigate a project’s emissions. • Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> ○ Use energy and fuel efficient vehicles and equipment; ○ Deployment of zero- and/or near zero emission technologies; ○ Use lighting systems that are energy efficient, such as LED technology; ○ Use the minimum feasible amount of GHG-emitting construction materials that is feasible; ○ Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; ○ Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; ○ Incorporate design measures to reduce energy consumption and increase use of renewable energy; ○ Incorporate design measures to reduce water consumption; ○ Use lighter-colored pavement where feasible; ○ Recycle construction debris to maximum extent feasible; ○ Plant shade trees in or near construction projects where feasible; and ○ Solicit bids that include concepts listed above. • Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles; • Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network; • Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and • Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs. • Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; • Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> ○ Developing on infill and brownfields sites; ○ Building high density and mixed use developments near transit; ○ Retaining on-site mature trees and vegetation, and planting new canopy trees; Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and ○ Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
Hazards and Hazardous Materials		
<p>HAZ-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HAZ-1(a)(1): SCAG shall work with the U.S. DOT, the OES, Caltrans, and the private sector to continue to conduct driver safety training programs and enforce speed limits on roadways. In an effort to reduce risks associated with the transport of hazardous materials in the SCAG region, SCAG shall encourage the U.S. DOT and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.</p> <p>MM-HAZ-1(a)(2): SCAG shall work with the CUPAs and counties and cities within the SCAG region to encourage education and monitoring of the use and storage of hazardous materials consistent with the provisions OSHA CPL 02-02-038.</p> <p>MM-HAZ-1(a)(3): SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.</p> <p>MM-HAZ-1(a)(4): SCAG shall coordinate with OES to identify any transportation infrastructure elements within the SCAG region where risks to people and property occur at an above-average incident level, potentially warranting consideration for remedial design in future RTPs.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. • Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. • Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials. • Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications for transportation improvement project. • Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: <ul style="list-style-type: none"> ○ The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. ○ The location of such hazardous materials. ○ An emergency response plan including employee training information. ○ A plan that describes the manner in which these materials are handled, transported and disposed. • Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects. • Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction. • Avoid overtopping construction equipment fuel gas tanks. • During routine maintenance of construction equipment, properly contain and remove grease and oils. • Properly dispose of discarded containers of fuels and other chemicals. 	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>HAZ-2: Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HAZ-1(a)(1) through MM-HAZ-1(a)(4).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HAZ-1(b).</p>	<p>Significant and Unavoidable</p>
<p>HAZ-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HAZ-1(a)(1) through MM-HAZ-1(a)(4).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HAZ-1(b).</p>	<p>Significant and Unavoidable</p>
<p>HAZ-4: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HAZ-1(a)(1) through MM-HAZ-1(a)(4).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HAZ-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. • Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. • Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. • Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. • Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. • Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. • Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. 	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. • Use best management practices (BMPs) regarding potential soil and groundwater hazards. • Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. • Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. • Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. • Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. • If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations. • Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. • Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. • Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. 	
<p>HAZ-5: Potential for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-TRA-5(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-TRA-5(b).</p>	<p>Less than Significant</p>
<p>HAZ-6: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>HAZ-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>HAZ-8: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HAZ-8(a): SCAG shall facilitate minimizing future impacts from wildland fires through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HAZ-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers. • Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, contains policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach. • Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat. • Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives. • Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase. • Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat. • Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts. • Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat. 	<p>Significant and Unavoidable</p>
<p>Hydrology and Water Quality</p>		
<p>HYD-1: Potential to violate any water quality standards or waste discharge requirements.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-1(a): SCAG shall continue to work with local jurisdictions and water quality agencies, and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG’s ongoing regional planning efforts.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. • Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. • Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. • Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. • Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. • Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: <ul style="list-style-type: none"> ○ U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. ○ Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. ○ California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. • Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. • Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. • Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. • Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. • Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff • Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. • Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. • Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. • Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. • Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible. 	
<p>HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-2(a): SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, including consideration of alternative recharge technologies and practices. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).</p>	<p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-2(b): Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. • Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	
<p>HYD-3: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-3(a): SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-1(b).</p>	<p>Less than Significant</p>
<p>HYD-4: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-3(a)</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-1(b).</p>	<p>Significant and Unavoidable</p>
<p>HYD-5: Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-2(a) and MM-HYD-3(a)</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-1(b)</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
HYD-6: Potential to otherwise substantially degrade water quality.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-3(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-1(b)</p>	Significant and Unavoidable
HYD-7: Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.	No mitigation required.	No impact
HYD-8: Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-8(a): SCAG shall continue to work with local jurisdictions and water quality agencies to encourage flood protection and prevent development in flood hazard areas that do not have appropriate protections. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for RTP projects, and regional program development as part of SCAG’s ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as CA LOTS, and other GIS tools and data services. Such services would consist of an inventory of areas located near a 100-year flood hazard zone and hazard areas that would potentially be affected by a failure of a levee or dam; and or inundation by seiche, tsunami, or mudflow.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. • Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change. 	Significant and Unavoidable
HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-8(a)</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-8(b)</p>	Significant and Unavoidable
HYD-10: Potential for inundation by seiche, tsunami, or mudflow.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-HYD-8(a)</p>	Significant and Unavoidable

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p><i>Project-Level Mitigation Measures</i></p> <p>MM-HYD-8(b).</p>	
Land Use and Planning		
<p>LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-LU-1(a)(1): SCAG shall encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan (and associated environmental document) and any updates as they are produced.</p> <p>MM-LU-1(a)(2): SCAG shall continue to provide targeted technical services such as GIS and data support for cities and counties to update their general plans at least every ten years, as recommended by the Governor’s Office of Planning and Research.</p> <p>MM-LU-1(a)(3): SCAG shall work with its member cities and counties to encourage that transportation projects and growth are consistent with the RTP/SCSs.</p> <p>MM-LU-1(a)(4): SCAG shall coordinate with member cities and counties to encourage that general plans consider and reflect as appropriate RTP/SCS policies and strategies. SCAG will work to encourage consistency between general plans and RTP/SCS policies.</p> <p>MM-LU-1(a)(5): SCAG shall provide technical assistance and regional leadership to encourage implementation of the RTP/SCS goals and strategies that integrate growth and land use planning with the existing and planned transportation network.</p> <p>MM-LU-1(a)(6): SCAG shall provide planning services to local jurisdictions through sustainability planning programs including the Sustainability Program, and the Green Region initiative, and “Toolbox Tuesday” workshops. These projects will provide assistance to local jurisdictions to:</p> <ul style="list-style-type: none"> • Update General Plans to address sustainable communities strategies to better integrate land use and transportation planning. • Develop specific plans, zoning overlays and other planning tools to enable and stimulate desired land use changes that are consistent with the future land development pattern in the 2016 RTP/SCS • Complete the economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns. • Visualize potential changes, through innovative graphics and mapping technology to inform the dialogue about growth, development and transportation at the local and regional level. <p>MM-LU-1(a)(7): SCAG shall continue with a public relations strategy that emphasizes the benefits and implications of implementing sustainable growth strategies and builds a sense of common interests among Southern California communities.</p> <p>MM-LU-1(a)(8): SCAG shall continue to use its Intergovernmental Review Process to provide comments to lead agencies on regionally significant projects, that may be considered for determining consistency with the RTP/SCS .</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>LU-2: Potential to physically divide an established community.</p>	<p>MM-LU-2(a): SCAG shall consult with Lead Agencies such as county and city planning departments to facilitate minimizing impacts to the physical division of an established community. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for Plan projects, and regional program development as part of SCAG’s ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as:</p> <ul style="list-style-type: none"> • CA LOTS, and other GIS tools and data services, including but not limited to: <ul style="list-style-type: none"> ○ Map Gallery. ○ GIS library and GIS applications. • Direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. • Sustainability Planning Grant (formerly known as Compass Blueprint Grant Program). • Green Region initiative. • Assistance with economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns. • Assistance with visualization services, through innovative graphics and mapping technology to inform the dialogue about growth, development, and transportation at the local and regional level. • Planning services for General Plan updates to assist with implementing sustainable communities strategies that integrate land use and transportation planning. <p><i>Project-Level Mitigation Measures</i></p> <p>MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consider alignments within or adjacent to existing public rights-of-way. • Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. • Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> ○ Alignment shifts to minimize the area affected. ○ Reduction of the proposed right-of-way take to minimize the overall area of impact. ○ Provisions for bicycle, pedestrian, and vehicle access across improved roadways. • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project. • Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities. 	<p>Significant and Unavoidable</p>
<p>LU-3: Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-BIO-1(a)(1) and MM-BIO-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b).</p>	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
Mineral Resources		
<p>MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-MIN-1(a)(1): SCAG shall coordinate with the Department of Conservation, California Geological Survey to maintain a database of (1) available mineral resources in the SCAG region including permitted and unpermitted aggregate resources and (2) the anticipated 50-year demand for aggregate and other mineral resources. Based on the results of this survey, SCAG shall work with local agencies on strategies to address anticipated demand, including identifying future sites that may seek permitting and working with industry experts to identify ways to encourage and increase recycling to reduce the demand for aggregate.</p> <p>MM-MIN-1(a)(2): SCAG shall facilitate, encourage, and coordinate with local jurisdictions to review, identify, and update aggregate and mineral resources in their jurisdictions through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA Lots, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Compass Blueprint’s Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the California Department of Conservation and the U.S. Geology Survey shall be consulted during this update process. Using the above tools, SCAG shall assist local jurisdictions with developing long range plans and strategies to meet projected demand and ensure that transportation projects and associated development do not preclude the ability to recover known aggregate resources that would be of value to the region and the residents of the state.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-MIN-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.</p> <p>Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. • Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures: <ul style="list-style-type: none"> ○ Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. ○ Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. ○ Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. ○ Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources. 	<p>Significant and Unavoidable</p>
<p>MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-MIN-1(a)(1) and MM-MIN-1(a)(2).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-MIN-1(b).</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
Noise		
<p>NOISE-1. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-NOISE-1(a): SCAG shall coordinate with member agencies as part of SCAG’s outreach and technical assistance to local governments under Toolbox Tuesday Training series to encourage projects involving residential and commercial land uses to be developed in areas that are normally acceptable or conditionally acceptable, consistent with the Governor’s Office of Planning and Research Noise Element Guidelines.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-NOISE-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor’s Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. • Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance; notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. • Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. • Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. • Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. • Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. • Designate an on-site construction complaint and enforcement manager for the project. • Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible. • Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way. • Use noise barriers to protect sensitive receptors from excessive noise levels during construction. • Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls. • Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. 	
<p>NOISE-2. Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-NOISE-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-NOISE-1(b).</p> <p>MM-NOISE-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration. 	<p>Significant and Unavoidable</p>
<p>NOISE-3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-NOISE-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-NOISE-1(b).</p>	<p>Significant and Unavoidable</p>
<p>NOISE-4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-NOISE-1(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-NOISE-1(b).</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
NOISE-5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels.	No mitigation required.	Less than Significant
NOISE-6. For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.	No mitigation required.	Less than Significant
Population, Housing, and Employment		
PHE-1: Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	<p><i>SCAG Mitigation Measures</i></p> <p>SCAG has no control over the amount of growth the region would experience during the implementation of the 2016 RTP/SCS. The regional growth and land use change forecasted in the 2016 RTP/SCS would be implemented by local jurisdictions through local plans and individual development projects. The 2016 RTP/SCS has been developed to accommodate forecasted regional growth, and failing to do so would be inconsistent with the applicable federal and state requirements for RTPs. In addition, precluding growth would conflict with the requirements to provide sufficient housing for the region's population contained in SB 375. As discussed above, Government Code Section 65080(b)(2)(B)(ii) requires that the RTP/SCS must accommodate all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. In order to avoid impacts from inducing substantial population growth in an area either directly or indirectly, SCAG shall implement the following mitigation measures:</p> <p>MM-LU-1(a)(1) through MM-LU-1(a)(8).</p> <p>MM-PHE-1(a)(1): SCAG shall work with local agencies to encourage and assist in implementation of growth strategies to create an urban form designed to focus development in HQTAs in accordance with the policies, strategies, and investments contained in the 2016 RTP/SCS, enhancing mobility and reducing land consumption.</p> <p>MM-PHE-1(a)(2): SCAG's Sustainability Program shall be used to coordinate and provide information and resources to local agencies relating to changes in land use to accommodate future population growth while maintaining the quality of life in the region.</p> <p><i>Project-Level Implementation Measures</i></p> <p>MM-LU-1(b).</p>	Significant and Unavoidable
PHE-2: Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.	<p><i>SCAG Mitigation Measures</i></p> <p>MM-PHE-2(a)(1): SCAG's Sustainability Program shall be used to build consensus in the region relating to changes in land use to accommodate future population growth while maintaining the quality of life in the region.</p> <p>MM-PHE-2(a)(2): SCAG shall work with neighboring planning agencies and MPOs to ensure that plans and strategies can accommodate future population growth beyond SCAG's borders.</p> <p><i>Project-Level Implementation Measures</i></p> <p>MM-PHE-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	Significant and Unavoidable

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. • Prioritize the use existing ROWs, wherever feasible. • Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. 	
<p>PHE-3: Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-PHE-2(a)(1) and MM-PHE-2(a)(2).</p> <p><i>Project-Level Implementation Measures</i></p> <p>MM-PHE-2(b).</p>	<p>Significant and Unavoidable</p>
Public Services		
<p>PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-PS-1(a)(1): SCAG shall facilitate minimizing future impacts to fire protection and emergency response services through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote Fire Management and Emergency Response Planning such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p>MM-PS-1(a)(2): SCAG shall utilize its strengths and organization to assist planners, first responders, and recovery teams in a supporting role, in three key areas, before a major emergency and during the recovery period:</p> <ul style="list-style-type: none"> • Provide a policy forum to help develop regional consensus and education on security policies and emergency responses. • Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters. • Encourage integration of transportation security measures into transportation projects early in the project development process by leveraging SCAG’s relevant plans, programs, and processes, including regional ITS architecture. SCAG also participated in the development of the draft Southern California Catastrophic Earthquake Preparedness Plan.²⁰ <p>MM-PS-1(a)(3): SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (data regarding fire-resistant vegetation, fire-resistant materials, locations where development is potentially hazardous in regard to wildfire, and management of brush and other fire risks in the immediate vicinity of development in areas with high fire threat) with county and city planning departments.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p>	<p>Less than Significant</p>

²⁰ California Emergency Management Agency. 2010. *Southern California Catastrophic Earthquake Response Plan*. Available at: [http://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops\(Public\)2010.pdf](http://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops(Public)2010.pdf)

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements. During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
<p>PS-2: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-PS-1(a)(2).</p> <p>MM-PS-2(a)(1): SCAG shall facilitate minimizing future impacts to public protective security services through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote public protective security services planning such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p>MM-PS-2(a)(2): SCAG shall help to enhance the region’s ability to deter and respond to acts of terrorism, human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.</p> <p>MM-PS-2(a)(3): SCAG shall help to enhance the region’s ability to deter and respond to terrorist incidents, human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following:</p> <ul style="list-style-type: none"> SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies. SCAG shall encourage all SCAG elected officials are educated in NIMS. SCAG shall work with partner agencies, federal, state and local jurisdictions to improve communications and interoperability and to find opportunities to leverage and effectively utilize transportation and public safety/security resources in support of this effort. <p>MM-PS-2(a)(4): SCAG shall encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:</p> <ul style="list-style-type: none"> Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated in to the project description. Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel. 	<p>Less than Significant</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
<p>PS-3: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools services.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-PS-3(a): SCAG shall facilitate minimizing future impacts to school services through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote school planning, such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	<p>Less than Significant</p>
Recreation		
<p>REC-1. Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-REC-1(a)(1): SCAG shall facilitate reducing future impacts as a result of increased use of existing neighborhood and regional parks or other facilities from population growth through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for expansion of and new neighborhood parks within or in nearby accessible locations to HQTAs in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this process.</p> <p>MM-REC-1(a)(2): SCAG shall work with local jurisdictions to facilitate planning freeway caps, which are decks built over freeway trenches to create new public spaces, by continuing to provide technical assistance and planning support through its Sustainability Program for freeway cap planning projects and other adaptive urban park planning activities. SCAG shall make past documentation on freeway cap plans available on SCAG’s Sustainability Program website to serve as examples for future freeway cap planning projects and activities.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> ○ Increasing the accessibility to natural areas for outdoor recreation ○ Promoting infill development and redevelopment to revitalize existing communities ○ Utilizing “green” development techniques ○ Promoting water-efficient land use and development ○ Encouraging multiple uses ○ Including trail systems and trail segments in General Plan recreation standards • Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks should be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA. • Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
<p>REC-2. Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-REC-2(a): SCAG shall facilitate reducing future impacts as a result of the construction or expansion of recreational facilities which might have an adverse physical effect on the environment through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for construction and expansion of parks to minimize adverse physical effects on the environment in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>See MM-REC-1(b).</p>	<p>Significant and Unavoidable</p>
<p>Transportation, Traffic, and Safety</p>		
<p>TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways,</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-TRA-1(a)(1): SCAG shall facilitate minimizing VMT and related vehicular delay by minimizing impacts to circulation and access, improve mobility, and encourage transit and Active Transportation by conducting and participating in workshops (i.e., Mobility 21 workshop and Regional Transportation Workgroups) and web-based planning tools for local governments, forums with policy makers, and County Transportation Planning Agencies, member cities, and state partners during consultation on development and implementation of the Plan.</p> <p>MM-TRA-1(a)(2): SCAG shall establish transportation infrastructure practices that identify and prioritize the design, retrofit, hardening, and stabilization of critical transportation infrastructure to prevent failure, to minimize loss of life and property, injuries, and avoid long term economic disruption.</p> <p>MM-TRA-1(a)(3): SCAG shall identify further reduction in VMT, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs with linkage to public</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
<p>pedestrian and bicycle paths, and mass transit.</p>	<p>transportation, additional vanpools, additional bicycle sharing and parking programs, and implementation of a universal employee transit access pass (TAP) program.</p> <p>MM-TRA-1(a)(4) SCAG shall help ensure the rapid repair of transportation infrastructure in the event of an emergency. This will be accomplished by SCAG, in cooperation with local and State agencies, identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, SCAG shall establish transportation infrastructure practices that promote and enhance security.</p> <p>MM-TRA-1(a)(5): SCAG shall provide the means for collaboration in planning, communication, and information sharing before, during, or after a regional emergency. This will be accomplished by the following:</p> <ul style="list-style-type: none"> • SCAG shall develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. • SCAG shall offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. • SCAG shall enter into mutual aid agreements with other MPOs (as feasible) to provide this data, in coordination with the California OES in the event that an event disrupts SCAG's ability to function. <p>MM-TRA-1(a)(6): SCAG shall continue to analyze and develop potential implementation strategies for a regional, market-based system to price or charge for auto trips during peak hours.</p> <p>MM-TRA-1(a)(7): SCAG shall develop a vanpool program for employees for commute trips</p> <p>MM-TRA-1(a)(8): SCAG shall encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. • Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide a vanpool for employees. • Fund capital improvement projects to accommodate future traffic demand in the area. • Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: <ul style="list-style-type: none"> ○ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement ○ Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document) ○ Signage and striping onsite to encourage bike safety ○ Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials ○ Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. ○ Direct transit sales or subsidized transit passes ○ Guaranteed ride home program ○ Pre-tax commuter benefits (checks) ○ On-site car-sharing program (such as City Car Share, Zip Car, etc.) ○ On-site carpooling program 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Distribution of information concerning alternative transportation options ○ Parking spaces sold/leased separately ○ Parking management strategies; including attendant/valet parking and shared parking spaces. <ul style="list-style-type: none"> ● Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas. ● Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible. ● Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services. ● Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work. ● Build or fund a major transit stop within or near transit development. ● Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. ● Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. ● Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. ● Purchase, or create incentives for purchasing, low or zero-emission vehicles. ● Create local "light vehicle" networks, such as neighborhood electric vehicle systems. ● Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. ● Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. ● Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives. <ul style="list-style-type: none"> ● Project Selection: <ul style="list-style-type: none"> ○ Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. ○ Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints. <ul style="list-style-type: none"> ● Public Involvement: <ul style="list-style-type: none"> ○ Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. <ul style="list-style-type: none"> ● Transit and Multimodal Impact Fees: <ul style="list-style-type: none"> ○ Assess transit and multimodal impact fees on new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. ○ Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. <ul style="list-style-type: none"> ● System Monitoring: <ul style="list-style-type: none"> ○ Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. <ul style="list-style-type: none"> ● Arterial Traffic Management: 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: <ul style="list-style-type: none"> ○ Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. • HOV Lanes: <ul style="list-style-type: none"> ○ Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. • Delivery Schedules: <ul style="list-style-type: none"> ○ Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. ○ Implement and supporting trip reduction programs. ○ Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. • Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities, as appropriate with the new land use are as follows: • Bicycle and Pedestrian Trails: <ul style="list-style-type: none"> ○ Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Bicycle Safety Program: <ul style="list-style-type: none"> ○ Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. • Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects. • Bicycle Parking: <ul style="list-style-type: none"> ○ Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: <ul style="list-style-type: none"> ○ Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; ○ Eliminate or reduce minimum parking requirements for new buildings; ○ “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); ○ Use parking pricing to discourage private vehicle use, especially at peak times; ○ Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; ○ Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; ○ Encourage shared parking programs in mixed-use and transit-oriented development areas. • Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; ○ Encourage special event center operators to advertise and offer discounted transit passes with event tickets; ○ Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking; ○ Promote the use of bicycles by providing space for the operation of valet bicycle parking service. <ul style="list-style-type: none"> ● Parking “Cash-out” Program: <ul style="list-style-type: none"> ○ Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use. ● Pedestrian and Bicycle Promotion: <ul style="list-style-type: none"> ○ Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. ● Fleet Replacement: <ul style="list-style-type: none"> ○ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. 	
<p>TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-TRA-1(a) through TRA-1(a)(8).</p> <p>MM-TRA-2(a)(1): SCAG shall facilitate minimizing impacts related to traffic congestion by complying with County Congestion Management Plans and via ongoing regional planning efforts, workshops, and web-based planning tools with County Congestion Management Agencies, member agencies, and state partners during consultation on development and maintenance of the Plan. Congestion relief efforts shall be in accordance with the approach outlined in the SCAG Congestion Management Appendix of the 2016 RTP/SCS.</p> <p>MM-TRA-2(a)(2): SCAG shall facilitate the remote use of ITS technologies that enhance transportation security, improve surveillance, monitor and distress notification systems and to assist in the rapid evacuation of disaster areas. SCAG shall facilitate minimizing impacts related to traffic congestion by facilitating regional efforts and coordinate discussion and collaboration among public agencies related to Intelligent Transportation Systems, as described in the Transportation Security and Safety Appendix of the 2016 RTP/SCS.</p> <p><i>Project-Level Mitigation</i></p> <p>MM-TRA--2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures, capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> ● Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: <ul style="list-style-type: none"> ● Advocate for a regional, market-based system to price or charge for auto trips during peak hours. ● Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. ● Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>Diode (LED) technology.</p> <ul style="list-style-type: none"> • Encourage the use of car-sharing programs such as ZipCar. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. • Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. <ul style="list-style-type: none"> • Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include at least the following items and requirements: <ul style="list-style-type: none"> ○ A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. ○ Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. ○ Location of construction staging areas for materials, equipment, and vehicles at an approved location. ○ A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit. ○ Provision for accommodation of pedestrian flow. ○ As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. ○ Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. ○ Any heavy equipment brought to the construction site shall be transported by truck, where feasible. ○ No materials or equipment shall be stored on the traveled roadway at any time. ○ Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. ○ All equipment shall be equipped with mufflers. ○ Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. ○ Promote "least polluting" ways to connect people and goods to their destinations. • Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following: <ul style="list-style-type: none"> ○ Ensure transportation centers are multi-modal to allow transportation modes to intersect; ○ Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail; ○ To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges; ○ Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations; ○ Coordinate schedules and routes across service lines with neighboring transit authorities; ○ Support programs to provide "station cars" for short trips to and from transit nodes (e.g., neighborhood electric vehicles); ○ Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so; ○ Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles; ○ Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets; ○ Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. 	

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SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Upgrade and maintain transit system infrastructure to enhance public use, including: <ul style="list-style-type: none"> ○ Ensure transit stops and bus lanes are safe, convenient, clean and efficient; ○ Ensure transit stops have clearly marked street-level designation, and are accessible; ○ Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate; ○ Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile. • Enhance customer service and system ease-of-use, including: <ul style="list-style-type: none"> ○ Develop a Regional Pass system to reduce the number of different passes and tickets required of system users; ○ Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service); ○ Investigate the feasibility of an on-line trip-planning program. • Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, including: <ul style="list-style-type: none"> ○ Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic; ○ Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. • Promote ride sharing programs, including: <ul style="list-style-type: none"> ○ Designate a certain percentage of parking spaces for ride-sharing vehicles; ○ Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles; ○ Provide a web site or message board for coordinating shared rides; ○ Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit; ○ Hire or designate a rideshare coordinator to develop and implement ridesharing programs. • Support voluntary, employer-based trip reduction programs, including: <ul style="list-style-type: none"> ○ Provide assistance to regional and local ridesharing organizations; ○ Advocate for legislation to maintain and expand incentives for employer ridesharing programs; ○ Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes; ○ Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. • Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program. • Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations. • Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers. • Work with existing shuttle service providers to coordinate their services. • Facilitate employment opportunities that minimize the need for private vehicle trips, including: <ul style="list-style-type: none"> ○ Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations; ○ Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Enforce State idling laws for commercial vehicles, including delivery and construction vehicles. 	

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> • Organize events and workshops to promote GHG-reducing activities. • Implement a Parking Management Program to discourage private vehicle use, including: <ul style="list-style-type: none"> ○ Encouraging carpools and vanpools with preferential parking and a reduced parking fee; ○ Institute a parking cash-out program; ○ Renegotiate employee contracts, where possible, to eliminate parking subsidies; ○ Install on-street parking meters with fee structures designed to discourage private vehicle use; ○ Establish a parking fee for all single-occupant vehicles. 	
<p>TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>TRA-5: Potential to result in inadequate emergency access.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-TRA-5(a): SCAG shall facilitate minimizing impacts to emergency access through ongoing regional planning efforts to improve emergency access through design refinements, safety and security improvements, and collaborative planning with local, regional, and state partners such as Department of Transportation, Congestion Management Agencies, Fire Department, and other local enforcement agencies to minimize, reduce, and avoid impacts to regional transportation facilities and comply with the county and cities regional plan during development of the Regional Transportation Plan.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: <ul style="list-style-type: none"> ○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. ○ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. ○ Scheduling of truck trips outside of peak morning and evening commute hours. ○ Limiting of lane closures during peak hours to the extent possible. ○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. 	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> ○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ○ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. ○ Storage of construction materials only in designated areas. ○ Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. <ul style="list-style-type: none"> ● Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: <ul style="list-style-type: none"> a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. ● Enhance emergency preparedness awareness among public agencies and with the public at large. ● Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: <ul style="list-style-type: none"> ○ Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. ○ Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. ○ Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function. 	
<p>TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>Utilities and Service Systems</p>		
<p>USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>USS-2: Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>USS-3: Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>See MM-HYD-5(a).</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
	<p>Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.</p> <p>See MM-HYD-5(b).</p>	
<p>USS-4: Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-USS-4(a)(1): SCAG, in coordination with regional water agencies and other stakeholders, shall encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable water supply management policies in accommodating growth. In particular, SCAG will coordinate with local water agencies to evaluate future water demands and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.</p> <p>MM-USS-4(a)(2): SCAG, in coordination with regional water agencies and other stakeholders, shall facilitate information sharing about the management and status of the Sacramento River Delta, the Colorado River Basin, and other water supply source areas of importance to local water supply.</p> <p>MM-USS-4(a)(3): SCAG shall encourage regional water agencies, to the greatest extent feasible, to consider potential climate change and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health. As the methodology and base data for such decisions is still developing, SCAG shall encourage public agencies to use the best available science in decision-making regarding future water supply and reliability.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. • Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. • Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. • Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface. 	<p>Significant and Unavoidable</p>
<p>USS-5: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's commitments.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p>USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste</p>	<p><i>SCAG Mitigation Measures</i></p> <p>MM-USS-6(a): During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall facilitate waste management agencies and the appropriate local and</p>	<p>Significant and Unavoidable</p>

**TABLE ES.4-1
SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

Impact	Mitigation Measures	Significance after Mitigation
disposal needs.	<p>regional jurisdictions shall develop measures to facilitate and encourage diversion of solid waste such as recycling and composting programs. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.</p> <p><i>Project-Level Mitigation Measures</i></p> <p>MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Encourage project sponsors to integrate green building measures into project design such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, CALGreen (California Building Code Title 24), energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures could include the following: <ul style="list-style-type: none"> • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • Inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing structure and shell in renovation projects. • Design for deconstruction without compromising safety. • Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. • Development of indoor recycling program and space. • Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. • Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required. • Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. • Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. • Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. • Develop alternative waste management strategies such as composting, recycling, and conversion technologies. • Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. • Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). • Integrate reuse and recycling into residential industrial, institutional and commercial projects. • Provide recycling opportunities for residents, the public, and tenant businesses. • Provide education and publicity about reducing waste and available recycling services. • Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates. • Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services. 	
USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation required.	Less than Significant

ES.5 SUMMARY OF ALTERNATIVES

This PEIR evaluates a reasonable range of alternatives to the 2016 RTP/SCS that brackets the range of potential impacts that could occur under a spectrum of changes to individual components of the 2016 RTP/SCS. These alternatives are briefly described below. More detailed information about each of these alternatives is presented in **Section 4.0, Alternatives**, of this document

1. The **2016 RTP/SCS** provides land use and transportation recommendations to help achieve a coordinated balance of land uses and transportations such that vehicle trips and vehicle trip lengths are reduced and land is used efficiently and sustainably, thereby minimizing greenfield land, energy, and water consumption. The 2016 RTP/SCS contains transportation and land use strategies that encourage compact growth, increased jobs/housing balance and transit-oriented development, and improve land and transit integration in parts of the region where feasible. The 2016 RTP/SCS is described in the **Project Description (Section 2.0)**.
2. The **No Project Alternative** includes those transportation projects that are included in the first year of the previously conforming transportation plan and/or transportation improvement program (TIP), or have completed environmental review by December 2014. The No Project Alternative also includes exempt projects such as safety projects and certain mass transit projects, transportation control measures (“TCMs”) that are included in the approved State Implementation Plan, and project phases that were authorized by the Federal Highway Administration/Federal Transit Administration prior to expiration of SCAG’s conformity finding for the last 2012 RTP/SCS. These reasonably foreseeable projects fulfill the CEQA definition of the No Project Alternative (CEQA Guidelines § 15126.6 (e)).
3. The **2012 RTP/SCS Updated with Local Input Alternative** retains transportation investments and land use strategies of the adopted 2012 RTP/SCS, updated to reflect the most recent local input growth estimates in the region. This Alternative considers continued implementation of the adopted 2012 RTP/SCS and includes all of the modifications and projects in the adopted 2012 RTP/SCS, as last amended in September 2014. This Alternative does not include land use strategies included within the 2016 RTP/SCS.
4. The **Intensified Land Use Alternative** builds on the land use strategies in the 2016 RTP/SCS and goes further. This Alternative focuses on analyzing more intensified land use pattern aimed at further reducing vehicle miles traveled and greenhouse gas and criteria pollutant emissions to improve mobility, sustainability, and economy. It includes more mixed-use and infill development, increased densities in HQTAs, livable corridors, and neighborhood mobility areas, new technology innovations and enhancement, and/or additional transit and active transportation strategies than the 2016 RTP/SCS.

ES.6 AREAS OF CONTROVERSY

Among the areas of controversy is the choice between the proposed project, one of the two proposed action alternatives, and the no project alternative.

ES.7 ISSUES TO BE RESOLVED

Among the issues to be resolved is whether the proposed project, one of the two proposed action alternatives, or the no project alternative best addresses the areas of controversy while achieving attainment for the SCAG Region with the National Ambient Air Quality Standard (NAAQS), California Ambient Air Quality Standards, with the goals of the Sustainable Communities and Climate Protection Act of 2008 (also known Senate Bill 375), and managing emission of light-duty vehicles to support the California Air Resources Plan for accelerated achievement of the greenhouse gas reduction targets established in California Global Warming Solutions Act of 2006 (also known as Assembly Bill 32).

The proposed project and Alternative 2, the 2012 RTP/SCS Updated with Local Input Alternative, provide for expeditious attainment of the NAAQS.

As a result of the impact analysis, Alternative 3, the Intensified Land Use Alternative, is the environmentally superior alternative although Alternative 3 does not avoid any of the significant and unavoidable impacts of the proposed project and would require consideration of the same mitigation measures specified for the proposed project. However, Alternative 3, due to the intensified land use pattern, would have minor reductions for seven of the impacts (**Table ES.7-1, Comparative Impacts between Alternatives and the Proposed Project**).

**TABLE ES.7-1
SUMMARY OF COMPARATIVE IMPACTS BETWEEN ALTERNATIVES AND THE PROPOSED
PROJECT**

Alternative	More Adverse Impacts	Similar Impacts	Less Adverse Impacts
Alternative 1: No Project	Agriculture/Forestry Air Quality Biological Resources Cultural Resources Energy Greenhouse Gas Emissions and Climate Change Hazards and Hazardous Materials Hydrology and Water Quality Transportation, Traffic, and Safety Utilities and Service Systems	Aesthetics Geology and Soils Population, Housing, and Employment Public Services	Land Use Mineral Resources Noise Recreation
Alternative 2: 2012 RTP/SCS Updated with Local Input Hybrid Alternative	Agriculture/Forestry Biological Resources Energy Greenhouse Gas Emissions and Climate Change Hazards and Hazardous Materials Hydrology and Water Quality Transportation, Traffic, and Safety Utilities and Service Systems	Aesthetics Air Quality Cultural Resources Geology and Soils Mineral Resources Population, Housing, and Employment Public Services	Land Use Noise Recreation
Alternative 3: Intensified Transportation Alternative	Land Use Noise Public Services Recreation Transportation, Traffic, and Safety	Aesthetics Air Quality Geology and Soils Mineral Resources Population, Housing, and Employment	Agriculture and Forestry Resources Biological Resources Cultural Resources Energy Greenhouse Gas Emissions and Climate Change Hazards and Hazardous Materials Hydrology and Water Quality Utilities and Service Systems