



# Findings of Fact and a Statement of Overriding Considerations

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FOR THE **2016-2040** REGIONAL TRANSPORTATION PLAN/  
SUSTAINABLE COMMUNITIES STRATEGY

Southern California Association of Governments

FINDINGS OF FACT AND  
STATEMENT OF OVERRIDING CONSIDERATIONS  
FOR THE  
2016 REGIONAL TRANSPORTATION PLAN/  
SUSTAINABLE COMMUNITIES STRATEGY

(SCH #2015031035)

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# SECTION I

## INTRODUCTION

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Section 21081 of the California Public Resources Code (PRC) and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require that the Southern California Association of Government (SCAG), as the Lead Agency for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”), identify significant impacts on the environment and make one or more written findings for each of the significant impacts. In addition, pursuant to CEQA Guidelines Section 15093 and PRC Section 21081, the existence of significant unavoidable impacts resulting from the 2016 RTP/SCS requires SCAG to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The CEQA Findings of Fact (Findings) reported in the following pages incorporate the facts and discussions of environmental impacts that are described in the 2016 RTP/SCS Program Environmental Impact Report (PEIR). Additionally, the Statement of Overriding Considerations set forth in Section XII, describes the economic, social, environmental, and other benefits of the 2016 RTP/SCS that override the significant environmental impacts. Combined, these documents are referred to herein as “CEQA Findings of Fact and Statement of Overriding Considerations.”

For each of the impacts associated with the 2016 RTP/SCS, the following are provided:

- Description of Impacts – A specific description of the environmental impact identified in the PEIR.
- Mitigation – Identified mitigation measures or actions that are proposed for implementation as part of the project.
- Findings and Rationale – Explanation regarding the adoption of mitigation measures, their implementation, and the short- and long-term benefits related to reduction in criteria air pollutants and per capita reductions in greenhouse gas emissions (GHG), and other economic, social, and environmental benefits that warrant overriding the significant and unavoidable environmental impacts.

Where feasible, mitigation measures have been identified to reduce significant impacts. CEQA requires a mitigation monitoring or reporting program to be adopted by the Lead Agency. SCAG has prepared a Mitigation Monitoring and Reporting Program (MMRP) in compliance with the requirements of Section 21081.6 of CEQA to ensure the efficacy of proposed mitigation measures. The PEIR identifies the potentially significant environmental impacts associated with the 2016 RTP/SCS and specifies measures designed to mitigate adverse environmental impacts. The MMRP includes procedures to be used to implement the mitigation measures adopted in connection with the certification of the 2016 RTP/SCS PEIR and methods of monitoring and reporting. More specifically, the MMRP includes mitigation measures to be implemented by SCAG, and project-level, performance standards-based mitigation measures that can and should be considered (or other comparable measures) by local agencies when considering project-level approvals of transportation and development projects, as applicable and feasible.

The PEIR presents a region-wide, programmatic level of assessment of existing conditions and potential impacts associated with implementation of the 2016 RTP/SCS as a whole. As such, this PEIR identifies programmatic mitigation measures for which SCAG would be responsible on a regional scale (these

*Findings of Fact and Statement of Overriding Considerations*

mitigation measures are phrased as “SCAG shall”). In addition, consistent with the provisions of Section 15091(a)(2) of the State CEQA Guidelines, SCAG has identified performance standards–based mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible.

As will be discussed in more detail below, it is the finding of the SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the 2016 RTP/SCS; constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA; and reflects the independent judgment of the SCAG Regional Council.

## SECTION II PROJECT DESCRIPTION

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### II.A PROJECT LOCATION

SCAG is a federally designated Metropolitan Planning Organization (MPO) under Title 23, United States Code (USC) 134(d)(1), for a six-county region that includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and 191 cities (**Figure II.A-1, SCAG Region**). SCAG is one of 18 MPOs in the State of California. The total area of the SCAG region is approximately 38,000 square miles. To the north of the SCAG region are the Counties of Kern and Inyo; to the east is the State of Nevada and State of Arizona; to the south is the U.S.-Mexico border; and to the west is the County of San Diego and the Pacific Ocean. The region includes the county with the largest land area in the nation, San Bernardino County; as well as the county with the highest population in the nation, Los Angeles County. The SCAG region is home to approximately 19 million people, or 48.4 percent of California's population, representing the largest and most diverse region in the country. The SCAG region consists of 15 subregional entities that have been recognized by the Regional Council, SCAG's governing body, as partners in the regional policy planning process (**Figure II.A-2, SCAG Subregions**).

### II.B REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

This section provides background information on the RTP/SCS that is updated by SCAG every four years in accordance with applicable federal and state laws.

The Regional Transportation Plan (RTP) is used to guide the development of the Federal Transportation Improvement Program (FTIP) as well as other transportation programming documents and plans. The RTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The RTP identifies the region's transportation needs and issues; sets forth actions, programs, and a plan of projects to address the needs consistent with adopted regional policies and goals; and documents the financial resources needed to implement the RTP.

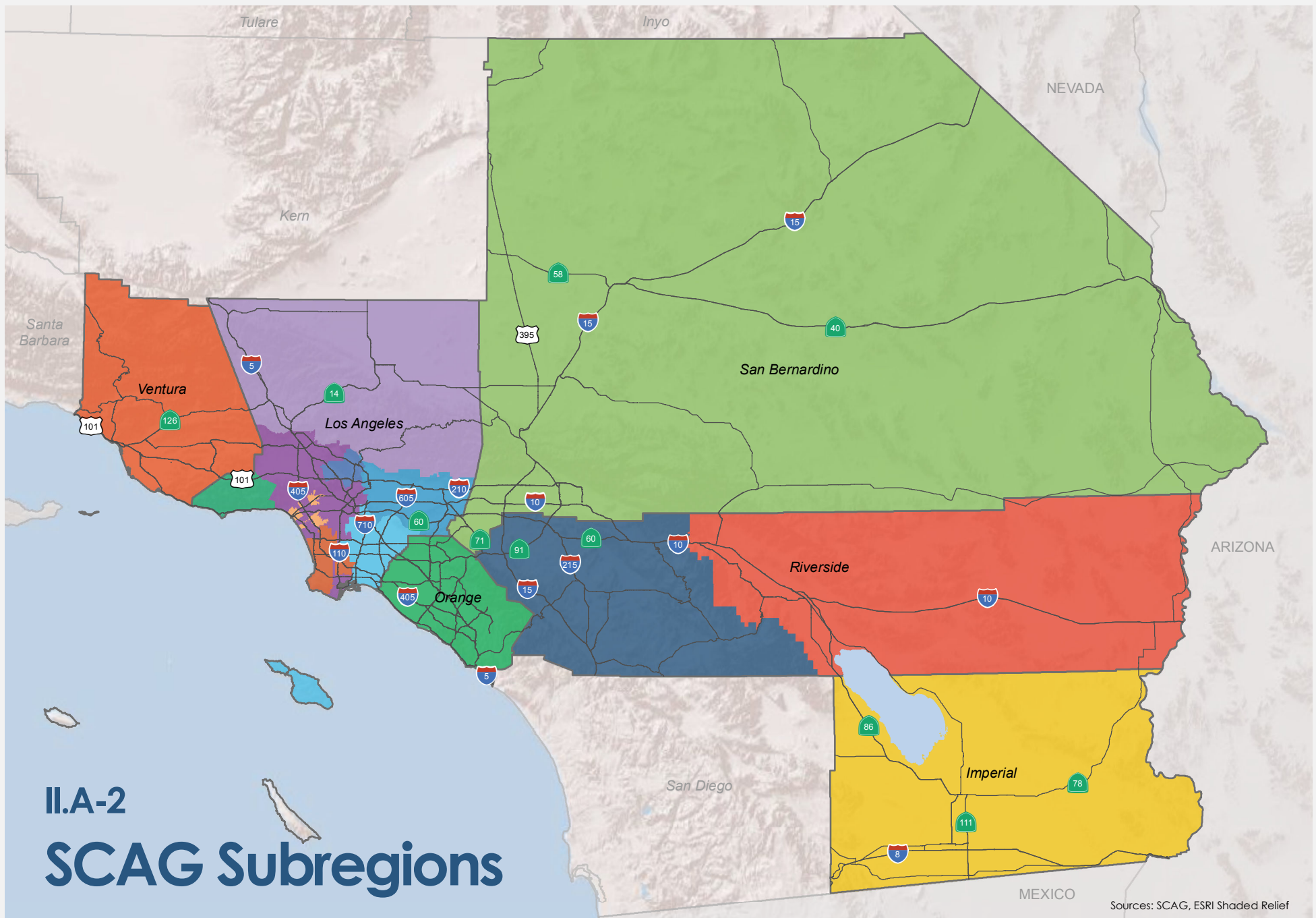
The RTP also provides for the development and integrated management and operation of transportation systems and facilities that function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accompanied by a "continuing, cooperative and comprehensive" (the three Cs) planning approach that is also performance driven and outcome based, consistent with provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).<sup>1</sup> The RTP also considers and is consistent with the provisions of the Fixing America's Surface Transportation Act (FAST Act), which is the first long-term

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<sup>1</sup> MAP-21, enacted into law on July 6, 2012 (after the adoption of the 2012 RTP/SCS by SCAG's Regional Council in April 2012), sets forth a performance-based approach requiring the State and MPOs to set performance targets and track their progress in achieving those targets relative to past system performance. While the federal rulemaking to implement performance target requirements are not yet enacted, SCAG utilizes a performance-based approach in preparing and developing the Draft 2016 RTP/SCS.

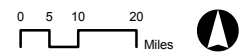






# II.A-2 SCAG Subregions

Sources: SCAG, ESRI Shaded Relief



comprehensive surface transportation legislation since SAFETEA-LU. The FAST Act provides a 5-year federal transportation authorization program. It authorizes \$305 billion over fiscal years 2016 through 2020, with an average of \$61 billion per year, which is 16 percent higher than MAP-21's annual average of \$52.5 billion. It further makes changes and reforms to many federal transportation programs, including streamlining the approval process for new transportation projects, providing safety tools, and establishing new programs to advance critical freight projects.<sup>2</sup> It includes provisions, among others, that make transit-oriented development (TOD) expenses eligible for funding under highway and rail credit program. It also establishes pilot programs allowing state environmental review process to substitute for the National Environmental Policy Act (NEPA) review process. The FAST Act includes no additional performance measures beyond those already required by MAP-21.

Transportation investments in the SCAG region that receive funding for which federal approval is required must be consistent with the RTP/SCS and must be included in SCAG's FTIP when funded. The FTIP covers six years and is updated biennially on an even-year cycle. It represents the immediate, near-term commitments of the RTP/SCS. SCAG does not implement individual projects included in the RTP/SCS, as these projects are implemented by local jurisdictions and other agencies. In order to continue receiving funding for which federal approval is required, the SCAG region must have a conforming RTP/SCS in place by June 2016.

The SCAG region encompasses 17 federally designated non-attainment and maintenance areas for air quality standards, pursuant to the federal Clean Air Act. The U.S. Department of Transportation (U.S. DOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) under Section 176(c) of the Federal Clean Air Act [42 USC 7506(c)] require air quality conformity determinations on updated transportation plans and programs to be made every four years for non-attainment areas.

All RTP/SCS documents must conform to air quality requirements, as well as meet a number of other requirements, including specific requirements on the "horizon" year of RTPs that provide a vision for regional transportation investments for more than a 20-year period. In order to comply with those requirements, the 2016 RTP/SCS includes a horizon year of 2040.

SCAG is also required to prepare an RTP pursuant to Section 65080 of the California Government Code. The state requirements largely mirror the federal requirements and require that each transportation planning agency in urban areas to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) every four years. To ensure a degree of statewide consistency in the development of RTPs, the CTC, pursuant to Government Code Section 14522, adopted RTP Guidelines. The RTP Guidelines include a requirement for program-level performance measures, which include objective criteria that reflect the goals and objectives of the RTP. In addition, the initial years of the plan must be consistent with the FTIP.

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<sup>2</sup> FAST Act, enacted into law on December 4, 2015, provides funding and makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. However, federal rulemaking to implement the FAST Act has not yet been promulgated.

State planning law further requires, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375 or “SB 375”), that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern that, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks. SB 375 is part of California’s overall strategy to reach GHG emissions reduction goals as set forth by Assembly Bill (AB) 32 and Executive Orders S-03-05 and B-30-15, by promoting integrated transportation and land use planning with the goal of creating more sustainable communities.

The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. According to Section 65080(b)(2)(B) of the California Government Code, the SCS must:

- Identify existing land use;
- Identify areas to accommodate long-term population growth;
- Identify areas to accommodate an eight-year projection of regional housing needs;
- Identify transportation needs and the planned transportation network;
- Consider resource areas and farmland;
- Consider state housing goals and objectives;
- Set forth a forecasted growth and development pattern; and
- Comply with federal law for developing an RTP.

In accordance with provisions of SB 375, the SCS developed as part of the RTP cannot dictate local General Plan policies. Rather, SB 375 is intended to provide a regional policy foundation that local government may build upon, if they so choose, and generally includes the quantitative, jurisdiction-level growth projections from each city and county in the region going forward. Additionally, SB 375 provides streamlined environmental review opportunities for eligible projects.<sup>3</sup>

Pursuant to federal and state planning laws, updates to the RTP/SCS must include a few requisite components. The RTP/SCS updates must include an identification of the transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation network, giving emphasis to those facilities that serve important national and regional transportation functions. The RTP/SCS updates must also include a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for the needed projects and programs. Moreover, the RTP/SCS updates must include operational and maintenance strategies related to the existing transportation facilities. The RTP/SCS updates must include an economic impact analysis. Finally, under SB 375, the region’s SCS as part of the RTP/SCS updates must identify existing and future land use patterns; consider statutory housing goals and objectives; identify areas to accommodate housing needs; consider resource areas and farmland; identify transportation

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<sup>3</sup> CEQA streamlining provisions are also available for eligible projects meeting the criteria established by Senate Bill 226 (Simitian, 2011), CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects) and for eligible projects meeting the criteria established by Senate Bill 743 (Steinberg, 2013), Public Resources Code Section 21155.4 (Exemptions).

needs and the planned transportation network; and set forth a future land use pattern to meet state greenhouse gas emission reduction targets.

## II.C 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 builds on the progress made since the 2012 RTP/SCS while recognizing the current conditions of land use and transportation throughout the region as well as developments and technologies since the adoption of the 2012 RTP/SCS. It responds to a changing region by meeting the challenges and creating conditions and infrastructure that motivate increased mobility and accessibility, expanded transportation options, broader economic growth, equitably distributed benefits, and sustainability.

Based on extensive local collaboration, the 2016 RTP/SCS establishes 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 2016 RTP/SCS goals are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These goals remain unchanged from those adopted in the 2012 RTP/SCS as listed in **Table II.C-1, 2016 RTP/SCS Goals**.

**TABLE II.C-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. April 2016. *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 II.C-2, 2016 RTP/SCS Guiding Policies**). 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.

**TABLE II.C-2  
 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. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 4.

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 the 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 federal requirements of MAP-21,<sup>4</sup> 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 on 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 toward meeting and exceeding federal and state requirements. It is also intended to help quantify regional goals, estimate

<sup>4</sup> The FAST Act does not include additional performance measures beyond those already required by MAP-21.

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.

In addition, associated measures that will be used by SCAG to evaluate the performance of the 2016 RTP/SCS, using the SCAG Regional Travel Demand Model and other tools are provided in **Table 8.1, 2016 RTP/SCS Performance Measures and Results**.

## **II.D PROJECT DESCRIPTION, LAND USE, AND TRANSPORTATION STRATEGIES**

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),<sup>5</sup> 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 on 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 ensure 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 also contains 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 analyzes the constrained Plan and does not analyze the Strategic Plan because the absence of committed, available, or reasonably available funding indicates that implementation of the Strategic Plan is speculative at this point. If the projects in the Strategic Plan 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.

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<sup>5</sup> Southern California Association of Governments. September 2014. Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <http://scagrtpscsc.net/Pages/2012RTPSCS.aspx>

## II.D.1 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. It also incorporates best practices for increasing transportation choices; reducing dependence on personal automobiles; allowing future growth in walkable, mixed-use communities and in high-quality transit areas (HQTAs); and further improving air quality. As such, the 2016 RTP/SCS is dedicated to detailing recommended land use strategies and transportation investments.

The region's transportation network and land uses must be well integrated to ensure that the region grows in ways that enhance mobility, sustainability, and quality of life. The 2016 RTP/SCS makes a concerted effort to integrate the two, 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 on 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.<sup>6</sup> These 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 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. The 2016 RTP/SCS land use strategies also seek to balance the region's land use choices and transportation investments. Hence, the 2016 RTP/SCS includes coordinated land use strategies with the committed and projected transportation investments in the region that emphasize system preservation and enhancement, active transportation, and land use integration.

A set of foundational policies guide the development of the proposed land use strategies:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;<sup>7</sup>
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;

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<sup>6</sup> Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 5.

<sup>7</sup> "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.



- 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 2016 RTP/SCS includes the five proposed land use strategies as follows.

**Focus New Growth Around Transit.** An HQTA is an area within 0.5 mile of (1) a fixed guideway transit stop, or (2) bus transit corridors where buses pick up passengers every 15 minutes or less during peak commute hours. The 2016 RTP/SCS forecasted land use pattern reinforces the trend of focusing new housing and employment in the region’s QTAs (**Figure II.D.1-1. High Quality Transit Areas throughout the SCAG Region in 2040**). A forecasted regional land use pattern has been developed exhibiting increased residential and employment growth in QTAs, with corresponding reduced growth in areas lacking transit infrastructure. Regional investments in “First/Last Mile” strategies are expanded within QTAs to increase transit ridership by making it quicker and easier to complete a transit trip. Investments include enhanced street crossings, connections, wayfinding, signage, station amenities, and bike parking.

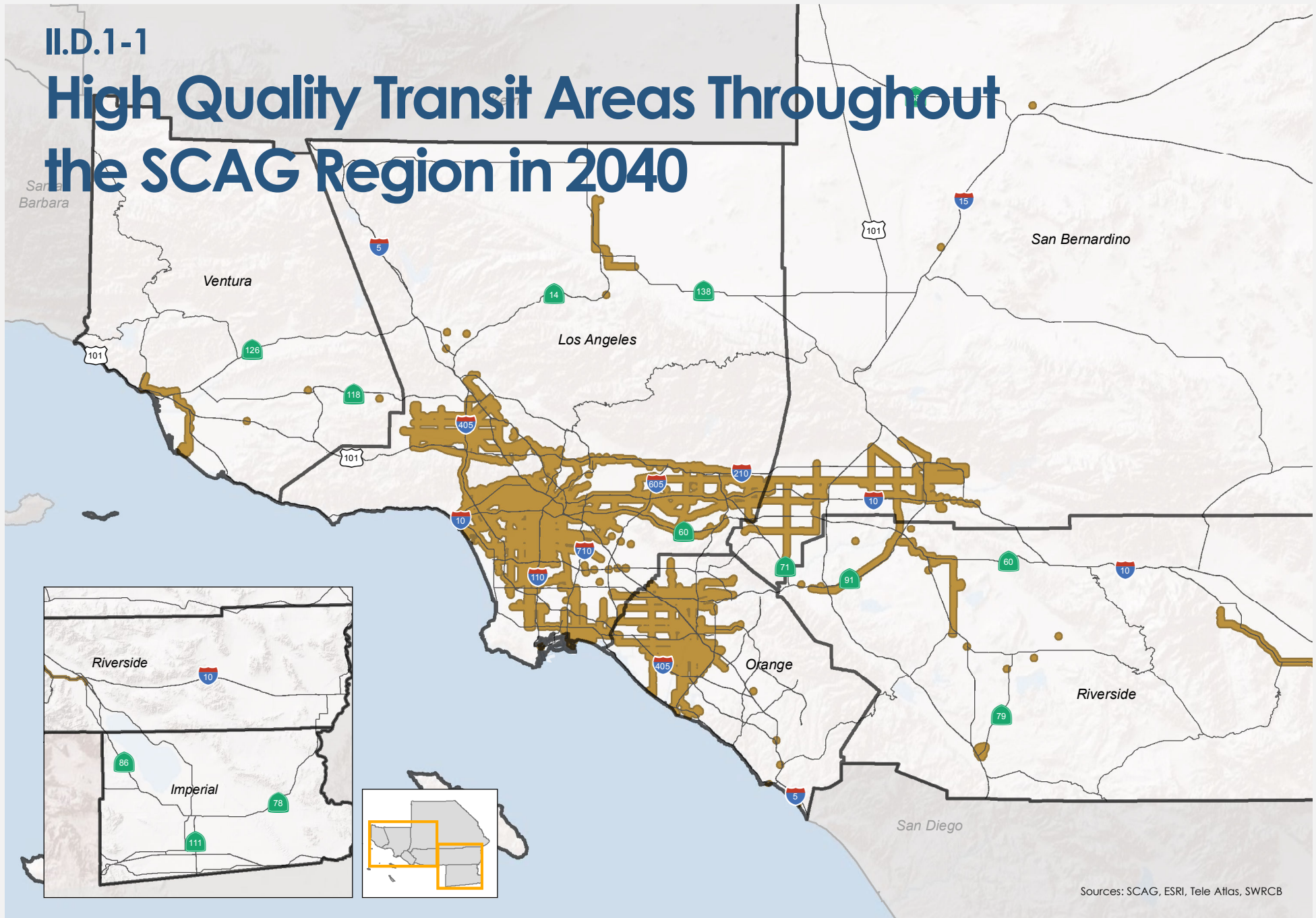
**Plan for Growth Around Livable Corridors.** “Livable Corridors” are arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways. Most Livable Corridors would be located within QTAs. The proposed Livable Corridor land-use strategies include development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “complete streets” approach to roadway improvements, and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment. These strategies will allow more context-sensitive density, improve retail performance, combat blight, and improve fiscal outcomes for local communities.

**Provide More Options for Short Trips.** Neighborhood Mobility Areas (NMA) represent the synthesis of various planning practices, and are applicable in a wide range of settings in the SCAG region. Proposed NMA strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit options but have a high proportion of short-trips relating to the surrounding urban form. NMAs are conducive to active transportation and include a “complete streets” approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles, and senior mobility devices. A complete streets approach ensures that transportation plans meet the needs of all users of the roadway system. These areas have high intersection density, low to moderate traffic speeds, and robust residential retail connections. NMAs are suburban in nature, but can support slightly higher density in targeted locations.

**Support Local Sustainability Planning.** To support the SCS, SCAG supports local planning practices that help lead to a reduction of greenhouse gas emissions. Sustainable Planning and Design, Zoning Codes and Climate Action Plans are three methods that local agencies have been adopting and implementing to help meet the regional targets for greenhouse gas emission reductions outlined in the SCS.

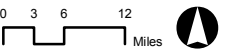
II.D.1-1

# High Quality Transit Areas Throughout the SCAG Region in 2040



Sources: SCAG, ESRI, Tele Atlas, SWRCB

2040 HQTAs



**Protect Natural and Farm Lands.** The 2016 RTP/SCS land use strategies propose to avoid growth in sensitive habitat areas, and redirect growth from high-value habitat areas to existing urbanized areas. This proposed strategy recognizes that many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. Certain lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem. Some cities and county transportation commissions have taken steps toward planning comprehensively for conserving natural lands and farmlands, while also meeting demands for growth. To support those and other comprehensive conservation planning efforts, SCAG studied regional scale habitat, developed a regional conservation framework, and assembled a natural resource database.<sup>8,9</sup> The 2016 RTP/SCS proposed natural lands preservation strategies are built on the conservation framework and complements an infill-based approach.

### *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 II.D.1-1, 2016 RTP/SCS: Proposed Allocation of Transportation Investments [Nominal Dollars, Billions]**)

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<sup>8</sup> Southern California Association of Governments. 2 October 2014. *Item No. 8 Staff Report: Comprehensive Planning for Open Space Strategic Plan*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec100214fullagn.pdf>

<sup>9</sup> Southern California Association of Governments. Accessed 26 October 2015. *Sustainability Program: Open Space Links and Resources*. Available at: <http://sustain.scag.ca.gov/Pages/LinksResources.aspx>

**TABLE II.D.1-1**  
**2016 RTP/SCS: PROPOSED ALLOCATION OF TRANSPORTATION INVESTMENTS**  
**(NOMINAL DOLLARS, BILLIONS)**

System Preservation	\$275
Highway and Arterials	\$54
TDM and TSM	\$16 (\$6.9 for TDM; and \$9.2 for TSM)
Transit	\$56
Passenger Rail and High Speed Rail	\$39
Goods Movement	\$71
Active Transportation*	\$8
Other (Environmental Mitigation, Landscaping and Project Development Costs)	\$3
Aviation	Included in modal investments
Debt Service	\$34

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

\*Includes \$4.8 billion for active transportation in addition to capital project investment level of \$8.1 billion for a total of \$12.9 billion for active transportation projects.

**SOURCE:**

Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 6.

**Preserve Our Existing System.** The 2016 RTP/SCS proposes investing toward preserving the region’s existing transportation system, including the transit and passenger rail system, the state highway system, and regionally significant local streets and roads. The proposed allocation of the system preservation investment for the state highway system includes bridges, the allocation for transit includes funding to both preserve and operate the transit system, and the allocation for regionally significant local streets and roads that includes bridges and active transportation safety improvements. To support the proposed allocation of system preservation investment, the 2016 RTP/SCS includes the following strategies:

- Protecting and preserving what we have first, supporting a “fix-it-first” principle;
- Considering the cycle costs beyond construction; and
- Continuing to work with stakeholders to identify and support new sustainable funding sources and/or increased funding levels for preservation and maintenance.

**Manage Congestion.** Federal Regulations for Metropolitan Transportation and Planning Programming require the development, establishment, and implementation of a Congestion Management Plan (CMP) that is integrated fully with the regional planning process. The CMP is part of SCAG’s integrated approach to improving and optimizing the transportation system, to provide for the safe and effective management of the regional transportation system through the use of monitoring and maintenance, demand reduction, land use, operational and management strategies, and strategic capacity enhancement.

**Transportation Demand Management (TDM) and System Management (TSM).** The 2016 RTP/SCS includes the proposed TDM strategies in three main areas of focus:

- Reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling, and supportive policies for shared ride services such as Uber and Lyft;
- Redistributing or eliminating vehicle trips from peak-demand periods through incentives for telecommuting and alternative work schedules; and
- Reducing the number of drive-alone trips through use of other modes of travel such as transit, rail, bicycling, and walking.

In addition, the following proposed strategies expand and encourage the implementation of proposed TDM strategies to their fullest extent:

- Rideshare incentives and rideshare matching;
- Parking management and parking cash-out policies;
- Preferential parking or parking subsidies for carpoolers;
- Intelligent parking programs;
- Promotion and expansion of Guaranteed Ride Home programs;
- Incentives for telecommuting and flexible work schedules;
- Integrated mobility hubs and first/last mile strategies;
- Incentives for employees who bike and walk to work; and
- Investments in active transportation infrastructure.

Additionally, the 2016 RTP/SCS allocates investments toward TSM improvements that work in concert to optimize the performance of the transportation system. These include extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g., auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, and other ITS improvements. Several key TSM strategies included in the 2016 RTP/SCS are as follows.

- Corridor System Management Plans to identify lower cost, higher benefit options to maximize efficiency and productivity along major highway corridors, including coordination with parallel arterial systems, transit, and incident response management;
- Integrated Corridor Management in which all elements within a corridor are considered to evaluate opportunities that move people and goods in the most efficient manner while ensuring the greatest operational efficiencies are achieved;
- Arterial Signal Synchronization Projects to optimize traffic flow; and
- Dynamic Corridor Congestion Management to coordinate highway ramp metering with arterial signals, inform the traveling public of expected travel times to various destinations, and provide travel time comparisons with transit.

**Promote Safety and Security.** Ensuring the safety and security of the transportation network for residents and visitors is a top priority. SCAG continues to support the development and implementation of the State Highways Safety Plan, and the agency is continuing to work with Caltrans and the CTCs toward identifying other means of improving the safety and security of the transportation system.

**Transit.** Continuing to expand the region's transit system and improve services is critical to realizing the Plan's vision and ultimately meeting the broad and diverse societal goals and objectives. Key points considered in developing the proposed transit strategies include:

- Significant investments in transit already committed locally (CTCs);
- Changing demographics and urban forms call for more travel choices, particularly transit;
- Transit can help relieve pressure and provide alternatives on some of the most congested corridors; and
- Additional transit will be necessary to ensure that pricing strategies work efficiently and equitably.

The 2016 RTP/SCS transit strategies builds on the significant investment in transit that has already been committed locally, primarily based on local sales tax measures as reflected in the Plan. In addition to the current commitments, the Plan proposes extensive local bus, rapid bus, bus rapid transit (BRT), and express service improvements. An expanded point-to-point express bus network will take advantage of the region's carpool and express lane network. New BRT service, limited-stop service, and increased local bus service along key corridors, in coordination with transit-oriented development and land use, will encourage greater use of transit for short local trips. Also included in the Plan's investment package are renewed commitments to asset management and maintaining a state of good repair.

Specifically, the 2016 RTP/SCS includes the following transit strategies:

- Implement and expand transit priority strategies, including transit signal priority, queue jumpers, and bus lanes;
- Implement regional and inter-county fare agreements and media to make transit more attractive and accessible;
- Increase bicycle carrying capacity on transit and rail vehicles to facilitate first/last mile connections;
- Expand and improve real-time passenger information systems to allow travelers to make more informed decisions and improve the overall travel experience; and
- Implement first/last mile strategies to extend the effective reach of transit.

**Passenger Rail and High Speed Rail.** In November 2008, California voters passed a historic bond measure (Proposition 1A) that, among other things, authorizes the state to raise \$9 billion in bond funds to build California's first statewide high speed rail system. Phase I of this system, which will connect Los Angeles Union Station and Anaheim to the Central Valley and San Francisco Bay Area, is to be implemented during the RTP/SCS timeframe (i.e., by 2040) and presents an enormous opportunity for the state and the SCAG region. With the adoption of the 2012 RTP/SCS, the region and the California High Speed Rail Authority (CHSRA) committed to spending a combined \$1 billion in Proposition 1A and

matching funds on early investments in the existing passenger rail system. This commitment was formalized in a Memorandum of Understanding (MOU)<sup>10</sup> that identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with High Speed Rail.

The Passenger Rail and High Speed Rail strategies proposed by the 2016 RTP/SCS maintain the commitments in the 2012 RTP/SCS and the High Speed Rail MOU that will improve rail speed, service and safety for Metrolink and the LOSSAN rail corridor, provide interconnectivity to the future High Speed Rail system, and provide an attractive alternative to driving alone. This includes the MOU capital projects to bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and to implement a blended system of rail services. Additionally, the Plan includes the following proposed passenger rail strategies:

- Secure increased funding and dedicated funding sources;
- Support increased transit-oriented development and first/last mile strategies; and
- Implement cooperative fare agreements and media.

**Active Transportation.** The 2016 RTP/SCS includes an Active Transportation Plan, which updates and expands on the 2012 RTP/SCS. As such, the 2016 RTP/SCS includes strategies to continue progress made in developing a regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The 2016 RTP/SCS also considers new strategies and approaches beyond those proposed in 2012 Plan.

To maximize active transportation opportunities in the SCAG region, the Active Transportation Plan included in the 2016 RTP/SCS contains eleven (11) strategies in four broad categories: regional trips, transit integration, short trips, and education/encouragement.

- Regional-Trip Strategies:
  - *Regional Greenway Network*: to include an approximately 2,233-mile network, based on local plans designed to increase walking and biking by creating separated bikeways, integrated with watershed planning, river rehabilitation and bicyclists/pedestrian access, designed to create open space/greenways/wetlands to appeal to walking, biking, and other recreational activities for urban environments.
  - *Regional Bikeway Network (RBN)*: to include an approximately 2,220-mile system of interconnected bicycle routes of regional significance, based on local plans. The RBN connects cities and counties and serves as a spine for local bikeway networks and the regional greenway network.

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<sup>10</sup> Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy: Passenger Rail Appendix* (page 7).

- *California Coastal Trail Access*: to provide established paths as part of the Regional Greenway Network and Regional Bikeway Network to access the California Coastal Trail.
- Transit Integration Strategies:
  - *First Mile/Last Mile*: to proposed bicyclist and pedestrian improvements at and around 224 rail or fixed-guideway bus stations.
  - *Livable Corridors*: to propose 16 corridors totaling approximately 670 miles for improvements separate from those areas in the First Mile/Last Mile strategy.
  - *Bike Share Services*: to call for 880 stations and 8,800 bicycles starting in Downtown Los Angeles and Pasadena, and then moving into other locations.
- Short-Trip Strategies:
  - *Sidewalk Quality*: to call for approximately 10,500 miles of new and improved sidewalks through development projects or larger road construction and maintenance projects.
  - *Local Bikeway Networks*: to propose approximately 8,702 miles of new local bikeways, which will serve as the foundation for the regional bikeway network and the regional greenway network.
  - *Neighborhood Mobility Areas*: to include polices to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, and neighborhood electric vehicles. Complete Streets strategies, such as traffic calming, bicycle priority streets (bicycle boulevards), and pedestrian connectivity are also proposed as the region's active transportation strategies to increase physical activity, and improve connectivity to the regional bikeway or greenway networks, local businesses, and parks.
- Education and Encouragement:
  - *Safe Routes to School*: to propose an allocation of approximately \$280 million over the life of the 2016 RTP/SCS to be devoted to Safe Routes to School programs and projects.
  - *Safety and Encouragement Campaigns*: to propose the continued involvement in updating and conducting the Southern California Active Transportation Safety and Encouragement Campaign.<sup>11</sup>

**Highway and Arterials.** The 2016 RTP/SCS proposes the following strategies to support the proposed allocation of investments to highway and arterials:

- Focusing on achieving maximum productivity through strategic investments in system management and demand management;
- Focusing on adding capacity primarily (but not exclusively) to:
  - Closing gaps in the system, and
  - Improving access where needed;

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<sup>11</sup> Southern California Association of Governments. 11 September 2014. *Item No. 16 Staff Report: Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc091114fullagn.pdf>



- Supporting policies and system improvements that will encourage the seamless operation of our roadway network from a user perspective
- Increasing roadway capacity with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible;
- Focusing on addressing non-recurring congestion with new technology; and
- Supporting “complete street” opportunities developed from general plans.

**Express Lane Network.** Recent planning efforts have focused on enhanced system management, including the integration of value pricing to better use existing capacity and offer users greater travel time reliability and choices.

**Goods Movement.** Strategies for goods movement as part of the 2016 RTP/SCS include a Regional Clean Freight Corridor System, a truck bottleneck relief strategy, a rail strategy, and a goods movement environment strategy. The Regional Clean Freight Corridor System is a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment, and finally reaching Interstate 15 in San Bernardino County. Such a system would be expected to address growing truck traffic and safety issues on core highways through the region and serve key goods movement industries.

The 2016 RTP/SCS includes a coordinated strategy to identify and mitigate the top-priority truck bottlenecks. The proposed truck bottleneck relief strategies begin with confirming bottlenecks that are previously identified in the past RTP/SCSs following by identifying new bottlenecks. An allocation of approximately \$5 billion is proposed toward goods movement bottleneck relief strategies. Examples of bottleneck relief strategies proposed by the Plan include ramp meterings, extending merging lanes, improving ramps and interchanges, improving capacity, and adding auxiliary lanes.

The region’s extensive rail network offers shippers the ability to move large volumes of goods over long distances at lower costs, compared with other transportation options. As such, the 2016 RTP/SCS continues to incorporate the following rail strategies for goods movement:

- Additional mainline tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions;
- Expansion/modernization of intermodal facilities;
- Highway-rail grade separations; and
- Port-area rail improvements, including on-dock rail enhancements

The 2016 RTP/SCS also includes goods movement environmental strategy. It focuses on a two-pronged approach for achieving an efficient, safe and economically sound freight system that also reduces environmental impacts. For the near term, the regional strategy supports the deployment of commercially available low-emission trucks and locomotives while centering on continued investments into improved system efficiencies. In the longer term, the strategy focuses on advancing technologies — taking critical steps now toward phased implementation of a zero-emission and near-zero-emission freight system. The plan to develop and deploy advanced technologies includes four phases of technology development and implementation, during which technology needs are defined, prototypes

are tested and developed, and efforts are scaled up. This cycle of technology development is continuous, and it will renew itself as new innovations emerge and technologies continue to evolve.

**Meeting Airport Demand.** With the region being one of the busiest and most diverse commercial aviation regions in the world, the 2016 RTP/SCS proposes strategies for airport ground access, including:

- Promote the regionalization of air travel demand;
- Continue to support regional and inter-regional projects that facilitate airport ground access;
- Support ongoing local planning efforts by airport operators, CTCs, and local jurisdictions;
- Encourage development and use of transit access to the region's airports;
- Encourage use of modes with high average vehicle occupancy (AVO); and
- Discourage use of modes that require “deadhead” trips to/from airports

## SECTION III

# FINDINGS REQUIRED UNDER CEQA

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### III.A PROCEDURAL FINDINGS

#### Less than Significant Impacts

As described in **Section IV, *Findings Regarding Potential Environmental Effects That Are Less than Significant***, of this Findings of Fact and Statement of Overriding Considerations, the impacts of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) were determined to be less than significant in relation to 23 thresholds of significance in 11 environmental resource categories:

- IV.A Aesthetics (AES-2)
- IV.B Agriculture and Forestry Resources (AF-3)
- IV.C Air Quality (Air-1, -3, and -5)
- IV.D Energy (EN-1 and -4)
- IV.E Geology and Soils (GEO-5)
- IV.F Greenhouse Gas Emissions and Climate Change (GHG-1, -2, and -3)
- IV.G Hazards and Hazardous Materials (HAZ-5 and -6)
- IV.H Hydrology and Water Quality (HYD-7)
- IV.I Noise (NOISE-5 and -6)
- IV.J Transportation, Traffic, and Safety (TRA-3, -4, and -6)
- IV.K Utilities and Service Systems (USS-1, -2, -5, and -7)

#### Significant Impacts

##### *Findings Pursuant to Section 15091(a) of the State CEQA Guidelines*

Consistent with the provisions of Section 15091(a)(1), changes and alterations have been required in, or incorporated into, the 2016 RTP/SCS, including SCAG mitigation measures, to avoid or substantially lessen the significant environmental effects of the Plan. SCAG has carefully considered the anticipated significant and unavoidable impacts of the Plan, as well as the benefits of adoption of the 2016 RTP/SCS. The benefits are as follows:

Overall, the transportation investments in the 2016 RTP/SCS will provide a return of \$2.00 for every dollar invested. Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish the following:

- The Plan would result in an 8-percent reduction in greenhouse gas emissions per capita by 2020, an 18-percent reduction by 2035, and a 21-percent reduction by 2040, when compared with 2005 levels. This would exceed the state’s mandated reductions, which are 8 percent by 2020 and 13 percent by 2035.

- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies would help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.
- The combined percentage of work trips made by carpooling, active transportation, and public transit would increase by about 4 percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.
- The number of vehicle miles traveled (VMT) per capita would be reduced by nearly 7 percent and vehicle hours traveled (VHT) per capita by 16 percent (for automobiles and light/medium duty trucks) as a result of more location-efficient land use patterns and improved transit service.
- Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.
- The Plan would reduce delay per capita by 42 percent and heavy duty truck delay on highways by 40 percent. This means less time would be spent sitting in traffic and goods would move more efficiently.
- Over 351,000 additional new jobs annually would be created, due to the region's increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.
- The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.
- The Plan would result in a reduction in the regional obesity rate of 2.5 percent, and a reduction in the share of the regional population that suffers from high blood pressure by 3 percent. It would also result in a reduction in the total annual health costs for respiratory disease by more than 13 percent.<sup>1</sup>

Consistent with the provisions of Section 15091(a)(2), changes and alterations capable of avoiding or substantially lessening the significant environmental effects of the Plan, identified as project-level mitigation measures, are within the responsibility and jurisdiction of lead agencies that will consider subsequent project-level approvals of transportation and development projects. SCAG has no authority to require specific mitigation measures at the project level given that local lead agencies have the sole discretion to determine which mitigation measures are applicable and feasible based on the location-

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<sup>1</sup> Southern California Association of Governments. April 2016. *2016–2040 Regional Transportation Plan / Sustainable Communities Strategy*.

specific circumstances. Nevertheless, SCAG reasonably assumes that local lead agencies do, and will continue to, exercise their discretionary authority (through local land use and other project permits and approvals) to implement sufficient feasible mitigation measures (and alternatives) identified through the CEQA process to avoid or reduce to the maximum extent practicable and feasible the significant direct, indirect, and cumulative impacts of subsequent projects.

In addition, SB 375 specifically states that nothing in an SCS supersedes the land use authority of cities and counties, and that cities and counties are not required to change their land use policies and regulations, including their general plans, to be consistent with the SCS or an alternative planning strategy (Govt. Code §65080(b)(2)(K)). Moreover, cities and counties have plenary authority to regulate land use through their police powers granted by the California Constitution, Art. XI, §7, and under several statutes, including the local planning law, the zoning law, and the Subdivision Map Act (Govt. Code §§65100–65763; Govt. Code §§65800–65912; Govt. Code §§66410–66499.37). With respect to the transportation projects in the 2016 RTP/SCS, these projects are to be implemented by Caltrans, county transportation commissions, local transit agencies, and local governments (i.e., cities and counties), and not SCAG. As such, SCAG, as a lead agency, has a responsibility to identify feasible mitigation measures that are capable of avoiding or reducing the direct, indirect, and cumulative significant impacts of the Plan that can and should be considered by public agencies in their related discretionary decision related to subsequent project, including related reviews and consideration by trustee and responsible agencies. With respect to the 2016 RTP/SCS, SCAG has identified performance standards–based mitigation measures, or other comparable measures, which “can and should” be applied at the project level to reduce impacts. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” comply with the requirements of CEQA to mitigate the environmental impacts of the individual projects, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local and other agencies will collectively reduce the environmental impact, at the regional level, to the maximum extent practicable and feasible.

## Impacts Mitigated to a Level of Less than Significant

As described in **Section V, Findings Regarding Potential Environmental Effects that Can Be Mitigated to a Level of Less than Significant**, of this Findings of Fact, the impacts of the Plan were determined to be mitigated to a level of less than significant in relation to 9 thresholds of significance in 5 environmental resource categories:

- V.A Biological Resources (Bio-3 and -6)
- V.B Hazards and Hazardous Materials (HAZ-4)
- V.C Hydrology and Water Quality (HYD-1 and -3)
- V.D Land Use and Planning (LU-3)
- V.E Public Services (PS-1, -2, and -3)

## Significant and Unavoidable Impacts

As described in **Section VI, Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant**, of this Findings of Fact, the Plan was determined to have the potential to result in significant and unavoidable impacts in relation to 55 thresholds of significance in 17 environmental resource categories:

- VI.A Aesthetics (AES-1, -3, and -4)
- VI.B Agriculture and Forestry Resources (AF-1, -2, -4, and -5)
- VI.C Air Quality (Air-2 and -4)
- VI.D Biological Resources (Bio-1, -2, -4, and -5)
- VI.E Cultural Resources (CUL-1, -2, -3, and -4)
- VI.F Energy (EN-2 and -3)
- VI.G Geology and Soils (GEO-1, -2, -3, and -4)
- VI.H Greenhouse Gas Emissions and Climate Change (Cumulative Impact GHG-3)
- VI.I Hazards and Hazardous Materials (HAZ-1, -2, -3, -7, and -8)
- VI.J Hydrology and Water Quality (HYD-2, -4, -5, -6, -8, -9, and -10)
- VI.K Land Use and Planning (LU-1 and -2)
- VI.L Mineral Resources (MIN-1 and -2)
- VI.M Noise (NOISE-1, -2, -3, and -4)
- VI.N Population, Housing, and Employment (PHE-1, -2, and -3)
- VI.O Recreation (REC-1 and -2)
- VI.P Transportation, Traffic, and Safety (TRA-1, -2, and -5)
- VI.Q Utilities and Service Systems (USS-3, -4, and -6)

### III.B RECORD OF PROCEEDINGS

On March 9, 2015, SCAG posted a Notice of Preparation (NOP) of the PEIR with the Office of Planning and Research. The NOP comment period closed on April 7, 2015. During this comment period, staff publicly noticed and conducted two public scoping meetings on Tuesday March 17th and Wednesday March 18, 2015, at SCAG's Main Office in Los Angeles County. Videoconferencing was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. Additional outreach was undertaken to engage the representatives of Native American sovereign nations in the environmental review process, including a presentation to the Tribal Alliance of Sovereign Nations on Monday September 14, 2015, and two public workshops on Wednesday October 14th and Monday October 19, 2015. The October 14th workshop was convened at the SCAG main office in Los Angeles, and made available through videoconferencing at the SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. Videoconferencing was made available at two additional locations in the Cities of Palm Desert (Coachella Valley Association of Governments) and Palmdale. The second workshop on October 19, 2015, was convened at Office of the Coachella Valley Association of Governments.

On December 3, 2015, the Regional Council approved release of the Draft 2016 RTP/SCS and Draft 2016 RTP/SCS PEIR for a 60-day public review and comment period, beginning December 4, 2015, and ending February 1, 2016.

On December 4, 2015, the Draft PEIR (State Clearinghouse [SCH] #2015031035) was released for a 60-day public review and comment period. SCAG provided a public Notice of Availability (NOA), and the NOA was disseminated through publication in 12 newspapers of general circulation throughout the region, including ethnic press in Spanish, Chinese, Korean, and Vietnamese. In addition, SCAG placed copies of the Draft PEIR and the NOA at the offices of SCAG and at 55 public libraries throughout the region, and posted the Draft PEIR and the NOA on its website.

During the public review period for the Draft PEIR, SCAG requested comments from and consulted with responsible and trustee agencies, regulatory agencies, and others, pursuant to CEQA Guidelines Section 15086. The 60-day public review and comment period ended on February 1, 2016, in compliance with CEQA Guidelines Section 15105. Approximately 75 timely written comment communications on the Draft PEIR were received by SCAG during the comment period, and an additional 6 late letters of comment were received. Pursuant to CEQA Guidelines Section 15088(a), SCAG evaluated comments on environmental issues received from public agencies and other interested parties who reviewed the Draft PEIR and provided a written response to each comment, which are included in the Final PEIR, **Chapter 8, Responses to Comments on the Draft Program Environmental Impact Report**.

On March 3, 2016, SCAG Regional Council and Policy Committees held a public, special joint meeting to consider for informational purposes an overview of comments received on the Draft PEIR and received input on the intended, overall approach to address such comments.

On March 14, 2016, SCAG posted on its website all comments and the proposed written responses to comments received during the 60-day review and comment period on the Draft PEIR.<sup>2</sup>

On March 18, 2016, SCAG posted the Proposed Final PEIR on SCAG's website. SCAG provided written responses to all public agencies that commented on the Draft PEIR at least 10 days prior to certifying the PEIR, as part of the Final PEIR, Section 4.<sup>3</sup>

On March 24, 2016, SCAG's three Policy Committees held a public, special joint meeting to consider a recommendation to the Regional Council to certify the Proposed Final PEIR at the April 7, 2016 Regional Council meeting.

On April 7, 2016, based on the joint recommendation of SCAG's three (3) Policy Committees, SCAG's Regional Council will hold a public hearing to consider certification of the Final PEIR and adoption of

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<sup>2</sup> Southern California Association of Governments. 14 March 2016. Available at: <http://scagrtpscsc.net/Pages/details.aspx?list=Announcements&lid=15&source=/pages/news.aspx>

<sup>3</sup> Southern California Association of Governments. 18 March 2016. Available at: <http://scagrtpscsc.net/Pages/PROPOSEDFINAL2016PEIR.aspx>.

these Findings of Fact, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

### III.C GENERAL FINDINGS

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section §15091, no public agency shall approve or carry out a project, for which an EIR has been certified, that identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint.) *See California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410.

SCAG has made one or more of these specific written findings regarding each significant impact associated with the Project. Those findings are in **Sections V, Findings Regarding Potential Environmental Effects that Can Be Mitigated to a Level of Less than Significant; VI, Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant;** and **VII, Findings Regarding Alternatives**, of this Findings of Fact and Statement of Overriding Considerations, along with a presentation of facts in support of the findings. The Regional Council certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental issues identified and discussed.

The 2016 RTP/SCS PEIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The degree of specificity in the PEIR corresponds to the specificity of the regional goals, policies, and strategies of the 2016 RTP/SCS. The PEIR approached the 2016 RTP/SCS as one Project under CEQA, as a whole. The PEIR included an appropriately detailed and conservative (i.e., in a worst case scenario) analysis of 18 environmental topics, including the topic of Energy in Appendix F of the State CEQA Guidelines, for the Project and its alternatives. The PEIR disclosed the environmental impacts expected to result from the adoption and implementation of the 2016 RTP/SCS. Feasible mitigation measures were identified to avoid or minimize significant environmental effects.



The adopted mitigation measures within the responsibility of SCAG appropriately mitigate impacts of the 2016 RTP/SCS at the regional/programmatic level. The project-level, performance standards–based mitigation measures adopted as part of the 2016 RTP/SCS can and should be implemented by lead agencies, as feasible and appropriate, to mitigate impacts at the project-level. Together, these mitigation measures mitigate the environmental impacts of the 2016 RTP/SCS to the maximum extent feasible as discussed in the findings made in **Sections V, Findings Regarding Potential Environmental Effects that Can Be Mitigated to a Level of Less than Significant**, and **VI, Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant**, of this Findings of Fact and Statement of Overriding Considerations. The Findings in **Section VI** indicate where mitigation measures may not be capable of reducing impacts to below the level of significance.

In response to comments received, SCAG provided clarifications and revisions to the information contained in the Draft PEIR that was circulated for public review. All such changes made to the Draft PEIR are shown in the Final PEIR (**Section 9, Clarifications and Revisions**).

Since circulation of the Draft PEIR for public review, between publication of the Draft 2016 RTP/SCS and Final 2016 RTP/SCS, updates to the Plan project list have been made. Minor changes to data and assumptions underlying the Plan, as well as staff-initiated text changes were made. Updates to the Plan project list were minor and included administrative-related changes such as changes to funding years. Additional information was identified in the comments to the Draft PEIR and responded to in **Section 8, Response to Comments on the Draft Program Environmental Impact Report**, of the Final PEIR with clarifications and revisions in **Section 9, Clarifications and Revisions**, of the Final PEIR. Because of these minor changes, the modeling results relating to transportation, air quality, and greenhouse gas emissions were revised, and the numbers presented in the Final Plan and associated Final PEIR differ slightly from the numbers presented in the Draft Plan and Draft PEIR (e.g., information in the Final PEIR is within approximately 5% margin of error). However, these changes and additional information do not result in finding of a new impact that was not analyzed in the Draft PEIR, or result in a substantial increase in the severity of a significant impact identified in the Draft PEIR. They do not affect the conclusions regarding the significance of the impacts contained in the Draft PEIR. Thus, it is the finding of SCAG Regional Council that such changes and the corrections and additions as described in the Final PEIR are clarifying in nature, and do not present any significant new information requiring recirculation or additional environmental review pursuant to CEQA Guidelines Section 15088.5.

A Mitigation Monitoring and Reporting Program (MMRP) for the 2016 RTP/SCS has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091 (d) and Section 15097 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment, and is included in the Final PEIR document dated March 29, 2016. SCAG is the custodian of the documents and other material that constitute the record of the proceedings upon which certification of the PEIR for the 2016 RTP/SCS is based, as described below in **Section IX, Findings Regarding Location and Custodian of Documents**, of this Findings of Fact and Statement of Overriding Considerations.

It is the finding of SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the 2016 RTP/SCS; that the document constitutes a complete, accurate, adequate, and

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good faith effort at full disclosure under CEQA; and that the document reflects the independent judgment of the SCAG Regional Council.

## SECTION IV

# FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT

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The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) determined that the impacts of the Plan were determined to be less than significant in relation to 23 thresholds of significance in 11 environmental resource categories related to the California Environmental Quality Act (CEQA):

- IV.A Aesthetics (AES-2)
- IV.B Agriculture and Forestry Resources (AF-3)
- IV.C Air Quality (Air-1, -3, and -5)
- IV.D Energy (EN-1 and -4)
- IV.E Geology and Soils (GEO-5)
- IV.F Greenhouse Gas Emissions and Climate Change (GHG-1 and, -2)
- IV.G Hazards and Hazardous Materials (HAZ-5 and -6)
- IV.H Hydrology and Water Quality (HYD-7)
- IV.I Noise (NOISE-5 and -6)
- IV.J Transportation, Traffic, and Safety (TRA-3, -4, and -6)
- IV.K Utilities and Service Systems (USS-1, -2, -5, and -7)

### IV.A AESTHETICS

#### *Impact AES-2*

Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

#### ***Impact:***

Less than significant

#### ***Finding:***

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.1, Aesthetics**, of the PEIR. Information related to scenic resources within state scenic highways and other comparable designation was reviewed based on multiple designations:

- National Scenic Byways,<sup>1,2</sup>
- BLM Back Country Byways,<sup>3,4</sup>
- National Forest Scenic Byways,
- California Department of Transportation (Caltrans) Designated and Proposed Scenic Highways,<sup>5,6</sup>
- Caltrans Designation of Determination of Historical Significance of State and Local Agency Bridges<sup>7,8</sup>
- County General Plan designation of Scenic Highways and Roadways Eligible for State Scenic Highway designation<sup>9</sup>

The general location of 2016 RTP/SCS transportation projects in urban areas and anticipated new growth and development focused within high-quality transit areas (HQTAs) avoids the potential to substantially damage scenic resources within state-designated scenic highway. Therefore, the Plan would have a less than significant impact on scenic resources within designated scenic highways. The transportation projects included in the 2016 RTP/SCS do not include projects that would require the acquisition or development of previously undisturbed vacant land, including designated open space that is visible from Officially Designated State Scenic Highways. The 2016 RTP/SCS does not include transportation projects within the immediate vicinity of any Officially Designated State Scenic Highways or Officially Designated County Scenic Highways.

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. Accessed 11 May 2015. *Arroyo Seco Historic Parkway – Route 110*. Available at: <http://www.fhwa.dot.gov/byways/byways/10246>

<sup>2</sup> Code42day. Accessed 26 June 2015. *America’s Scenic Byways: Parker Dam Road*. Available at: <http://scenicbyways.info/byway/68951.html>

<sup>3</sup> Code42day. Accessed 26 June 2015. *America’s Scenic Byways: Bradshaw Trail*. Available at: <http://scenicbyways.info/byway/2172.html>

<sup>4</sup> Code42day. Accessed 26 June 2015. *America’s Scenic Byways: Wild Horse Canyon Scenic Backcountry Byway*. Available at: <http://scenicbyways.info/byway/2175.html>

<sup>5</sup> California Department of Transportation. Accessed 11 May 2015. *Officially Designated State Scenic Highways*. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/schwy.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/schwy.htm)

<sup>6</sup> California Department of Transportation. Accessed 11 May 2015. *Eligible (E) and Officially Designated (OD) Routes*. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/cahisys.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/cahisys.htm)

<sup>7</sup> California Department of Transportation. Accessed 8 September 2015. *Historical Significance—State Bridges*. Available at: [http://www.dot.ca.gov/hq/structur/strmaint/hs\\_state.pdf](http://www.dot.ca.gov/hq/structur/strmaint/hs_state.pdf)

<sup>8</sup> California Department of Transportation. Accessed 8 September 2015. *Historical Significance—Local Agency Bridges*. Available at: [http://www.dot.ca.gov/hq/structur/strmaint/hs\\_local.pdf](http://www.dot.ca.gov/hq/structur/strmaint/hs_local.pdf)

<sup>9</sup> California Department of Transportation. Accessed 11 May 2015. *Officially Designated State Scenic Highways*. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/schwy.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/schwy.htm)

## IV.B AGRICULTURE AND FORESTRY RESOURCES

### *Impact 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)).

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.2, Agriculture and Forestry Resources**, of the PEIR. Within the SCAG region, forest lands include the Angeles National Forest, Cleveland National Forest, Los Padres National Forest, and San Bernardino National Forest, as well as forest lands within the open space zones of Imperial and Los Angeles Counties.<sup>10,11,12,13,14,15,16,17,18,19,20,21,22</sup> “Timber” means trees of any species maintained for eventual

<sup>10</sup> Imperial County Planning and Development Services. [Adopted 24 November 1998] Amended 9 December 2014. *Title 9: Division 5: Zoning Areas Established*. Available at: [http://icpds.com/CMS/Media/TITLE9Div5\\_2014.pdf](http://icpds.com/CMS/Media/TITLE9Div5_2014.pdf)

<sup>11</sup> County of Imperial Planning and Development Services Department. Approved 29 January 2008. *Land Use Element of the Imperial County General Plan*. Available at: [http://icpds.com/CMS/Media/Land-Use-Element-\(2008\).pdf](http://icpds.com/CMS/Media/Land-Use-Element-(2008).pdf)

<sup>12</sup> Los Angeles County, California, Code of Ordinances: Title 22 – Planning and Zoning: Division 1 – Planning and Zoning: Chapter 22.40 – Special Purpose and Combining Zones: Part 9 O-S Open Space Zone. Accessed 25 August 2015. Available at: [https://library.municode.com/HTML/16274/level4/TIT22PLZO\\_DIV1PLZO\\_CH22.40SPPUCOZO\\_PT9OPSPZO.html](https://library.municode.com/HTML/16274/level4/TIT22PLZO_DIV1PLZO_CH22.40SPPUCOZO_PT9OPSPZO.html)

<sup>13</sup> Los Angeles County Department of Regional Planning. Adopted 6 October 2015. *Los Angeles County General Plan 2035*. Available at: [http://planning.lacounty.gov/assets/upl/project/gp\\_final-general-plan.pdf](http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf)

<sup>14</sup> Orange County, CA Code of Ordinances: Article 2 – The Comprehensive Zoning Code. Accessed 25 August 2015. Available at: [https://www.municode.com/library/ca/orange\\_county/codes/code\\_of\\_ordinances?nodeId=TIT7LAUSBURE\\_DIV9PL\\_ART2THCOZOCO](https://www.municode.com/library/ca/orange_county/codes/code_of_ordinances?nodeId=TIT7LAUSBURE_DIV9PL_ART2THCOZOCO)

<sup>15</sup> County of Orange, Land Use Planning and Subdivision. 2005. *Orange County General Plan 2005: Chapter III. Land Use Element*. Available at: <http://ocplanning.net/civicax/filebank/blobdload.aspx?blobid=40236>

<sup>16</sup> County of Riverside. Effective 18 June 2015. Ordinance No. 348. Available at: [http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord\\_348\\_clean\\_version.pdf](http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord_348_clean_version.pdf)

<sup>17</sup> Riverside County Planning Department. 9 December 2014. *County of Riverside General Plan: Chapter 3: Land Use Element*. Available at: [http://planning.rctlma.org/Portals/0/genplan/general\\_plan\\_2013/1%20General%20Plan/Chapter%203-Land%20Use\\_clean\\_120914.pdf](http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/1%20General%20Plan/Chapter%203-Land%20Use_clean_120914.pdf)

harvest for forest products purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.<sup>23</sup> Timber is permitted in the A-2 and A-3 agricultural zones in Imperial County, the Open Space zone in Los Angeles County with a Conditional Use Permit (CUP), and the Open Space Overlay in San Bernardino County with a CUP. “Timberland” means privately or publicly owned land which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. Riverside County permits timberland production within the R-R (rural residential) zone and W-2 (controlled development areas) zone if a CUP has been obtained. There is no Timberland Production Zone land in the SCAG region.

Implementation of the transportation projects and anticipated development projects resulting from the land use strategies included in the 2016 RTP/SCS would result in less than significant impacts to forestry resources in regard to conflicts with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Within the SCAG region, forest industries are permitted in open space zones in Imperial County and Ventura County. National forest lands are protected from future development. Only two of the transportation projects included in the Plan would cross through the SCAG region’s national forests. A high-occupancy vehicle (HOV) lane project along the I-15 freeway would cross through the San Bernardino National Forest, and three of the four alternatives that would be evaluated for Phase I of the California High Speed Rail Project in Los Angeles County involve crossing through/under the Angeles National Forest. Impacts to zoning for forest land, timberland, or Timberland Production would be less than significant at a programmatic level from these two projects because (1) there are very few existing trees along the I-15 freeway within the San Bernardino National Forest (predominantly characterized by shrubland adjacent to the freeway, with trees in riparian areas); and (2) the three California High Speed Rail alignment alternatives that would cross through the Angeles National Forest would involve drilling a rail tunnel through the San Gabriel Mountains beneath the Angeles National Forest, preserving the wilderness and the forest at ground surface along the route.

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<sup>18</sup> County of San Bernardino Land Use Services Division. [Effective 12 April 2007] Amended 15 January 2015. *County of San Bernardino 2007 Development Code*. Available at: <http://www.sbcounty.gov/uploads/lus/developmentcode/DCWebsite.pdf>

<sup>19</sup> County of San Bernardino Land Use Services Division. [Effective 12 April 2007] Amended 24 April 2014. *County of San Bernardino 2007 General Plan*. Available at: <http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGP.pdf>

<sup>20</sup> Ventura County Planning Division. Amended 18 March 2014. *Ventura County Non-Coastal Zoning Ordinance: Division 8, Chapter 1 of the Ventura County Ordinance Code*. Available at: [http://www.ventura.org/rma/planning/pdf/zoning/VCNCZO\\_03-18-14\\_revised.pdf](http://www.ventura.org/rma/planning/pdf/zoning/VCNCZO_03-18-14_revised.pdf)

<sup>21</sup> Ventura County Planning Division. Effective 9 March 2013. *Ventura County Coastal Zoning Ordinance: Division 8, Chapter 1.1 of the Ventura County Ordinance*. Available at: [http://www.ventura.org/rma/planning/pdf/ordinances/zoning/coastal\\_zone\\_ord.pdf](http://www.ventura.org/rma/planning/pdf/ordinances/zoning/coastal_zone_ord.pdf)

<sup>22</sup> County of Ventura Resource Management Agency, Planning Division. Amended 22 October 2013. *Ventura County General Plan Land Use Appendix*. Available at: [http://www.ventura.org/rma/planning/pdf/plans/GENERAL\\_PLAN\\_Land\\_Use\\_Appendix\\_October\\_22\\_2013\\_.pdf](http://www.ventura.org/rma/planning/pdf/plans/GENERAL_PLAN_Land_Use_Appendix_October_22_2013_.pdf)

<sup>23</sup> State Government Code, Section 38103 and Section 38103.1. Available at: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=rtc&group=38001-39000&file=38101-38110>

## IV.C AIR QUALITY

### *Impact Air-1*

Potential to conflict with or obstruct implementation of the applicable air quality plan.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.3, Air Quality**, of the PEIR. The federal Clean Air Act (CAA) sets the National Ambient Air Quality Standards (NAAQS) for the main criteria air pollutants: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), sulfur oxides (SO<sub>x</sub>), carbon monoxide (CO), and lead (Pb). Attainment and nonattainment of the NAAQS is variable throughout the counties within the SCAG region (1) Pb in the Los Angeles County portion of the South Coast Air Basin; (2) PM<sub>2.5</sub> in Imperial, Los Angeles, Orange, Riverside, and San Bernardino Counties; (3) PM<sub>10</sub> in Imperial, Riverside, and San Bernardino Counties; and ozone in all counties.<sup>24</sup> The analysis considered a review of the California Ambient Air Quality Area Designations for the six counties in the SCAG Region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.<sup>25</sup> The 2016 RTP/SCS would result in a less than significant impact to air quality related to the potential to conflict with or obstruct implementation of the adopted state implementation plans (SIPs) / air quality management plans (AQMPs) / attainment plans in the SCAG region because the projected long-term emissions are in alignment with the local SIPs/AQMPs as demonstrated in the transportation conformity analysis, found in the appendices to the 2016 RTP/SCS. The emissions resulting from the Plan are within the applicable emissions budgets as stated in the SIPs/AQMPs for each nonattainment or maintenance area for all milestone, attainment, and planning horizon years.

### *Impact 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 California Ambient Air Quality Standards (CAAQS).

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<sup>24</sup> U.S. Environmental Protection Agency. 30 January 2015. *U.S. EPA green book. Current nonattainment counties for all criteria pollutants*. Available at: <http://www.epa.gov/oaqps001/greenbk/ancl.html>

<sup>25</sup> California Air Resources Board. 9 January 2015. *Area designations (activities and maps)*. Available at: <http://www.arb.ca.gov/desig/changes.htm#summaries>

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.3, Air Quality**, of the PEIR. The existing conditions (base year 2012) of the criteria pollutant emissions for the six counties in the SCAG region are shown in **Table IV.C-1, Criteria Pollutant Emissions by County—Existing Conditions (Base Year 2012)**.

**TABLE IV.C-1  
CRITERIA POLLUTANT EMISSIONS BY COUNTY—EXISTING CONDITIONS (BASE YEAR 2012)**

County	(Tons/Day)								
	ROG		NOx			CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SOx
	Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	4	4	10	11	11	28	1	0	0
Los Angeles	103	101	179	194	190	851	17	9	1
Orange	28	28	42	46	45	225	5	2	0
Riverside	26	23	66	70	69	183	5	3	0
San Bernardino	32	28	81	86	84	225	6	3	0
Ventura	9	8	12	14	14	70	1	1	0

**SOURCE:**

SCAG Transportation Modeling, 2015.

**NOTE:** Please note that 2012 base year network includes projects in the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and projects in the 2012 RTP/SCS as last amended in September 2014.

The 2016 RTP/SCS would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is designated nonattainment because the projected long-term emissions are in alignment with the local AQMPs/SIPs as demonstrated in the conformity analysis. The SCAG region is currently in nonattainment for PM<sub>2.5</sub>, PM<sub>10</sub>, and ozone. These pollutants are the same ones that violate the CAAQs. The Plan, when compared to existing conditions, would result in either no change or a decrease for PM<sub>2.5</sub> and PM<sub>10</sub> (**Table IV.C-2, Criteria Pollutants by County—Plan [2040] vs. Existing Conditions [2015]**). Ozone is assessed using the emissions for the ozone precursors, which include reactive organic gas (ROG) and NOx. Since ROG and NOx emissions show a decrease from the existing conditions to the Plan, they will not contribute to a net increase in ozone.



**TABLE IV.C-2  
CRITERIA POLLUTANT EMISSION BY COUNTY—PLAN (2040) VS. EXISTING CONDITIONS (2015)**

County		(Tons/Day)								
		ROG		NO <sub>x</sub>			CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	4	4	10	11	11	28	1	0	0
	Plan	2	2	3	3	3	13	1	0	0
	<b>Difference</b>	<b>-2</b>	<b>-2</b>	<b>-7</b>	<b>-7</b>	<b>-7</b>	<b>-14</b>	<b>0</b>	<b>0</b>	<b>0</b>
Los Angeles	Existing	103	101	179	194	190	851	17	9	1
	Plan	21	21	35	37	36	144	14	6	1
	<b>Difference</b>	<b>-81</b>	<b>-80</b>	<b>-144</b>	<b>-157</b>	<b>-154</b>	<b>-707</b>	<b>-3</b>	<b>-3</b>	<b>0</b>
Orange	Existing	28	28	42	46	45	225	5	2	0
	Plan	7	7	8	8	8	44	5	2	0
	<b>Difference</b>	<b>-21</b>	<b>-21</b>	<b>-34</b>	<b>-37</b>	<b>-37</b>	<b>-181</b>	<b>0</b>	<b>-1</b>	<b>0</b>
Riverside	Existing	26	23	66	70	69	183	5	3	0
	Plan	8	7	14	15	15	42	5	2	0
	<b>Difference</b>	<b>-18</b>	<b>-17</b>	<b>-56</b>	<b>-55</b>	<b>-55</b>	<b>-140</b>	<b>0</b>	<b>-1</b>	<b>0</b>
San Bernardino	Existing	32	28	81	86	84	225	6	3	0
	Plan	8	7	21	22	22	46	6	2	0
	<b>Difference</b>	<b>-24</b>	<b>-21</b>	<b>-60</b>	<b>-64</b>	<b>-63</b>	<b>-179</b>	<b>0</b>	<b>-1</b>	<b>0</b>
Ventura	Existing	9	8	12	14	14	70	1	1	0
	Plan	2	2	2	2	2	11	1	0	0
	<b>Difference</b>	<b>-7</b>	<b>-7</b>	<b>-10</b>	<b>-11</b>	<b>-11</b>	<b>-59</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE:**

SCAG Transportation Modeling, 2015.

**NOTE:** Please note that 2012 base year network includes projects in the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and projects in the 2012 RTP/SCS as last amended in September 2014.

**Impact Air-5**

Expose a substantial number of people to objectionable odors.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.3, Air Quality**, of the PEIR. Odor sources within the SCAG region, such as agricultural operations, wastewater treatment facilities, and landfills, are controlled by city and county odor policies and health and safety codes requiring property owners to contain offensive odors, enforced by the air pollution control districts (APCDs), which prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. The 2016 RTP/SCS would not expose a substantial number of people to objectionable odors. Odors from construction are temporary and intermittent in nature. While odors would need to be evaluated on a project-by-project basis, there is a potential for multiple projects to occur simultaneously within the same neighborhood and in close proximity of each other. However, because all projects must comply with odor regulations as prescribed by the applicable air district, the Plan would result in a less than significant cumulative impact to exposing a substantial number of people to objectionable odors.

## IV.D ENERGY

### *Impact EN-1*

Potential to increase petroleum and non-renewable fuel consumption in the regional transportation system.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.6, Energy**, of the PEIR. California consumes more energy than any other state except Texas. However, in terms of energy consumption per person, in 2012, California ranks 49th among the 50 states and District of Columbia. Current annual energy consumption in California (for all purposes including transportation) is approximately 7,641 trillion British thermal units (BTUs), which represent approximately 7.9 percent of the nation's total energy consumption.<sup>26</sup> The 2016 RTP/SCS would have a less than significant impact on increasing petroleum and non-renewable fuel usage because fuel consumption is expected to result in a 27.4 percent net reduction in the SCAG region from the 9.3 billion gallons consumed in 2012 to the projected 6.8 billion gallons to be consumed in 2040.

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<sup>26</sup> U.S. Department of Energy, Energy Information Administration. Accessed 12 July 2015. *State Profile and Energy Estimates*. Available at: <http://www.eia.gov/state/data.cfm?sid=CA>

### *Impact EN-4*

Potential to increase water consumption and energy use related to water in anticipated development.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.6, Energy**, of the PEIR. Alternative fuels, as defined by the Energy Policy Act of 1992, include ethanol, natural gas, propane, hydrogen, biodiesel, electricity, methanol, and p-series fuels. These fuels are being used worldwide in a variety of vehicle applications and are being developed and produced in the United States. The Energy Policy Act of 2005 further directed the Department of Energy to carry out a study to plan for the transition from petroleum to hydrogen in a significant percentage of vehicles sold by 2020. Assembly Bill (AB) 118 (2007) created the California Energy Commission (CEC) Alternative and Renewable Fuel and Vehicle Technology Program. The statute, subsequently amended by AB 109 (2008) and AB 8 (2013), authorizes the CEC to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. There are over 1,500 alternative fueling stations within the SCAG region.<sup>27</sup> Due to increasing energy efficiencies, water consumption and water-related energy use would be expected to have a less than significant impact. Residential and commercial water use with efficiency is expected to decline by 19 percent, with nearly all of the reductions from the commercial sector (33 percent) versus the residential sector (1 percent) (See **Table 3.6.4-5, Water Use with Efficiency—Residential and Commercial**, of the PEIR). As described in the PEIR, the effective average water efficiency would result in a decrease in water consumption of 3 percent by 2020, 9 percent by 2035, and 14 percent by 2040.

## **IV.E GEOLOGY AND SOILS**

### *Impact 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.

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<sup>27</sup> SCAG scenario planning modeling, 2015.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is based on the analysis included in **Section 3.7, *Geology and Soils***, of the PEIR. The California State Water Resources Control Board has specific guidelines and requirements with regard to soil suitability for septic tanks and alternative waste water disposal systems in their publication 3.2C-Construction Practices – Onsite Wastewater Treatment Systems (OWTS). Soils with poorly or excessively drained soils are generally not suitable for septic tanks or alternatives waste water disposal systems. The 2016 RTP/SCS includes transportation investments and regional land use strategies that aim to produce more compact development in well-served transit areas. These land use strategies encourage compact development in HQTAs, existing suburban town centers, and more walkable, mixed-use communities to accommodate the anticipated growth of 3.8 million people by 2040. The 2016 RTP/SCS does not encourage or anticipate residential development in areas where sewers are not available for the disposal of waste water or where densities would not support the provision of sewer infrastructure.

## **IV.F GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

### ***Impact GHG-1***

Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.8, *Greenhouse Gas Emissions and Climate Change***, of the PEIR. California ranks second in the United States in total GHG emissions behind Texas. However, from a per capita and per gross domestic product (GDP) standpoint, California has the 45th- and 46th-lowest emissions, respectively. On an international scale, California has the 20th-largest

GHG emissions and the 38th-largest per-capita emissions for year 2010. The most recent GHG emissions data by sector for the SCAG region is from 2008.<sup>28</sup> Similar to the 2013 U.S. and California GHG emission profiles, transportation, industrial, and electricity are the three largest contributors to GHG emissions. Total SCAG emissions in 2008 were 230 million metric tons of carbon dioxide equivalent (MMTCO<sub>2e</sub>). Transportation emissions are most prevalent relative to all other sectors in California and specifically in the SCAG region. Transportation emissions accounted for 40 percent of total emissions in the SCAG region, compared to 27 percent of total emissions in the United States. Across the six counties in the SCAG region, the 2016 RTP/SCS would result in an approximately 21.5 percent decrease in GHG emissions from the transportation sector (both on-road and off-road vehicles<sup>29</sup>) by 2040, with the largest losses contributed by on-road vehicles.<sup>30</sup> Additionally, the building energy and water-related energy would each contribute to an approximately 7 percent and 35 percent decrease in GHG emissions, respectively. The total estimated GHG emissions reductions as a result of the 2016 RTP/SCS (inclusive of the transportation sector, building energy, and water-related energy) would be approximately 17 percent by 2040 when compared to the 2012 base year.

### *Impact GHG-2*

Potential to conflict with SB 375 GHG emission reduction targets.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.8, Greenhouse Gas Emissions and Climate Change**, of the PEIR. For the SCAG region, the California Air Resources Board (CARB) set the GHG emission reduction targets at 8 percent per capita by 2020 and 13 percent per capita by 2035. The Plan's per-capita CO<sub>2</sub> emissions from cars and light duty trucks (only), in the SCAG Region, are calculated to be 21.4 pounds per day in 2020. The result of the Plan is an 8 percent decrease in per-capita CO<sub>2</sub> emissions from 2005 to 2020. The percent decrease would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, the 2016 RTP/SCS projects 19.6 pounds per day for per-capita CO<sub>2</sub> emissions from cars and light duty trucks (only). This represents an approximately 18 percent decrease in per-capita CO<sub>2</sub> emissions from 2005 to 2035. This 18 percent decrease would meet

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<sup>28</sup> Southern California Association of Governments. 30 May 2012. *Final Regional Greenhouse Gas Emissions Inventory and Reference Case Projections, 1990–2035*. Prepared by: The Center for Climate Strategies.

<sup>29</sup> On-road vehicles include light and medium duty vehicles, heavy duty trucks, and buses. Off-road vehicles include rail, aviation, and ocean-going vessels.

<sup>30</sup> SCAG modeling, 2015.

and exceed the 13 percent emissions reduction target set by CARB for 2035. Furthermore, although there is no per-capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the Plan's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. The Plan would result in an estimated 19.0 pounds per day for per-capita CO<sub>2</sub> emissions from cars and light duty trucks (only) or an estimated 21 percent decrease in per-capita CO<sub>2</sub> emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21 percent decrease in per-capita GHG emissions by 2040 (an additional 3 percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the Plan is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

### *Impact GHG-3*

Potential to conflict with AB 32 or any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHG.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS itself would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.8, Greenhouse Gas Emissions and Climate Change**, of the PEIR. AB 32 calls for statewide GHG emissions reductions to 1990 levels by 2020 for all economic sectors. The 2016 RTP/SCS focuses on a portion of the economic sector and does not incorporate implementation of all the AB 32 Scoping Plan strategies that address a broad range of economic sectors. The Plan is not intended to meet the AB 32 emission reduction targets. By meeting and exceeding SB 375 targets as set forth by CARB, the Plan has contributed its share, if not greater, to meeting the AB 32 targets. Additionally, the Plan's GHG emission reduction trajectory shows more aggressive GHG emission reductions for between 2020 and 2040, and beyond. Given that the primary statutory responsibility of the 2016 RTP/SCS is to achieve SB 375 targets, which it does, and the goals set forth by AB 32 are intended to be achieved by all the responsible sectors, the Plan has successfully contributed its share, if not greater, to meeting the AB 32 targets.

The 2016 RTP/SCS includes transportation improvements to be integrated and coordinated with proposed land use changes that would lead to reduced congestion, reduced vehicle miles traveled (VMT), and increased transit, walking, and biking options. The 2016 RTP/SCS also includes strategies to encourage compact land development patterns in areas where appropriate and feasible. The compact land development patterns provide more efficient use of water and energy of building operations,

among others. All of these strategies included in the Plan lead to GHG emissions reduction beyond SB 375 goals and ensures that the region will be on track with AB 32 goals.

The 2016 RTP/SCS is in alignment with the goals and objectives set by the county and city climate-related plans, and it assesses consistency with these plans at a programmatic level. County and city climate-related plans lay out efforts to increase energy efficiency, promote energy conservation, design green buildings, reduce VMT, encourage transit-oriented developments, and integrate renewable energy sources. The 2016 RTP/SCS includes a broad range of complementary and comparable strategies at a regional level. For example, the 2016 Plan includes strategies to promote more active transportation opportunities, compact development patterns, car sharing and ride sourcing, regional charging network that will increase the number of plug-in hybrid electric vehicles (PHEV) miles driven on electric power, and technology in zero-emission vehicles and neighborhood electric vehicles. All of these strategies in the 2016 RTP/SCS are aligned with the goals and efforts in the climate-related plans.

At the time of preparing this document, Executive Orders are not plans, policies, or regulations adopted for the purpose of reducing GHG emissions, and CARB has not established a 2030 target or a 2050 target for the transportation sector to meet the targets set by Executive Order B-30-15, Executive Order B-16-2012, and Executive Order S-3-05. However, it is recognized that the Executive Orders lay out long-term statewide efforts in reducing GHG emissions, and that Executive Order B-30-15 sets forth a new statewide interim 2030 target that suggests that an accelerated timeline would be necessary. By meeting and exceeding SB 375 targets, the 2016 RTP/SCS has demonstrated that its GHG emissions trajectory is consistent, if not more aggressive, with the accelerated pace established in the Executive Order B-30-15; therefore, the Plan itself is on track with statewide long-term GHG emissions reduction goals as set forth in the Executive Order B-30-15 and other Executive Orders for the purpose of reducing GHG emissions.

It is important to note that the analysis included in **Section 3.8, Greenhouse Gas Emissions and Climate Change**, of the PEIR, with respect to AB 32 and Executive Orders, focuses the scope only within and relevant to the RTP/SCS. The analysis is to compare the Plan's GHG emissions reduction trajectory to the existing conditions. While acknowledging each project must comply with the CEQA requirements, the findings based on the analysis in **Section 3.8, Greenhouse Gas Emissions and Climate Change**, are in response to the worst-case scenario, when projects are unable to fully mitigate their adverse environmental impacts. Although the region will continue to grow and add millions of people by 2040, the 2016 Plan itself is demonstrated to contribute to the Plan's share, if not more comparing to the accelerated pace, toward achieving long-term GHG emissions reduction goals as set forth in Executive Orders.

## IV.G HAZARDS AND HAZARDOUS MATERIALS

### *Impact 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.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. There are 57 public and private airports in the SCAG region, including 12 major airports. The 2016 RTP/SCS would result in less than significant impacts in regards to the proximity of public or public use airports since the 2016 RTP/SCS would not induce growth in proximity to a public or public use airport. The 2016 RTP/SCS land use policies aim to focus growth in HQTAs and transit priority areas (TPAs) in locations away from airport clear zones and accident potential zones. Encouraging and distributing new growth in HQTAs and TPAs is expected to decrease the number of Southern California residents who would be in proximity to airports and reduce the potential for safety risks and hazards associated with air traffic. In addition, expected implementation of airport land use compatibility plans would also help to avoid or remedy safety risks associated with air traffic. The development of airport land use plans are guided by three federal regulations and two state codes:

- Title 14 Code of Federal Regulations, Part 36.
- Title 14 Code of Federal Regulations, Part 150.
- As part of Title 24 Code of Federal Regulations, Part 51, Subpart B.
- California Government Code Section 65302.
- Title 21, California Code of Regulations Section 5000 et seq.

The transportation and development improvements considered in the RTP/SCS must conform to the specifications of adopted Airport Land Use Compatibility Plans (ALUCPs). Airport Land Use Commissions (ALUCs) are permitted by statute to establish building standards and allowable land uses in an ALUCP to prevent airport noise and safety hazards. Once established, the ALUCs develop standards to prevent airport noise and safety hazards and indirectly set standards for local government because local government must be consistent with the ALUCP (see Public Utilities Code §21670.1(c)(2)(D) and Government Code §65302.3(a)). The purpose of the California State Aeronautics Act (SSA) pursuant to Public Utilities Code (PUC), Section 21001 et seq., “is to protect the public interest in aeronautics and



aeronautical progress.” Since all transportation improvements and development projects anticipated in the RTP/SCS are subject to review by local jurisdictions and conformance with adopted General Plans and ALUCPS, impacts would be less than significant, and the consideration of mitigation measures is not required.

### *Impact 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.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. The 2016 RTP/SCS would result in less than significant impacts in regards to the proximity of private airstrips. The SCAG region includes 14 private airstrips, three of which are within 1 mile of an HQTAs. The 2016 RTP/SCS would not induce growth in proximity to a private airstrip. The 2016 RTP/SCS land use policies aim to focus growth in HQTAs and TPAs in locations away from airport clear zones and accident potential zones, including private air strips. Encouraging and distributing new growth in HQTAs and TPAs is expected to decrease the number of Southern California residents who would be in proximity to airports private airstrips; thus, reducing the potential for safety risks and avoiding hazards associated with air traffic. The development of airport land use plans are guided by three federal regulations and two state codes:

- Title 14 Code of Federal Regulations, Part 36.
- Title 14 Code of Federal Regulations, Part 150.
- As part of Title 24 Code of Federal Regulations, Part 51, Subpart B.
- California Government Code Section 65302.
- Title 21, California Code of Regulations Section 5000 et seq.

The transportation and development improvements considered in the RTP/SCS must conform to the specifications of adopted ALUCPs. Airport Land Use Commissions (ALUCs) are permitted by statute to establish building standards and allowable land uses in an ALUCP to prevent airport noise and safety hazards. Once established the ALUCs develop standards to prevent airport noise and safety hazards and indirectly set standards for local government because local government must be consistent with the ALUCP (see Public Utilities Code §21670.1(c)(2)(D) and Government Code §65302.3(a). The purpose of the California State Aeronautics Act (SSA) pursuant to Public Utilities Code (PUC), Section 21001 et seq.,

“is to protect the public interest in aeronautics and aeronautical progress.” Since all transportation improvements and development projects anticipated in the RTP/SCS are subject to review by local jurisdictions and conformance with adopted General Plans and ALUCPs, impacts would be less than significant, and the consideration of mitigation measures is not required.

## IV.H HYDROLOGY AND WATER QUALITY

### *Impact 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.

#### ***Impact:***

No impact

#### ***Finding:***

The 2016 RTP/SCS would result in no impacts. Therefore, no mitigation is required.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The two major mountain ranges and outlying deserts define over 20 watershed in the SCAG region. Each of these watersheds has associated 100-year floodplains. Of the six counties in the SCAG region, Imperial County has the largest land area designated as being in the 100-year floodplain by the Federal Emergency Management Agency (FEMA) (**Table 3.10.2-3, 100-Year Floodplains**). Since the region is so mountainous, development often occurs in the valleys, and newer development extends into the foothills of those mountains (**Figure 3.10.2-2, Federally Designated Flood Hazard Zones**, of the PEIR). Floodplains in Southern California are a unique hazard area; although flooding from rain-swollen rivers can occur in valley bottoms, a more common floodplain hazard is debris flow. There are approximately 764,380 acres in 100-year floodplains in the SCAG region. The 2016 RTP/SCS’s forecasted land use pattern encourages the trend of new higher-density housing and commercial development in the region’s HQTAs. The HQTAs are generally located in areas that are subject to Flood Management Plans, and major flood control infrastructure has been constructed to constrain the 100-year flood into flood control systems. Flood-prone areas in Imperial County are managed pursuant to a FMP that includes a future-oriented approach to planning in flood risk areas. It is a pre-disaster planning approach that is required by FEMA for the County to continue to participate in the National Flood Insurance Program (NFIP). When the community chooses to join the NFIP, it must adopt and enforce minimum floodplain management standards for participation. The floodplain management requirements within the Special Flood Hazard Area (SFHA) are designed to prevent new developments from increasing the flood threat and to protect new and existing buildings from anticipated flood events.

When a community chooses to join the NFIP, it must require permits for all development in the SFHA and ensure that construction materials and methods used will minimize future flood damage.<sup>31</sup>

## IV.I NOISE

### *Impact 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.

***Impact:***

Less than significant

***Finding:***

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

***Rationale:***

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The SCAG region contains 57 public and private airports, with 12 major commercial airports serving the region<sup>32</sup> (**Table IV.I-1, Major Commercial Airports within the SCAG Region**).

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<sup>31</sup> Imperial County. April 2007. *Imperial County Flood Management Plan*.

<sup>32</sup> Southern California Association of Governments. 7 January 2008. *SCAG Commercial Airport System Map*. Available at: <http://www.scag.ca.gov/programs/Pages/ASA.aspx>

**TABLE IV.I-1  
MAJOR COMMERCIAL AIRPORTS WITHIN THE SCAG REGION**

<b>Airport</b>	<b>Location</b>	<b>Airport Land Use Plan</b>	<b>Noise Contour Available?</b>
Palmdale Regional Airport	Palmdale	Los Angeles County Airport Land Use Plan	Yes
Southern California Logistics Airport	Victorville	Southern California Logistics Airport Comprehensive Land Use Plan	Yes
Oxnard Airport	Oxnard	Airport Comprehensive Land Use Plan for Ventura County	Yes
Bob Hope Airport	Burbank	Los Angeles County Airport Land Use Plan	Yes
Ontario International Airport	Ontario	LA/Ontario International Airport Land Use Compatibility Plan	Yes
San Bernardino International Airport	San Bernardino	Not available	Yes
Los Angeles International Airport	Los Angeles	Los Angeles County Airport Land Use Plan	Yes
Long Beach Airport	Long Beach	Los Angeles County Airport Land Use Plan	Yes
March Inland Port	March Air Reserve Base	March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan	Yes
Palm Springs International Airport	Palm Springs	Riverside County Airport Land Use Compatibility Plan	Yes
John Wayne Airport	Santa Ana	Airport Environs Land Use Plan for John Wayne Airport	Yes
Imperial County Airport	Imperial	Airport Land Use Compatibility Plan for Imperial County Airports	Yes

**SOURCE:**

Southern California Association of Governments. December 2011. *2012–2035 Regional Transportation Plan / Sustainable Communities Strategy: Aviation and Airport Ground Access*. Los Angeles, CA.

Southern California Association of Governments. 7 January 2008. SCAG Commercial Airport System Map. Available at: <http://www.scag.ca.gov/programs/Pages/ASA.aspx>

Airport noise is generated primarily by aircraft takeoffs and landings, which will vary depending on the aircraft’s weight and the number, type, and location of the engines. Typically, most major public airports will have an airport land use plan that provides guidance on noise levels and land use in adjacent areas. The FAA measures airport-related noise in communities in terms of overall exposure rather than single events such as takeoffs and landings since overall exposure would account for the overall number of noise events and the time when these events occur.

As discussed in **Section 3.13, Noise**, of the PEIR, the Airport Noise and Capacity Act (ANCA) and implementing regulations, 14 CFR Part 150, under the federal Airport Noise Compatibility Program, are the primary federal regulations guiding and controlling planning for aviation noise compatibility on and around airports. The purpose of this program is for airports to show what measures the airport operator has taken or proposes to take to reduce noncompatible land uses and for preventing the introduction of additional noncompatible uses within the area covered by the airport’s noise exposure map, to reduce aircraft noise impacts in the vicinity of airports.

The noise created by aircraft can negatively affect the quality of life for people that reside inside of the 65 CNEL noise contour. At airports in the SCAG region where the 65 CNEL contour area includes homes, there have been aggressive sound attenuation programs that lower the interior noise levels to federally acceptable standards (largely through the installation of heating, ventilation, and air conditioning [HVAC] units, double-paned windows, and reinforced doors). In addition, through the airport land use commission (ALUC) process, the State of California has charged counties with ensuring that new noise-sensitive land uses are not allowed near airports. Aside from homes, noise sensitive land uses include places of worship, hospitals, schools with young children, outdoor theatres, etc. These land use measures have proactively made homes quieter for residents, but also safer for people on the ground and in aircraft.<sup>37</sup> As a result of the Final Stipulated Settlement, the City of Los Angeles provided funding to the Cities of Inglewood and El Segundo, Los Angeles County, and Alliance for a Regional Solution to Airport Congestion (ARSAC) totaling \$266 million over a 10-year period to include: (1) accelerated noise mitigation for the Cities of Inglewood and El Segundo and Los Angeles County; (2) job training and increased job opportunities; (3) traffic mitigation for Inglewood and El Segundo; (4) street removal and landscaping in the dunes west of Pershing Drive; and (5) street lighting in Westchester.<sup>38</sup>

As explained in the 2016 RTP/SCS Aviation and Airport Ground Access Appendix, state law mandates the creation of an ALUC to coordinate planning for areas that surround public use airports. The ALUC is tasked with preparing airport land use plans to protect the public by minimizing their exposure to excessive noise and safety hazards within these areas.

Furthermore, the development of airport land use plans are guided by three federal regulations and two state codes:

- Title 14 Code of Federal Regulations, Part 36, establishes maximum acceptable noise levels for specific aircraft types.
- Title 14 Code of Federal Regulations, Part 150, provides guidance for measuring noise at airports and surrounding areas, determining exposure of individuals to noise from the operations of an airport, identifying land uses that are normally compatible, and preparing and executing noise compatibility planning and implementation programs.
- As part of Title 24 Code of Federal Regulations, Part 51, Subpart B, the HUD exterior noise regulations state that noise levels of 65 dBA DNL or less are acceptable for residential land uses and noise levels exceeding 75 dBA DNL are unacceptable.
- California Government Code Section 65302 specifies that noise contours be shown for all facilities related to airport operations and be stated in terms of CNEL or Ldn. These noise contours are intended to guide how patterns of land uses are established in the land use element in order to minimize the exposure of community residents to excessive noise.
- Title 21, California Code of Regulations Section 5000 et seq., identifies a noise exposure level of CNEL 65 dB as the noise impact boundary around airports. Within this noise impact boundary, airport proprietors are required to ensure that all land uses are

compatible with the aircraft noise environment or the airport proprietor must secure a variance from Caltrans.

Additionally, each county and city in the SCAG region is required to adopt a noise element as part of its General Plan. Each noise element is required to analyze and quantify current and projected noise levels associated with airports that contribute to the community noise environment. Local jurisdictions also regulate noise through enforcement of local ordinance standards. Additionally, it is expected that local jurisdictions would conduct environmental review for projects that are within or near sensitive airport zones, and are expected to implement best management practices and mitigation measures on a project-by-project basis, to minimize any potential noise impacts.

To reduce airport noise, airports have addressed local community noise concerns by regulating runway use, modifying flight routes, modifying aircraft operational procedures, and restricting engine run-up. These actions generally are subject to approval by the FAA, which has the authority and responsibility to control aircraft noise sources, implement and enforce flight operational procedures, and manage the air traffic control system.

According to the 2012 RTP/SCS, the regional passenger demand forecast is 145.9 million annual passengers (MAP) in 2035. According to the August Regional Aviation Forecast, the 2016 RTP/SCS has a regional passenger demand forecast of 136.2 MAP in 2040, which is a decrease of approximately 7 percent at the regional level. For informational purposes, the approximately 7-percent decrease in MAP at the regional level is intended to provide a perspective on the changes (here, a decreasing trend) in the air passenger demand forecast, and not used to determine the level of significance. It is also intended to demonstrate a similar decreasing trends in regional air passenger demand forecast as it was observed in the past RTPs.

The overall regional aviation demand in the 2016 RTP/SCS is based primarily on demographic trends, regional economic outlook, and the global gross domestic product (GDP), as well as airfield capacity based on current airport master plan configuration. Several scenarios were then examined as to how the region's airports could accommodate this demand. All of the scenarios presented in the 2016 RTP/SCS assume that the region develops policies related to its infrastructure development to accommodate the entire demand. The forecasted demand of 136.2 MAP would occur with or without the implementation of the projects in the 2016 RTP/SCS. As discussed in the Regional Aviation Forecasts in the AECOM report on airport constraints, the LAX overall airport capacity based on the updated 2040 regional aviation forecast accounts for increased aircraft loads after 9/11 and very large aircraft in the future fleet mix, and the estimate of existing runway capacity would be close to the forecasted demand when taking into consideration air passengers, operations, and air cargo. There is no information based on the 2016 RTP/SCS aviation demand forecast showing induced demand solely due to implementation of ground access projects listed in the 2016 RTP/SCS.

SCAG's Transportation Committee (TC) identifies policy considerations used to develop the Aviation and Ground Access elements for the 2016 RTP/SCS. The vision of the 2016 RTP/SCS Aviation element is to recognize that the aviation industry is a business, not a public utility. As such, airlines and passengers have a choice in the airports they serve and use. However, every flight and every passenger that departs from a SCAG region airport is an economic benefit for the region. The Aviation element is

intended to address all of the SCAG region's requirements and needs; use a forecast method that is technically sound, transparent, and inclusive; highlight the overall regional demand while developing airport-specific forecasts; educate policy makers on the fundamentals of airline economics and passenger behavior; and quantify and highlight the economic benefit of the SCAG region airports. The adoption of the Aviation element will set the stage for the subsequent RTP development cycles, and will allow SCAG to propose research, programs, and strategies in future RTP cycles that will better prepare the region's airports for the future.

With respect to capacity analysis, in June 2015, SCAG's TC was presented with the Urbanized and Constrained Airport Capacity Analysis. At this meeting, the TC found that the potential numbers (82.9 to 96.6 MAP) for LAX were higher than previously conducted RTPs (78.9 MAP) and were aware of the expiring Stipulated Settlement. Over the course of the following two TC meetings, the members actively debated the numbers for LAX and other airports, and the TC directed SCAG's aviation planner to work with specific airport sponsors on the forecasts, and ample opportunity for stakeholder and public comments were provided at the meetings.

The Airport Ground Access section in the 2016 RTP/SCS is focused on the ability of passengers to access each airport. It is not intended to analyze the factors that go into a passenger's choice of airports. The statement that "Passengers' choice of airports is based in part on the travel time to the airport and the convenience of access" is not intended to suggest that other factors are not important; indeed, it states that there are other factors that influence passengers' decisions.

Technology enhancements to aircraft have proven to be effective for noise reduction. Jet aircraft have also continued to get quieter since 1990. With new technology being used, jet engines are producing an ever-greater amount of thrust, while creating less noise and being more reliable. For example, a newly produced four-jet aircraft can hold more passengers with a smaller noise footprint than one produced in 1990. By 2040, the amount of noise produced at the airports in the region will be dramatically reduced because of the number of newer, quieter aircrafts operating. In the SCAG region, the most common aircraft types used on short-, medium-, and long-haul domestic travel (that typically seat between 140-200 passengers) also have new versions entering the market in the next five years that are already touting noise reductions. Lastly, this same technology is proving to reduce the noise even more dramatically for aircraft arrivals. In Southern California, at airports that are coastal, the noise created by arrivals impacts more residents since departures are usually over water.

The trend in the airline business seen at SCAG region airports, even through 2040, is a slight up-gauging of aircraft size with higher load factors. This means that an aircraft on a route that used to have 120 seats, may now have 150 seats. Previously, the 120-seat aircraft was 80-percent full, and in 2040, the 150-seat aircraft will be 90-percent full. The noise created by the 150-seat aircraft is the same (or less) than that of the 120-seat aircraft. Thus, for the same number of arrivals and departures, these newer, larger, and more efficient aircrafts are able to carry more passengers, while generating the same level of noise or less.

As discussed above, the regional forecasted demand of 136.2 MAP would occur with or without implementation of the projects in the 2016 RTP/SCS, and there is no information based on the 2016 RTP/SCS's aviation demand forecast showing induced demand solely due to implementation of the

ground access projects listed in the 2016 RTP/SCS. Additionally, implementation of airport land use controls, noise attenuation programs, improvements in jet engine technology, and airline scheduling trends are expected to result in aviation noise levels staying the same or less at airports in the SCAG region. The projects in the 2016 RTP/SCS that are within 2 miles of a public airport are expected to be developed following the guidance provided by local land use plans. These projects will need to include noise control measures with respect to a variety of land use receivers in adjacent areas. SCAG does not implement projects contained in the 2016 RTP/SCS identified by the CTCs or individual airport authorities; it is the responsibility of the project sponsors to implement and decide what level of subsequent environmental reviews will be needed to implement the projects. Nevertheless, all projects within 2 miles of a public airport must adhere to the airport land use plan guidance. All projects subject to airport noise guidance must include an airport noise analysis to demonstrate reduction of noise impacts. With proper adherence to the airport land use plan measures and other site-specific noise reduction measures to lessen airport noise, impacts would be less than significant. Therefore, impacts would be less than significant, and the consideration of mitigation measures is not required.

### *Impact 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.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The SCAG region includes 14 private airstrips, 3 of which are within 1 mile of an HQT. Implementation of the 2016 RTP/SCS would be anticipated to result in less than significant impacts related to projects within the vicinity of a private airstrip that would expose people residing or working in the project area to excessive noise levels. Airport noise is generated primarily by aircraft takeoffs and landings, which will vary depending on the aircraft's weight and the number, type, and location of the engines. Typically, most private airstrips will have a lower volume of air traffic and smaller planes that result in a lower noise level than major airports. Furthermore, in the SCAG region, there are only 3 private airstrips within a 1-mile radius of major transportation projects. Each county and city in the SCAG region is required to adopt a noise element as part of its General Plan. Each noise element is required to analyze and quantify current and projected noise levels associated with airports that contribute to the community noise environment. Local jurisdictions also regulate noise through enforcement of local ordinance standards. Additionally, it is expected that local jurisdictions would conduct environmental review for projects that are within or near sensitive airport zones, including private air strips, and are expected to



implement best management practices and mitigation measures on a project-by-project basis, to minimize any potential noise impacts. To reduce airport noise, airports have addressed local community noise concerns by regulating runway use, modifying flight routes, modifying aircraft operational procedures, and restricting engine run-up. These actions generally are subject to approval by the FAA, which has the authority and responsibility to control aircraft noise sources, implement and enforce flight operational procedures, and manage the air traffic control system. As described above in Impact Noise-5, the forecasted demand of 136.2 MAP would occur with or without the implementation of the projects in the 2016 RTP/SCS, and there is no information based on the 2016 RTP/SCS aviation demand forecast showing induced demand solely due to implementation of ground access projects listed in the 2016 RTP/SCS. Therefore, impacts would be less than significant, and the consideration of mitigation measures is not required.

## **IV.J TRANSPORTION, TRAFFIC, AND SAFETY**

### *Impact 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.

#### ***Significant Impact:***

Less than significant

#### ***Finding:***

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. In all, approximately 86.4 million annual passengers (MAP) were served in the region in 2012, more than double the number served in 1980. The level of regional aviation demand forecasts related to MAP has been decreasing, with approximately 170 MAP by 2030 in the 2004 RTP, 165.3 MAP by 2035 in the 2008 RTP, and 145.9 MAP by 2035 in the 2012 RTP/SCS. In 2013, the regional total aviation demand was 88 MAP. In 2014, Los Angeles International Airport led the largest share of air passengers with approximately 76.1%, following by John Wayne Airport at 10.1%, Ontario International Airport at 4.5%, and Burbank/Bob Hope Airport at 4.3%. While none of the individual airports is the largest in the U.S., the region's airports collectively are the busiest of any region in the country. LAX accounts for the largest proportion of passenger volume, cargo, and annual operations.

Based on California's overall aviation forecast, there is adequate capacity in provisioning for goods and passenger services. The Plan would not in itself affect air traffic patterns or induce growth in air demand. However, increased or dispersed population that would occur by 2040 with or without the Plan would likely result in increased air traffic in all nine major commercial airports in Southern

California. The Plan would recommend strategies that would support the regionalization of air demand; accommodate growth in air demand; support regional and interregional projects that facilitate airport ground access; support local land use planning efforts to foster land use compatibility with transportation and transit projects development and use of transit access to the region's airports; encourage use of modes with high average vehicle occupancy; and discourage use of modes that require "deadhead" trips to/from airports. Implementation of these strategies would avoid public safety issues associated with flight paths and safety issues as a result of collisions and congestion.

### *Impact 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).

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. Based on average accident rates provided by Caltrans, transportation-related fatalities occur at an overall rate of 0.83 fatality per 100 million vehicle miles traveled, taking into account the varying accident rates on different facility types (freeway, arterials) and travel modes (bus transit, rail transit). The two counties with the highest vehicle miles travelled, Los Angeles and Orange, have the lowest rates of fatalities per 100 million VMT, while the county with the lowest annual VMT, Imperial County, has the highest rate of fatalities per 100 million VMT.<sup>33</sup> In 2012, the most recent date for which data is available, approximately 1,300 people died and over 6,000 were severely injured on roadways throughout the SCAG region. Data from the California Office of Transportation Safety (OTS) are provided for transportation injuries and fatalities in the SCAG region.<sup>34</sup>

Based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR, the 2016 RTP/SCS includes strategies to improve safety. Implementation of the Plan would result in a system-wide daily rate of 12.93 injuries per million persons in the SCAG region for all modes of travel. This is a decrease of approximately 5.34 in the daily injury rate when compared to the existing daily injury rate of 18.27. Similarly, implementation of the Plan would result in system-wide daily fatality rate reduction by 0.03 in 2040 (a daily rate of 0.17 for fatalities), when compared to the existing fatality rate of 0.20.

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<sup>33</sup> California Office of Transportation Safety (OTS), 2015.

<sup>34</sup> California Office of Transportation Safety (OTS), 2015.

### *Impact 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.

***Impact:***

Less than significant

***Finding:***

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

***Rationale:***

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. The transportation projects and land use measures considered in the 2016 SCAG RTP/SCS encourages the adoption of policies to encourage public transit, bicycle, or pedestrian facilities, and would be expected to result in less than significant impacts. The Plan is consistent with provisions of Section 15091 of the State CEQA Guidelines, SCAG Active Transportation Plan, and Passenger Rail and Transit Plans, and would not result in conflict with the regulation on non-motorized transit and pedestrian facilities. The 2016 RTP/SCS includes a series of individual improvement projects and program, including public transit, bicycle and trail, and pedestrian improvements projects, to enhance Southern California's multi-modal transportation system. SCAG is currently working with local jurisdictions to increase this percentage to approximately 16 percent (**Table IV.J-1, Percentage of Mode Share on Transit and Active Transportation**). With all the measures included in the Plan to improve public access to transit, improve safety, and encourage Active Transportation, the Plan would reduce impacts related to transportation fatality. The Plan would promote active modes of transportation and would be in congruence with the performance requirements of the public transit, bicycle, and pedestrian facilities.

**TABLE IV.J-1  
PERCENTAGE OF MODE SHARE ON TRANSIT AND ACTIVE TRANSPORTATION**

Mode Share	2012 Base Year*	2040 No Project	2040 Plan
Walk	10.6	10.7	13.6
Bike	1.3	1.6	2.2
Active Transportation	11.9	12.3	15.8
Transit	2.1	2.2	3.1
Total (Active Transportation + Transit)	14.0	14.4	18.9

SOURCE: SCAG modeling, 2015.

**NOTE:**

\* Please note that 2012 base year transportation network includes the 2015 project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September 2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014.

## IV.K UTILITIES AND SERVICE SYSTEMS

### *Impact USS-1*

Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

**Impact:**

Less than significant

**Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. There are 66 major wastewater treatment facilities that serve the SCAG region. Several smaller municipal wastewater systems and agencies also serve incorporated cities within the six-county region. Where municipal wastewater systems are absent, permits are available for private on-site sewage disposal systems. Most of the major wastewater treatment facilities are located in areas of higher population density. Many of the major facilities are located along the coastline to provide a close proximity of a water body for discharge of the treated water.<sup>35</sup> Transportation projects or development encouraged by land use strategies included in the 2016 RTP/SCS would result in less than significant

<sup>35</sup> California Environmental Protection Agency, State Water Resources Control Board. Accessed 16 September 2015. *Regulated Facility Report (Detail)*. Available at: <https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/CiwqsReportServlet?reportID=9009425&reportName=RegulatedFacilityDetail&inCommand=displayCriteria>

impacts in relation to wastewater treatment requirements of the applicable RWQCB, because there is adequate capacity to accommodate the anticipated growth in population over the planning horizon. Wastewater treatment facilities throughout the SCAG region can accommodate 3,018.17 million gallons per day (MGD). The remaining wastewater treatment capacity in the SCAG region is estimated at 54 percent remaining (**Table 3.18.2-1, Major Active Wastewater Treatment Facilities in the SCAG Region**, in the PEIR).<sup>36</sup> Additionally, recycling of waters and treatment of wastewaters would reduce the amount of wastewater to be discharged. Population growth over the four year period is about 17 percent, and the average household has conserved at least 17 percent or more per EO B-29-15. Given that wastewater generation rates are closely tied to population growth and that the total population is expected to grow by approximately 17 percent across the SCAG region by 2040, wastewater generation would proportionally increase by up to 17 percent (513 MGD) or 31 percent of the remaining capacity. While Wastewater generation would increase over the planning horizon for the 2016 RTP/SCS, it will not exceed the wastewater treatment capacity, or the RWQCB standards for treatment of wastewater in the SCAG region.

### *Impact 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.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. There are 66 major wastewater treatment facilities that serve the SCAG region. Several smaller municipal wastewater systems and agencies also serve incorporated cities within the six-county region. Where municipal wastewater systems are absent, permits are available for private on-site sewage disposal systems. Most of the major wastewater treatment facilities are located in areas of

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<sup>36</sup> California Environmental Protection Agency, State Water Resources Control Board. Accessed 16 September 2015. *Regulated Facility Report (Detail)*. Available at: <https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/CiwqsReportServlet?reportID=9009425&reportName=RegulatedFacilityDetail&inCommand=displayCriteria>

higher population density. Many of the major facilities are located along the coastline to provide a close proximity of a water body for discharge of the treated water.<sup>37</sup>

Transportation projects or development encouraged by land use strategies included in the 2016 RTP/SCS would result in less than significant impacts in relation to construction of new water or wastewater treatment facilities or expansion of existing facilities effects. Although wastewater generation will increase over the planning horizon for the 2016 RTP/SCS, it will not exceed the wastewater treatment capacity or the RWQCB standards for treatment of wastewater in the SCAG region. While the RTP/SCS encourages changes in residential and commercial land use patterns, it does not induce growth beyond that anticipated for the SCAG region; therefore, the 2016 RTP/SCS would not be expected to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities. Water conservation is likely to substantially reduce increases in wastewater. The remaining wastewater treatment capacity, in the SCAG region, is estimated at 54 percent.<sup>38</sup> Wastewater generation rates are closely tied to population growth, and the total population is expected to grow by approximately 17 percent across the SCAG region by 2040; therefore, wastewater generation could increase by up to 17 percent (513 MGD) or 31 percent of the remaining capacity.

### *Impact 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.

#### **Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. Wastewater generation rates are closely tied to population growth, and the total population is expected to grow by approximately 20.7 percent across the SCAG region by 2040 (**Table**

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<sup>37</sup> California Environmental Protection Agency, State Water Resources Control Board. Accessed 16 September 2015. *Regulated Facility Report (Detail)*. Available at: <https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/CiwqsReportServlet?reportID=9009425&reportName=RegulatedFacilityDetail&inCommand=displayCriteria>

<sup>38</sup> California Environmental Protection Agency, State Water Resources Control Board. Accessed 16 September 2015. *Regulated Facility Report (Detail)*. Available at: <https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/CiwqsReportServlet?reportID=9009425&reportName=RegulatedFacilityDetail&inCommand=displayCriteria>

**3.14.2-1, 2014–2040 Population, Households, and Employment Projections in the SCAG Region**, in the PEIR); therefore, wastewater generation could increase as well. The projected development would increase demand for wastewater treatment facilities. While the RTP/SCS encourages changes in residential and commercial land use patterns, it does not induce growth beyond that anticipated for the SCAG region; therefore, the 2016 RTP/SCS would not be expected to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities. Water conservation is likely to substantially reduce wastewater output. The remaining wastewater treatment capacity, in the SCAG region, is estimated at 54 percent.<sup>39</sup> Wastewater generation rates are closely tied to population growth, and the total population is expected to grow by approximately 17 percent across the SCAG region by 2040; therefore, wastewater generation could increase by up to 17 percent (513 MGD) or 31 percent of the remaining capacity.

### *Impact USS-7*

Potential to comply with federal, state, and local statutes and regulations related to solid waste.

#### **Significant Impact:**

Less than significant

#### **Finding:**

The 2016 RTP/SCS would result in less than significant impacts. Therefore, no mitigation is required.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. Statewide, the CWIMB reports that diversion increased from 10 percent in 1989 to 42 percent in 2000 and to 48 percent in 2002. Recent legislation, AB 341, requires that 75 percent of the waste stream be recycled by 2020 and planning is under way to achieve that goal. There are 43 landfills that receive solid waste in the SCAG region.<sup>40</sup> Construction and operation of transportation projects and development encouraged by land use strategies identified in the 2016 RTP/SCS would be required to comply with federal, state, and local statutes and regulation related to solid waste, including County and City General Plan also include goals and policies for recycling and diversion of solid waste to ensure compliance with the California Integrated Waste Management Act (AB 9393), the California Solid Waste Reuse and Recycling Act, and the Solid Waste Diversion Rule (AB 341). There are over 40 landfills that serve the SCAG region (**Table 3.18.2-8, SCAG Region Active Solid Waste Disposal Landfills by County**, in

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<sup>39</sup> California Environmental Protection Agency, State Water Resources Control Board. Accessed 16 September 2015. *Regulated Facility Report (Detail)*. Available at: <https://ciwqs.waterboards.ca.gov/ciwqs/readOnly/CiwqsReportServlet?reportID=9009425&reportName=RegulatedFacilityDetail&inCommand=displayCriteria>

<sup>40</sup> California Department of Resources Recycling and Recovery (CalRecycle). Accessed 15 September 2015. *Landfills*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Landfills>

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the PEIR). Existing landfills are currently operating at 80 percent capacity across the SCAG region (**Table 3.18.2-7, Solid Waste Disposed of in the SCAG Region—2014**, in the PEIR). The effectiveness of county and city general plan goals and policies in the SCAG region in facilitating compliance with federal, state, and local statutes and regulations related to solid waste is evident in the data that demonstrates per capita generation of solid waste is decreasing across the SCAG region due to increased recycling, compliance with the requirements of AB 939 and other sustainable conservation measures. Additionally, transportation and development projects would be required to comply with AB 341, in which 75 percent of the waste stream be recycled by the year 2020.



## SECTION V

# FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

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The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) determined that the impacts of the Plan were determined to be mitigated to a level of less than significant in relation to 9 thresholds of significance in five (5) environmental resource categories:

- V.A Biological Resources (Bio-3 and -6)
- V.B Hazards and Hazardous Materials (HAZ-4)
- V.C Hydrology and Water Quality (HYD-1 and -3)
- V.D Land Use and Planning (LU-3)
- V.E Public Services (PS-1, -2, and -3)

The SCAG Regional Council finds that some of these mitigation measures are the responsibility of SCAG, while others are the responsibility and jurisdiction of local agencies and other agencies. While SCAG has no authority to impose mitigation measures on local agencies and project sponsors, mitigation measures will be required by lead agencies at the project level if they identify potential impacts in the resource areas. To reduce impacts of the 2016 RTP/SCS, SCAG has identified project-level performance standards-based mitigation measures and finds that lead agencies can and should consider these measures or other comparable measures to reduce potential impacts, as applicable and feasible.

## V.A BIOLOGICAL RESOURCES

### *Impact 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.

#### ***Impact:***

Less than Significant after Mitigation

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, and Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)** would reduce the level of direct, indirect, and cumulative impacts to federal wetlands and waterways to below the level of significance.

### **Rationale:**

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, and Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)** would reduce the level of direct, indirect, and cumulative impacts to federal wetlands and waterways to below the level of significance because Section 404 of the Federal Clean Water Act requires that authorization pursuant to a Nationwide or Individual permit be obtained prior to any alteration of Waters of the United States. Conditions of Section 404 of the Clean Water Act require that “no net loss” of federal wetlands and waterways take place as a condition of permit issuance. Therefore, it is expected that compliance with this statute would be sufficient to reduce direct, indirect, and cumulative impacts to Waters of the United States, to below the level of significance.

### **SCAG Mitigation Measures**

**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.

**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.

### **Project-Level Mitigation Measures**

**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:

- 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 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:
  - 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
- 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.

**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:

- 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.
- 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.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation*, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage 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.

**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:

- 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:
  - 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.

## **Impact 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.

### **Impact:**

Less than Significant after Mitigation

### **Finding:**

The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, and Project-Level Mitigation Measures **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)** would avoid or reduce the level of direct, indirect, and cumulative impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance.

### **Rationale:**

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, and Project-Level Mitigation Measures **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)** would avoid or reduce the level of direct, indirect, and cumulative impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance. Any transportation improvement projects proposed for development within these HCPs and/or NCCPs would be required to comply with the provisions and policies of the respective plan. Therefore, it is expected that compliance with these provisions would be sufficient to reduce direct, indirect, and cumulative impacts related to conflicts with HCPs and NCCPs to below the level of significance.

### **SCAG Mitigation Measures**

See **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)**, as described for Impact Bio-3.

### **Project-Level Mitigation Measures**

See **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)**, as described for Impact Bio-3.

**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 polices of

counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1<sup>st</sup> through September 1<sup>st</sup>), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- 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.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- 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:
  - 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
  - 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.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

**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:

- 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:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

**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:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, 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.

## **V.B HAZARDS AND HAZARDOUS MATERIALS**

### *Impact 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.

#### ***Impact:***

Less than Significant after Mitigation

**Finding:**

Implementation of SCAG Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project Level Mitigation Measure **MM-HAZ-4(b)** would ensure that contaminated properties are identified and appropriate steps are taken to minimize human exposure and prevent any further environmental contamination, thus reducing direct, indirect, and cumulative impacts to below the level of significance.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. Implementation of SCAG Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project Level Mitigation Measure **MM-HAZ-4(b)** would ensure that contaminated properties are identified and appropriate steps are taken to minimize human exposure and prevent any further environmental contamination, thus reducing direct, indirect, and cumulative impacts to below the level of significance.

**SCAG Mitigation Measures**

**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.

**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.

**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.

**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.

**Project-Level Mitigation Measures**

**MM-HAZ-4(b).**

**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:

- 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 of the 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:
  - 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.

## **V.C HYDROLOGY AND WATER QUALITY**

### *Impact HYD-1*

Potential to violate any water quality standards or waste discharge requirements.

**Impact:**

Less than Significant after mitigation

**Finding:**

Implementation of SCAG Mitigation Measure **MM-HYD-1(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce the potential the direct, indirect, and cumulative impacts to water quality to below the level of significance.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. Implementation of SCAG Mitigation Measure **MM-HYD-1(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce the potential the direct, indirect, and cumulative impacts to water quality to below the level of significance.

**SCAG Mitigation Measures**

**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. SCAG mitigation measures include, but are not limited to, working with local jurisdictions and water quality agencies to encourage watershed management and pollution prevention, provide opportunities for information sharing and regional program development to promote Low Impact Development and reduce hydromodification.

**Project-Level Mitigation Measures**

**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:

- 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:
  - 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.
- If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

### *Impact 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.

#### ***Impact:***

Less than Significant after mitigation

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce the potential direct, indirect, and cumulative impacts to a less than significant level as they are regulations required by law, prior to construction.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. Implementation of SCAG Mitigation Measures **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce the potential direct, indirect, and cumulative impacts to a less than significant level as they are regulations required by law, prior to construction.

### **SCAG Mitigation Measures**

**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.

### **Project-Level Mitigation Measures**

**MM-HYD-1(b)**, described for Impact HYD-1.

## **V.D LAND USE AND PLANNING**

### **Impact LU-3**

Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

#### **Impact:**

Less than Significant after Mitigation

#### **Finding:**

The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, Project-Level Mitigation Measures **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)** would avoid or impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance.

#### **Facts:**

The above finding is made based on the analysis included in **Section 3.11, Land Use and Planning**, of the PEIR. The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, Project-Level Mitigation Measures **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)** would avoid or impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance. Any transportation projects proposed within these HCPs and/or NCCPs would be required to comply with the provisions and policies of the respective plan. Therefore, it is expected that compliance with these provisions would be sufficient to prevent direct, indirect, and cumulative impacts related to conflicts with HCPs and NCCPs.

### **SCAG Mitigation Measures**

See **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)**, as described for Impact BIO-3.



### **Project-Level Mitigation Measures**

See **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)**, as described for Impact Bio-3.

**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:

- 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.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1<sup>st</sup> through September 1<sup>st</sup>), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- 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.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- 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:
  - 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
  - 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.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and

implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.

- Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

**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:

- 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.

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- 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:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

**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:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, 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.

## V.E PUBLIC SERVICES

### *Impact 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.

#### **Impact:**

Less than Significant after Mitigation

#### **Finding:**

Implementation of SCAG Mitigation Measures **MM-PS-1(a)(1)** through **MM-PS-1(a)(3)** would reduce direct, indirect, and cumulative impacts to below the level of significance.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.15, Public Services**, of the PEIR. Implementation of SCAG Mitigation Measures **MM-PS-1(a)(1)** through **MM-PS-1(a)(3)**, and the specified Project-Level Mitigation Measures would reduce direct, indirect, and cumulative impacts to below the level of significance.

#### **SCAG Mitigation Measures**

**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.

**MM-PS-1(a)(2):** SCAG shall assist planners, first responders, and recovery teams in a supporting role, in three key areas, before a major emergency and during the recovery period:

- 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.

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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.

**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:

- 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.

**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:

- 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.
- 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.

**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:

- 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 in accordance with local regulations.
- 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.

**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, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- 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. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see <https://www.wildlife.ca.gov/Conservation/Planning/Banking>)

“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;
- Provides for long-term protection and management of habitat.

A publicly owned conservation or mitigation bank:

- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”

In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.

- 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.

**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 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 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, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- 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.

See **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)**, as described for Impact BIO-3.

**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:

- 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:
  - 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.

**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, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

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- 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 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:
  - 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 Native American Heritage Commission 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.
- 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.

**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:

- 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:
  - Contact the County Coroner to contact the Native American Heritage Commission 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 Native American Heritage Commission 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:
    - The Native American Heritage Commission 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.

**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:

- 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:
  - 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.

**MM-HYD-1(b)**, as described for Impact HYD-1.

**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, as applicable and feasible. 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.

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.

**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:

- 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.

**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, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
  - 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.
  - Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote 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.

### *Impact 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.

#### **Impact:**

Less than Significant after mitigation

#### **Finding:**

Implementation of SCAG Mitigation Measures **MM-PS-1(a)(2)**, **MM-PS-2(a)(1)** through **MM-PS-2(a)(4)**, and Project-Level Mitigation Measures **MM-PS-2(b)** would reduce direct, indirect, and cumulative impacts to below the level of significance.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.15, Public Services**, of the PEIR. Implementation of SCAG Mitigation Measures **MM-PS-1(a)(2)**, **MM-PS-2(a)(1)** through **MM-PS-2(a)(4)**, and Project-Level Mitigation Measures **MM-PS-2(b)** and other specified Mitigation Measures that would reduce direct, indirect, and cumulative impacts to below the level of significance:

### **SCAG Mitigation Measures**

See **MM-PS-1(a)(2)**.

**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.

**MM-PS-2(a)(2)**: SCAG shall help to enhance the region's ability to deter and respond to acts of terrorism and 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.

**MM-PS-2(a)(3)**: SCAG shall help to enhance the region's ability to deter and respond to terrorist incidents and human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following:

- 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.

**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.

### **Project-Level Mitigation Measures**

**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:

- 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 into 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.
- 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.

**MM-AES-1(b)**, **MM-AES-3(b)**, **MM-AES-4(b)**, **MM-AF-1(b)**, **MM-AF-2(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-USS-3(b)**, **MM-USS-4(b)**, and **MM-USS-6(b)**, as described for Impact PS-1.

**MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, as described for Impact Bio-3.

**MM-HYD-1(b)**, as described for Impact HYD-1.

### *Impact 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 school services.

#### **Impact:**

Less than Significant after Mitigation

#### **Finding:**

Implementation of SCAG Mitigation Measures **MM-PS-3(a)** and Project-Level Mitigation Measures **MM-PS-3(b)** would reduce these direct and indirect impacts to below the level of significance.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.15, Public Services**, of the PEIR. Implementation of SCAG Mitigation Measures **MM-PS-3(a)** and Project-Level Mitigation Measures **MM-**

**PS-3(b)**, and other specified mitigation measures and state requirements for school district fees that would reduce these direct and indirect impacts to below the level of significance.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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.

**MM-AES-1(b)**, **MM-AES-3(b)**, **MM-AES-4(b)**, **MM-AF-1(b)**, **MM-AF-2(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-USS-3(b)**, **MM-USS-4(b)**, and **MM-USS-6(b)**, as described for Impact PS-1.

**MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, as described for Impact Bio-3.

**MM-HYD-1(b)**, as described for Impact HYD-1.

## SECTION VI

# FINDINGS REGARDING SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

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The analysis undertaken in support of the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) determined that the Plan has the potential to result in significant and unavoidable impacts in relation to 55 thresholds of significance in 17 environmental resource categories:

- VI.A Aesthetics (AES-1, -3, and -4)
- VI.B Agriculture and Forestry Resources (AF-1, -2, -4, and -5)
- VI.C Air Quality (Air-2 and -4)
- VI.D Biological Resources (BIO-1, -2, -4, and -5)
- VI.E Cultural Resources (CUL-1, -2, -3, and -4)
- VI.F Energy (EN-2 and -3)
- VI.G Geology and Soils (GEO-1, -2, -3, and -4)
- VI.H Greenhouse Gas Emissions and Climate Change (Cumulative Impact GHG-3)
- VI.I Hazards and Hazardous Materials (HAZ-1, 2, -3, -7, and -8)
- VI.J Hydrology and Water Quality (HYD-2, -4, -5, -6, -8, -9, and -10)
- VI.K Land Use and Planning (LU-1 and -2)
- VI.L Mineral Resources (MIN-1 and -2)
- VI.M Noise (NOISE-1, -2, -3, and -4)
- VI.N Population, Housing, and Employment (PHE-1, -2, and -3)
- VI.O Recreation (REC-1 and -2)
- VI.P Transportation, Traffic, and Safety (TRA-1, -2, and -5)
- VI.Q Utilities and Service Systems (USS-3, -4, and -6)

The SCAG Regional Council finds that some of these mitigation measures are the responsibility of SCAG, while others are the responsibility and jurisdiction of local agencies and other agencies. While SCAG has no authority to impose mitigation measures on local agencies and project sponsors, mitigation measures will be required by lead agencies at the project level if they identify potential impacts in the resource areas. To reduce impacts of the 2016 RTP/SCS, SCAG has identified project-level performance standards-based mitigation measures and finds that lead agencies can and should be consider these measures or other comparable measures to reduce potential impacts, as applicable and feasible.

### **VI.A AESTHETICS**

#### *Impact AES-1*

Potential to have a substantial adverse effect on a scenic vista.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-AES-1(a)** and Project-Level Mitigation Measure **MM-AES-1(b)** will reduce adverse effects on scenic vistas to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.1, Aesthetics**, of the PEIR. Implementation of Mitigation Measures **MM-AES-1(a)** and **MM-AES-1(b)** would reduce potential impacts to scenic resources and vistas. However, even with the implementation of these mitigation measures, the direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial adverse effect on a scenic vista. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AES-1(b)** would reduce adverse effects on scenic vistas to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AES-1(b)** or other comparable measures to mitigate the aesthetic impacts of the individual projects on designated scenic vistas, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to aesthetics at the regional level. While mitigation may provide a reduction in visual impacts, it is uncertain that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**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.

### **Project-Level Mitigation Measures**

**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:

- 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.

### **Impact AES-3**

Potential to substantially degrade the existing visual character or quality of the site and its surroundings.

#### **Impact:**

Significant and Unavoidable.

#### **Finding:**

Implementation of SCAG Mitigation Measure **MM-AES-3(a)** and Project-Level Mitigation Measures **MM-AES-1(b)** and **MM-AES-3(b)** will reduce impacts related to the potential to substantially degrade the visual

character or quality of the SCAG region, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation

***Rationale:***

The above finding is made based on the analysis included in **Section 3.1, Aesthetics**, of the PEIR. Implementation of Mitigation Measures **MM-AES-3(a)**, **MM-AES-1(b)**, and **MM-AES-3(b)** would reduce impacts related to adverse effects on visual character and quality. However, even with the implementation of these mitigation measures, the direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to substantially degrade the existing visual character or quality of project sites and their surroundings. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-AES-1(b)** and **MM-AES-3(b)** would reduce the degradation of the existing visual character or quality of project sites to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-AES-1(b)** and **MM-AES-3(b)** or other comparable measures to comply with the requirements of CEQA to mitigate the aesthetic impacts of the individual projects related to the degradation of existing visual quality and character of sites, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to aesthetics at the regional level. While mitigation may provide a reduction in impacts on the visual quality and character of sites, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

***SCAG Mitigation Measures***

See **MM-AES-1(a)**, described for Impact AES-1.

***Project-Level Mitigation Measures***

**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:

- 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.
- 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-AES-4(a)** and Project-Level Mitigation Measure **MM-AES-4(b)** will reduce impacts related to the potential to create new sources of light and glare in the SCAG region, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.1, Aesthetics**, of the PEIR. Implementation of Mitigation Measures **MM-AES-4(a)** and **MM-AES-4(b)** would reduce the potential for

light and glare impacts and shade and shadow impacts. However, even with the implementation of these mitigation measures, the direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to create new sources of light and glare. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AES-4(b)** would reduce the adverse effects of new sources of light and glare to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AES-4(b)** or other comparable measures to mitigate the aesthetic impacts of the individual projects related to new sources of light and glare, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to aesthetics at the regional level. While mitigation may provide a reduction in the adverse effects of new sources of light and glare, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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 in accordance with local regulations.
- 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.

## **VI.B AGRICULTURE AND FORESTRY RESOURCES**

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-AF-1(a)(1)**, **MM-AF-1(a)(2)**, **MM-AF-1(a)(3)** and Project-level Mitigation Measure **MM-AF-1(b)** will reduce impacts related to the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial adverse effect on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AF-1(b)** would reduce adverse effects on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA.

Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AF-1(b)** or other comparable measures to comply with the requirements of CEQA to mitigate the agriculture and forestry resource impacts of the individual projects on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to agriculture and forestry resources at the regional level. While mitigation may provide a reduction in impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.2, Agriculture and Forestry Resources**, of the PEIR. The loss and disturbance of agricultural lands would be significant. Implementation of SCAG Mitigation Measures **MM-AF-1(a)(1)**, **MM-AF-1(a)(2)**, **MM-AF-1(a)(3)** and Project-Level Mitigation Measure **MM-AF-1(b)** would reduce impacts related to disturbance and/or loss of prime farmlands and/or grazing lands; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

**SCAG Mitigation Measures**

**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.

**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 farmlands to non-farm uses without a grading permit.

**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) and SCAG’s subregions 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. HCPs and NCCPs are formal conservation plans at the federal and State level and are administered by the USFWS and CDFW. However, additional informal conservation programs and efforts at the local, regional, state, federal, and private level may exist throughout the SCAG region. Private and public lands within the SCAG region may be included within the conservation programs of private or public organizations, and the conservation programs associated with these plans should be considered during the environmental impact evaluation of projects. Any project within the SCAG region would need to demonstrate avoidance of conflict with any applicable conservation efforts including those outside of formal federal and/or State designation.

### ***Project-Level Mitigation Measures***

**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, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- 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. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see <https://www.wildlife.ca.gov/Conservation/Planning/Banking>)

“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;
- Provides for long-term protection and management of habitat.

A publicly owned conservation or mitigation bank:

- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”

In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.

- 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.

### *Impact AF-2*

Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measures **MM-AF-1(a)(1)**, **MM-AF-1(a)(2)**, **MM-AF-1(a)(3)**, and **MM-AF-2(a)** and Project-Level Mitigation Measure **MM-AF-2(b)** will reduce impacts related to the potential to conflict with existing zoning for agricultural use, or a Williamson Act contract, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.2, Agriculture and Forestry Resources**, of the PEIR. Conflicts with existing zoning for agricultural use or a Williamson Act contract would be significant. Implementation of SCAG Mitigation Measures **MM-AF-2(a)**, **MM-AF-1(a)(2)**, **MM-AF-1(a)(3)**, and Project-level Mitigation Measures **MM-AF-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to conflict with existing zoning for agricultural use, or a Williamson Act contract. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AF-2(b)** would reduce conflict with existing zoning for agricultural use, or a Williamson Act contract, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AF-2(b)** or other comparable measures to mitigate the agriculture and forestry resource impacts of the individual projects on conflict with existing zoning for agricultural use, or a Williamson Act contract, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to agriculture and forestry resources at the regional level. While mitigation may provide a reduction in impacts on conflicts with existing zoning for agricultural use, or a Williamson Act contract, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**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.

**MM-AF-1(a)(2) and MM-AF-1(a)(3).**

### ***Project-Level Mitigation Measures***

**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 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 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, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- 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.

### ***Impact AF-4***

Potential to result in the loss of forest land or conversion of forest land to non-forest use.

#### ***Impact:***

Less than significant for direct and indirect impacts; significant and unavoidable for cumulative impacts

#### ***Finding:***

The 2016 RTP/SCS would result in less than significant impacts to forestry resources in regard to the loss of forest land or conversion of forest land to non-forest use. However, the 2016 RTP/SCS would contribute to cumulative significant impacts when taken into consideration with the related transportation projects and anticipated growth and land use development pattern. Implementation of SCAG Mitigation Measures **MM-**



**AF-1(a)** through **MM-AF-1(a)(3)**, and **MM-GHG-3(a)(1)** through **MM-GHG-1(a)(12)** and Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** will reduce impacts related to the cumulative impacts of the Plan in the potential to result in the loss of forest land or conversion of forest land to non-forest use, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.2, Agriculture and Forestry Resources**, of the PEIR. The 2016 RTP/SCS would contribute to cumulative significant impacts when taken into consideration with related transportation projects and anticipated growth and land use development pattern in regard to the loss of forest land or conversion of forest land to non-forest use. Implementation of SCAG Mitigation Measures **MM-AF-1(a)** through **MM-AF-1(a)(3)**, **MM-GHG-1(a)(1)** through **MM-GHG-1(a)(11)**, and Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to conflict with existing zoning for agricultural use, or a Williamson Act contract. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** would reduce the potential to result in the loss of forest land or conversion of forest land to non-forest use, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** or other comparable measures to mitigate the agriculture and forestry resource impacts of the individual projects to result in the loss of forest land or conversion of forest land to non-forest use, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to agriculture and forestry resources at the regional level. While mitigation provided may reduce the potential to result in the loss of forest land or conversion of forest land to non-forest use, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-AF-1(a)(1)** through **MM-AF-1(a)(3)**, as described for Impact AF-1.

**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.

**MM-GHG-3(a)(2):** SCAG shall coordinate with CARB and air districts in efforts to implement the AB 32 Scoping Plan.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**MM-GHG-3(a)(11):** SCAG shall encourage local jurisdictions to support the following transportation-related strategies to reduce emissions, where applicable and feasible:

- 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.

**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.

### ***Project-Level Mitigation Measures***

**MM-AF-1(b)**, as described for Impact AF-1.

**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 to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, 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:

- 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:
  - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
  - Use alternative (non-petroleum based) fuels;
  - Deployment of zero- and/or near zero emission technologies as defined by CARB;

- 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 fly ash 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 reduction, recycling, and reuse;
  - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
  - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
  - Use lighter-colored pavement where feasible;
  - Recycle construction debris to maximum extent feasible;
  - Protect and 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.
  - 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:
    - 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.

### *Impact 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.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measures **MM-AF-1(a)** through **MM-AF-1(a)(3)**, and **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(12)** and Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.2, Agriculture and Forestry Resources**, of the PEIR. The conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use as a result of other changes in the environment would be significant. Implementation of Mitigation Measures **MM-AF-1(a)** through **MM-AF-1(a)(3)**, **MM-AF-1(b)**, **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(12)**, and **MM-GHG-3(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** would reduce the potential to result in the loss of forest land or conversion of forest land to non-forest use to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** or other comparable measures to mitigate the agriculture and forestry resource impacts of the individual projects to result in the loss of forest land or conversion of forest land to non-forest use, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to agriculture and forestry resources at the regional level. While mitigation provided may reduce the potential to result in the loss of forest land or conversion of forest land to non-forest use, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measures**

**MM-AF-1(a)(1)** through **MM-AF-1(a)(3)**, as described for Impact-AF-1.

**MM-GHG-3(a)(1)** through **MM-GHG-3(a)(12)** as described for Impact-AF-4.

### **Project-Level Mitigation Measures**

**MM-AF-1(b)**, as described for Impact-AF-1.

**MM-GHG-3(b)**, as described for Impact-AF-4.

## **V.C AIR QUALITY**

### *Impact Air-2*

Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

#### **Impact:**

Significant and Unavoidable

#### **Finding:**

Implementation of SCAG Mitigation Measure **MM-AIR-2(a)(1)** and **MM-AIR-2(a)(2)** and Project-Level Mitigation Measure **MM-AIR-2(b)** will reduce impacts related to the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.3, Air Quality**, of the PEIR. The potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation would be significant. Implementation of Mitigation Measures **MM-AIR-2(a)(1)**, **MM-AIR-2(a)(2)**, and **MM-AIR-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The construction and operation of individual transportation projects and anticipated development as result of the proposed transportation and land use strategies in the 2016 RTP/SCS are expected to have the potential to violate air quality standards or contribute substantially to an air quality violation.

**Short Term.** The 2016 RTP/SCS would result in construction of transportation projects, buildings, and general development as the region grows. These construction activities would result in short-term emissions of air pollutants including ROG, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and fugitive dust. The sources associated with these emissions include construction equipment, employee and vendor vehicles, demolition, grading and other ground-disturbing activities, application of paint and other coatings, paving, and others. Typically larger projects are associated with larger emissions during construction.

**Long Term.** Under the 2016 RTP/SCS, air emissions were estimated in 2040 (with the Plan) and compared to existing conditions (2012 base year). The calculated emissions were compiled for ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, PM<sub>2.5</sub>, and SO<sub>x</sub> for each county in the SCAG region. For every criteria pollutant in every county in the SCAG region, there are air pollutant emission reductions or no change between the Plan in 2040 and existing conditions. There is a less than significant impact to Impact Air-2 in the long term.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AIR-2(b)** would reduce the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AIR-2(b)** or other comparable measures to mitigate the impacts of the individual projects on air quality, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to air quality at the regional level. While mitigation may provide a reduction in air quality impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impacts to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measures**

**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:

- 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;
- V. Traffic flow improvement programs that achieve emission reductions;
- VI. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- VII. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- VIII. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
- 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;
- 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;
- XI. Programs to control extended idling of vehicles;
- XII. Programs to reduce motor vehicle emissions, consistent with Title II of the CAA, which are caused by extreme cold start conditions;
- XIII. Employer-sponsored programs to permit flexible work schedules;
- 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;
- 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;
- XVI. Programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles;
- XVII. Programs to encourage the installation of personal electric vehicle charging stations, and other alternative fuel sources.

**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:

- Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes garnering input and participation from local jurisdictions and 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 CARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM<sub>10</sub> and PM<sub>2.5</sub> 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.

### ***Project-Level Mitigation Measures***

**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 to violate an air quality standard or contribute substantially to an existing air quality violation, 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.

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:

- 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.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- 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.
- 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.
- Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered 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.
- Implement EPA's National Clean Diesel Program.
- Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.
- On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.
- If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.
- Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines
- Convert part of the construction truck fleet to natural gas.
- Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts
- Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road)
- Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas
- Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation
- Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation
- Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary
- Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.
- Prohibit diesel idling within 1,000 feet of sensitive receptors.
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

- The engine size of construction equipment shall be the minimum practical size.
- Catalytic converters shall be installed on gasoline-powered equipment.
- Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.
- Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.
- Use new or rebuilt equipment.
- Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be checked by an ASE-certified mechanic and determined to be running in proper condition before it is operated.
- Use low rolling resistance tires on long haul class 8 tractor-trailers.
- Suspend all construction activities that generate air pollutant emissions during air alerts.
- Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.

### *Impact Air-4*

Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.

#### **Impact:**

Significant and Unavoidable

#### **Finding:**

Implementation of SCAG Mitigation Measures **MM-AIR-2(a)(1)** and **MM-AIR-2(a)(2)** and Project-Level Mitigation Measure **MM-AIR-4(b)** will reduce impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and the related harm to public health, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.3, Air Quality**, of the PEIR. The potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially would be significant. Implementation of Mitigation Measures **MM-AIR-2(a)(1)**, **MM-AIR-2(a)(2)**, and **MM-AIR-4(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The construction and operation of individual transportation projects and anticipated development as result of the proposed transportation and land use strategies in the 2016 RTP/SCS are expected to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to expose sensitive receptors to substantial pollutant concentrations and the related harm to public health. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-AIR-4(b)** would reduce the potential to violate any air quality standard or contribute substantially to pollutant concentrations and the related harm to public health, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-AIR-4(b)** or other comparable measures to mitigate the impacts of the individual projects on air quality, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to air quality at the regional level. While mitigation may provide a reduction related to the exposure of sensitive receptors to substantial pollutant concentrations and the related harm to public health, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

See **MM-AIR-2(a)(1)** and **MM-AIR-2(a)(2)**, as described for Impact Air-2.

### ***Project-Level Mitigation Measures***

**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 transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, 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:

- 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.

Proposed new transportation-related SIP measures include:

On-Road Sources

- Improvements and Enhancements to California’s Smog Check Program
- Expanded Passenger Vehicle Retirement
- Modifications to Reformulated Gasoline Program
- 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

Off-Road Sources

- 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

## VI.D BIOLOGICAL RESOURCES

### *Impact 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 Wildlife or U.S. Fish and Wildlife Service.

***Impact:***

Significant and Unavoidable

***Finding:***

Implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)** and Project-Level Mitigation Measure **MM-BIO-1(b)** will reduce impacts related to the potential to have a substantial adverse effect 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 Wildlife or U.S. Fish and Wildlife Service,

to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, and **MM-BIO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to have a substantial adverse effect, 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 Wildlife or U.S. Fish and Wildlife Service. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-BIO-1(b)** would reduce adverse effects 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 Wildlife or U.S. Fish and Wildlife Service, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-BIO-1(b)** or other comparable measures to mitigate the biological impacts of the individual projects on special status species, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to biological resources at the regional level. While mitigation may provide a reduction in impacts to biological resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**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.

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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 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:
  - 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

- 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.

### *Impact 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 Wildlife or US Fish and Wildlife Service.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)** and Project-Level Mitigation Measures **MM-BIO-1(b)** and **MM-BIO2(b)** will reduce impacts related to the 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 Wildlife or U.S. Fish and Wildlife Service, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The 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 Wildlife or U.S. Fish and Wildlife Service would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, **MM-BIO-1(b)**, and **MM-BIO-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.



The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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 Wildlife or U.S. Fish and Wildlife Service. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-BIO-1(b)** and **MM-BIO2(b)** would reduce adverse effects 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 Wildlife or U.S. Fish and Wildlife Service, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-BIO-1(b)** and **MM-BIO2(b)** or other comparable measures to mitigate the biological impacts of the individual projects 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 Wildlife or U.S. Fish and Wildlife Service, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to biological resources at the regional level. While mitigation may provide a reduction in impacts to biological resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)**, as described for Impact Bio-1.

### ***Project-Level Mitigation Measures***

**MM-BIO-1(b)**, as described for Impact Bio-1.

**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:

- 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.
- 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.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation*, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage 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.

### *Impact 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.

***Impact:***

Significant and Unavoidable

***Finding:***

Implementation of SCAG Mitigation Measure **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)** and Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, and **MM-BIO-4(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

***Rationale:***

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, and **MM-BIO-4(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, and **MM-BIO-4(b)** would reduce the 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, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, and **MM-BIO-4(b)**, or other comparable measures to mitigate the biological impacts of the individual projects that have the 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 as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would

collectively reduce the impacts related to biological resources at the regional level. While mitigation may provide a reduction in impacts to biological resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)**, as described for Impact Bio-1.

### ***Project-Level Mitigation Measures***

**MM-BIO-1(b)**, as described for Impact Bio-1.

**MM-BIO-2(b)**, as described for Impact Bio-2.

**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:

- 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:

- 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.

**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:

- 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.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1<sup>st</sup> through September 1<sup>st</sup>), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur

within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

- 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.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- 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:
  - 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
  - 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.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

### *Impact Bio-5*

Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

#### **Impact:**

Significant and Unavoidable

#### **Finding:**

Implementation of SCAG Mitigation Measure **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)** and Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, and **MM-BIO-5(b)** will reduce impacts related to the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.4, Biological Resources**, of the PEIR. The potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1)**, **MM-BIO-1(a)(2)**, **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, and **MM-BIO-5(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, and **MM-BIO-5(b)** would mitigate the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, and **MM-BIO-5(b)** or other comparable measures to mitigate the biological impacts of the individual projects that have the potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to biological resources at the regional level. While mitigation may provide a reduction in impacts to biological resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2)**, as described for Impact Bio-1.

### ***Project-Level Mitigation Measures***

**MM-BIO-1(b)**, as described for Impact Bio-1.

**MM-BIO-2(b)**, as described for Impact Bio-2.

**MM-BIO-3(b)**, as described for Impact Bio-3.

**MM-BIO-4(b)**, as described for Impact Bio-4.

**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:

- 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:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

## VI.E CULTURAL RESOURCES

### *Impact Cul-1*

Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-CUL-1(a)** and Project-Level Mitigation Measure **MM-CUL-1(b)** will reduce impacts related to the potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.5, Cultural Resources**, of the PEIR. The potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in substantial adverse effect on a unique paleontological resources or sites or unique geological features. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-CUL-1(b)** would reduce adverse effects on unique paleontological resources and sites or unique geological features, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the

Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-CUL-1(b)** or other comparable measures to mitigate the impacts of the individual projects on designated unique paleontological resources or sites or unique geological features, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to cultural at the regional level. While mitigation may provide a reduction in impacts to unique paleontological resources or sites or unique geological features, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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:
  - 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-CUL-1(a)** and Project-Level Mitigation Measure **MM-CUL-2(b)** will reduce impacts related to the potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.5, Cultural Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial adverse effect on the significance of a historical resource, including tribal cultural resources. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-CUL-2(b)** would reduce adverse effects on historical resource, including tribal cultural resources, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-CUL-2(b)** or other comparable measures to mitigate the impacts of the individual projects on historical resource, including tribal cultural resources, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to cultural at the regional level. While mitigation may provide a reduction in impacts historical resources, including tribal cultural resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-CUL-1(a)**, as described for Impact Cul-1.

**Project-Level Mitigation Measures**

**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, as applicable

and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- 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 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:
  - 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 Native American Heritage Commission 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.
- 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-CUL-1(a)** and Project-Level Mitigation Measure **MM-CUL-2(b)** will reduce impacts related to the potential to change in the significance of an archaeological resource, including tribal cultural resources, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.5, Cultural Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a change in the significance of an archaeological resource, including tribal cultural resources. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-CUL-2(b)** would reduce adverse effects on archaeological resource, including tribal cultural resources, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-CUL-2(b)**

or other comparable measures to mitigate the impacts of the individual projects on the significance of an archaeological resource, including tribal cultural resources, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to cultural resources at the regional level. While mitigation may provide a reduction in impacts on archaeological resources, including tribal cultural resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-CUL-1(a)**, as described for Impact Cul-1.

### ***Project-Level Mitigation Measures***

See **MM-CUL-2(b)**, as described for Impact Cul-2.

### ***Impact Cul-4***

Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.

### ***Impact:***

Significant and Unavoidable

### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-CUL-1(a)** and Project-Level Mitigation Measure **MM-CUL-4(b)** will reduce impacts related to the potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.5, Cultural Resources**, of the PEIR. The potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites, would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-4(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.



The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-CUL-4(b)** would reduce adverse effects on potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-CUL-4(b)** or other comparable measures to mitigate the impacts of the individual projects on Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to cultural at the regional level. While mitigation may provide a reduction in Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

See **MM-CUL-1(a)**, as described for Impact Cul-1.

### ***Project-Level Mitigation Measures***

**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:

- 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:
  - Contact the County Coroner to contact the Native American Heritage Commission 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 Native American Heritage Commission 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:
    - The Native American Heritage Commission 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.

## **VI.F ENERGY**

### *Impact EN-2*

Potential to increase residential energy consumption use.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-EN-2(a)**, **MM-EN-3(a)(1)**, **MM-EN-3(a)(2)**, and **MM-GHG-3(a)(12)** and Project-Level Mitigation Measure **MM-EN-2(b)** will reduce impacts related to the potential to increase residential energy consumption use, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.6, Energy**, of the PEIR. The potential to increase residential energy consumption use would be significant. Implementation of Mitigation

Measures **MM-EN-2(a)**, **MM-EN-3(a)(1)**, **MM-EN-3(a)(2)**, **MM-GHG-3(a)(12)**, and **MM-EN-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to increase residential energy consumption use. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-EN-2(b)** would reduce adverse effects related to the potential to increase residential energy consumption use, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-EN-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to increase residential energy consumption use, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to energy at the regional level. While mitigation may provide a reduction in energy impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**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.

**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.

**MM-GHG-3(a)(12),** as described for Impact AF-4 and GHG-3.

### ***Project-Level Mitigation Measures***

**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:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:
  - 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.

### *Impact EN-3*

Potential to increase building energy consumption in anticipated development.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-EN-3(a)(1)** and **MM EN-3(a)(2)** and Project-Level Mitigation Measure **MM-EN-2(b)** will reduce impacts related to the potential to increase building energy consumption in anticipated development, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.6, Energy**, of the PEIR. The potential to increase building energy consumption in anticipated development would be significant. Implementation of Mitigation Measures **MM-EN-3(a)(1)**, **MM-EN-3(a)(2)**, and **MM-EN-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to increase building energy consumption in anticipated development. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-EN-2(b)** would reduce adverse effects related to the potential to increase building energy consumption in anticipated development, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-EN-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to increase building energy consumption in anticipated development, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to energy at the regional level. While mitigation may provide a reduction in energy impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

See **MM-EN3(a)(1)** and **MM-EN3(a)(2)**, as described for Impact EN-2.

### ***Project-Level Mitigation Measures***

**MM-EN-2(b)**, as described for Impact EN-2.

## **VI.G GEOLOGY AND SOILS**

### ***Impact GEO-1***

Potential to expose people or structures to potential substantial adverse effects, including the 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.

### ***Impact:***

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-GEO-1(a)** and Project-Level Mitigation Measure **MM-GEO-1(b)** will reduce impacts related to the potential to expose people or structures to potential substantial adverse effects, including the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.7, Geology and Soils**, of the PEIR. The potential to expose people or structures to potential substantial adverse effects, including the 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 would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to expose people or structures to potential substantial adverse effects, including the 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.

The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-GEO-1(b)** would reduce impacts related to seismicity, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-GEO-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to seismicity, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to geology and soils at the regional level. While mitigation may provide a reduction in impacts related to seismicity, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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, 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. Geological Survey, shall be consulted during this update process.

### ***Project-Level Mitigation Measures***

**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:

- 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 can and should 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, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.

### *Impact GEO-2*

Potential to result in substantial soil erosion or the loss of topsoil.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-GEO-1(a)** and Project-Level Mitigation Measure **MM-GEO-2(b)** will reduce impacts related to the potential to result in substantial soil erosion or the loss of topsoil, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.7, *Geology and Soils***, of the PEIR. The potential to result in substantial soil erosion or the loss of topsoil would be significant. Implementation of



Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in substantial soil erosion or the loss of topsoil. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-GEO-2(b)** would reduce impacts related to substantial soil erosion or the loss of topsoil, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” Project-Level Mitigation Measure **MM-GEO-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to substantial soil erosion or the loss of topsoil, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to geology and soils at the regional level. While mitigation may provide a reduction in impacts related to substantial soil erosion or the loss of topsoil, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-GEO-1(a)**, as described for Impact GEO-1.

### ***Project-Level Mitigation Measures***

**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:

- 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:
  - 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-GEO-1(a)** and Project-Level Mitigation Measure **MM-GEO-1(b)** will reduce impacts related to the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.7, Geology and Soils**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-GEO-1(b)** would reduce impacts related to construction on unstable geologic units, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-GEO-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to unstable geologic units, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to geology and soils at the regional level. While mitigation may provide a reduction in impacts related to construction on unstable geologic units, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-GEO-1(a)**, as described for Impact GEO-1.

**Project-Level Mitigation Measures**

**MM-GEO-1(b)**, as described for Impact GEO-1.

**Impact 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.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-GEO-1(a)** and Project-Level Mitigation Measure **MM-GEO-1(b)** will reduce impacts related to the potential to be located on expansive soil, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.7, Geology and Soils**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to be located on expansive soil. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-GEO-1(b)** would reduce impacts related to expansive soils, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-GEO-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to expansive soils, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to geology and soils at the regional level. While mitigation may provide a reduction in impacts related to expansive soils, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-GEO-1(a)**, as described for Impact GEO-1.

**Project-Level Mitigation Measures**

**MM-GEO-1(b)**, as described for Impact GEO-1.

## VI.H GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

### *Impact 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.

#### ***Impact:***

Less than significant for direct and indirect impacts; significant and unavoidable for cumulative impacts

#### ***Finding:***

The 2016 RTP/SCS would result in less than significant impacts with respect to its potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs. However, in the event of a worst case scenario, e.g., responsible agency implementation activities do not achieve their respective GHG emission reduction goals to the appropriate level, the Plan may result in significant cumulative impacts. Implementation of SCAG Mitigation Measures **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(10)** and Project-Level Mitigation Measure **MM-GHG-3(b)** will reduce cumulative impacts related to the potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable cumulative impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.8, Greenhouse Gas Emissions and Climate Change**, of the PEIR.

With respect to cumulative impacts of the 2016 RTP/SCS, the potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs would be significant. Implementation of Mitigation Measures **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(12)** and **MM-GHG-3(b)** would reduce direct and indirect impacts; however, cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for cumulative significant and unavoidable impacts is generally related to the potential in a worst case scenario, such as for responsible agencies in other sections to not achieve their respective GHG emissions reduction goals to the appropriate level, to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs. Although the SCAG Regional Council finds that the Plan itself is not in conflict with AB 32 or the State long-term GHG emissions reduction goals as set forth in the Executive Orders, the GHG and climate change impact analysis is limited in scope (transportation sector). While the Plan acknowledges that all the responsible GHGs contributing sectors are not in conflict with AB 32 and Executive Orders, in the event of a worst case scenario (e.g., responsible agencies in other sectors do not achieve their respective GHG

emission reduction goals to the appropriate level) the SCAG Regional Council finds the potential for a significant and unavoidable cumulative impact, requiring the consideration of mitigation measures.

The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-GHG-3(b)** would reduce cumulative impacts related to conflicts with AB 32 and other applicable plans, policies, and regulations adopted for the purpose of reducing emissions of GHGs, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-GHG-3(b)** or other comparable measures to mitigate the impacts of the individual projects related to conflicts with AB 32 and other applicable plans, policies, and regulations adopted for the purpose of reducing emissions of GHGs, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to greenhouse gas emissions at the regional level. While mitigation may provide a reduction in impacts related to greenhouse gas emissions, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the cumulative impact to a less than significant level, this cumulative impact remains significant and unavoidable. The SCAG Regional Council finds that the significant cumulative impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**MM-GHG-3(a)(2):** SCAG shall coordinate with CARB and air districts in efforts to implement the AB 32 Scoping Plan.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**MM-GHG-3(a)(11):** SCAG shall encourage local jurisdictions to support the following transportation-related strategies to reduce emissions, where applicable and feasible:

- 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.

**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.

### ***Project-Level Mitigation Measures***

**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 to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, 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:

- 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:
  - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
  - Use alternative (non-petroleum based) fuels;
  - Deployment of zero- and/or near zero emission technologies as defined by CARB;
  - 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 fly ash 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 reduction, recycling, and reuse;
  - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
  - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
  - Use lighter-colored pavement where feasible;
  - Recycle construction debris to maximum extent feasible;
  - Protect and 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.
- 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:
  - 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.

## VI.I HAZARDS AND HAZARDOUS MATERIALS

### *Impact HAZ-1*

Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** will reduce impacts related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** would reduce impacts related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hazards and hazardous materials at the regional level. While mitigation may provide a reduction in impacts related to hazards and hazardous materials, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**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.

**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.

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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 of the 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:
  - 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** would reduce impacts related to the 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, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and

other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hazards and hazardous materials at the regional level. While mitigation may provide a reduction in impacts related to hazards and hazardous materials, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-HAZ-1(a)(1)**, as described for Impact HAZ-1.

**MM-HAZ-1(a)(2)**, as described for Impact HAZ-2.

**MM-HAZ-1(a)(3)**, as described for Impact HAZ-3.

**MM-HAZ-1(a)(4)**, as described for Impact HAZ-4.

### ***Project-Level Mitigation Measures***

**MM-HAZ-1(b)**, as described for Impact HAZ-1.

### ***Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** will reduce the impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** would reduce impacts related to the 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, to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-HAZ-1(b)** and **MM-HAZ-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hazards and hazardous materials at the regional level. While mitigation may provide a reduction in impacts related to hazards and hazardous materials, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)**, as described for Impact HAZ-1.

**Project-Level Mitigation Measures**

**MM-HAZ-1(b)**, as described for Impact HAZ-1.

**Impact HAZ-7**

Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-TRA-5(a)** and Project-Level Mitigation Measure **MM-TRA-5(b)** will reduce impacts related to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. Implementation of **MM-TRA-5(a)** and **MM-TRA-5(b)** would reduce impacts to the maximum extent practicable; however, the direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-TRA-5(b)** would reduce impacts related to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-TRA-5(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hazards and hazardous materials at the regional level. While mitigation may provide a reduction in impacts related to hazards and hazardous materials, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measures**

**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.

### **Project-Level Mitigation Measures**

**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:

- 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:
  - 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.
  - 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.
- 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: 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:
  - 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-HAZ-8(a)** and Project-Level Mitigation Measure **MM-HAZ-8(b)** will reduce impacts related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.9, Hazards and Hazardous Materials**, of the PEIR. Implementation of Mitigation Measures **MM-HAZ-8(a)** and **MM-HAZ-8(b)** would reduce the level of impacts; however, the direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HAZ-8(b)** would reduce impacts related to the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HAZ-8(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hazards and hazardous materials at the regional level. While mitigation may provide a reduction in impacts related to hazards and hazardous materials, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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, including 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.

## VI.J HYDROLOGY AND WATER QUALITY

### *Impact 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 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).

#### ***Impact:***

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-HYD-2(a)** and Project-Level Mitigation Measure **MM-HYD2(b)** will reduce impacts related to the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The 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 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) would be significant. Implementation of Mitigation Measures **MM-HYD-2(a)** and **MM-HYD-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD2(b)** would reduce impacts related to the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**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. SCAG mitigation measures include, but are not limited to, working with local jurisdictions and water quality agencies to encourage watershed management and pollution prevention, provide opportunities for information sharing and regional program development to promote Low Impact Development and reduce hydromodification.

### ***Project-Level Mitigation Measures***

**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:

- 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.

### ***Impact 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.

#### ***Impact:***

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** will reduce impacts related to the potential to substantially alter the existing drainage pattern of the site or area, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HYD-3(a)** and **MM-HYD-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to substantially alter the existing drainage pattern of the site or area. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce impacts related to the potential to substantially alter the existing drainage pattern of the site or area, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to the to substantially alter the existing drainage pattern of the site or area, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**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.

### **Project-Level Mitigation Measures**

**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:

- 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:
  - 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.
- If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

### *Impact 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.

#### **Impact:**

Significant and Unavoidable



**Finding:**

Implementation of SCAG Mitigation Measures **MM-HYD-2(a)** and **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HYD-2(a)**, **MM-HYD-3(a)**, and **MM-HYD-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce impacts related to the 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, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to the 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-HYD-2(a)**, as described for Impact HYD-2.

**MM-HYD-3(a)**, as described for Impact HYD-3.

***Project-Level Mitigation Measures***

**MM-HYD-1(b)**, as described for Impact HYD-3.

***Impact HYD-6***

Potential to otherwise substantially degrade water quality.

***Impact:***

Significant and Unavoidable

***Finding:***

Implementation of SCAG Mitigation Measure **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** will reduce impacts related to the potential to otherwise substantially degrade water quality, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

***Rationale:***

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The potential to otherwise substantially degrade water quality would be significant. Implementation of Mitigation Measures **MM-HYD-3(a)** and **MM-HYD-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to otherwise substantially degrade water quality. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-1(b)** would reduce impacts related to the potential to otherwise substantially degrade water quality, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to otherwise substantially degrade water quality, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-HYD-3(a)**, as described for Impact HYD-3.

### ***Project-Level Mitigation Measures***

**MM-HYD-1(b)**, as described for Impact HYD-3.

### ***Impact HYD-8***

Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-HYD-8(a)** and Project-Level Mitigation Measure **MM-HYD-8(b)** will reduce impacts related to the potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to place within a 100-year flood hazard area structures that would impede or redirect flood flows. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-8(b)** would reduce impacts related to the potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” Project-Level Mitigation Measure **MM-HYD-8(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows would be significant. Implementation of Mitigation Measures **MM-HYD-8(a)** and **MM-HYD-8(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

**SCAG Mitigation Measures**

**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.

**Project-Level Mitigation Measures**

**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:

- 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.

### *Impact 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.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-HYD-8(a)** and Project-Level Mitigation Measure **MM-HYD-8(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-HYD-8(a)** and **MM-HYD-8(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-8(b)** would reduce impacts related to the 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, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD-8(b)** or other comparable measures to mitigate the impacts of the individual projects related to the 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council

finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-HYD-8(a)**, as described for Impact HYD-8.

**Project-Level Mitigation Measures**

**MM-HYD-8(b)**, as described for Impact HYD-8.

**Impact HYD-10**

Potential for inundation by seiche, tsunami, or mudflow.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-HYD-8(a)** and Project-Level Mitigation Measure **MM-HYD-8(b)** will reduce impacts related to the potential for inundation by seiche, tsunami, or mudflow, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.10, Hydrology and Water Quality**, of the PEIR. The potential for inundation by seiche, tsunami, or mudflow would be significant. Implementation of Mitigation Measures **MM-HYD-8(a)** and **MM-HYD-8(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in inundation by seiche, tsunami, or mudflow. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-HYD-8(b)** would reduce impacts related to the potential for inundation by seiche, tsunami, or mudflow, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-HYD-8(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential for inundation by seiche, tsunami, or mudflow, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local

agencies would collectively reduce the impacts related to hydrology and water quality at the regional level. While mitigation may provide a reduction in impacts related to hydrology and water quality, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**MM-HYD-8(a)**, as described for Impact HYD-8.

### ***Project-Level Mitigation Measures***

**MM-HYD-8(b)**, as described for Impact HYD-8.

## **VI.K LAND USE AND PLANNING**

### ***Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-LU-1(a)(1)**, **MM-LU-1(a)(2)**, **MM-LU-1(a)(3)**, **MM-LU-1(a)(4)**, **MM-LU-1(a)(5)**, **MM-LU-1(a)(6)**, **MM-LU-1(a)(7)**, and **MM-LU-1(a)(8)** and Project-Level Mitigation Measure **MM-LU-1(b)** will reduce impacts related to the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.11, Land Use and Planning**, of the PEIR. The 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

would be significant. Implementation of Mitigation Measures **MM-LU-1(a)(1)** through **MM-LU-1(a)(8)** and **MM-LU-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-LU-1(b)** would reduce impacts related to the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-LU-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to conflicts with adopted land use policies for the protection of the environment at the regional level. While mitigation may provide a reduction in impacts related to land use, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**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.

**MM-LU-1(a)(3):** SCAG shall work with cities and counties within the region to encourage that transportation projects and growth are consistent with the RTP/SCSs.

**MM-LU-1(a)(4):** SCAG shall coordinate with cities and counties within the region 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.



**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.

**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:

- 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.

**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.

**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 2016 RTP/SCS.

### ***Project-Level Mitigation Measures***

**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, and/or other comparable measures identified by the Lead Agency:

- 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.

## *Impact LU-2*

Potential to physically divide an established community.

### **Impact:**

Significant and Unavoidable

### **Finding:**

Implementation of SCAG Mitigation Measure **MM-LU-2(a)** and Project-Level Mitigation Measure **MM-LU-2(b)** will reduce impacts related to the potential to physically divide an established community, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

### **Rationale:**

The above finding is made based on the analysis included in **Section 3.11, Land Use and Planning**, of the PEIR. The potential to physically divide an established community would be significant. Implementation of Mitigation Measures **MM-LU-2(a)** and **MM-LU-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to physically divide an established community. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-LU-2(b)** would reduce impacts related to physically dividing an established community, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-LU-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to related physically dividing an established community, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to land use at the regional level. While mitigation may provide a reduction in impacts related to land use, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measure**

**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:

- CA LOTS, and other GIS tools and data services, including but not limited to:
  - 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.

### **Project-Level Mitigation Measures**

**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:

- 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:
  - 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.

## **VI.L MINERAL RESOURCES**

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-MIN-1(a)(1)** and **MM-MIN-1(a)(2)** and Project-Level Mitigation Measure **MM-MIN-1(b)** will reduce impacts related to the 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, to maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.12, Mineral Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-MIN-1(a)(1)**, **MM-MIN-1(a)(2)**, and **MM-MIN-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that

Project-Level Mitigation Measure **MM-MIN-1(b)** would reduce impacts related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-MIN-1(b)** or other comparable measures to mitigate the impacts of the individual projects related 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to mineral resources at the regional level. While mitigation may provide a reduction in impacts related to mineral resources, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**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.

### ***Project-Level Mitigation Measures***

**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.

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:

- 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:
  - 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.

### ***Impact 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.

#### ***Impact:***

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measures **MM-MIN-1(a)(1)** and **MM-MIN-1(a)(2)** and Project-Level Mitigation Measure **MM-MIN-1(b)** will reduce impacts related to the potential to result in the loss of availability of a locally important mineral resource recovery site, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.12, Mineral Resources**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-MIN-1(a)(1)**, **MM-MIN-1(a)(2)**, and **MM-MIN-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in exposure of persons to or generation of noise levels in excess of established standards. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to exposure of persons to or generation of noise levels in excess of established standards, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-MIN-1(a)(1)** and **MM-MIN-1(a)(2)**, as described for Impact MIN-1.

**Project-Level Mitigation Measures**

**MM-MIN-1(b)**, as described for Impact MIN-1.

## **VI.M NOISE**

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measure **MM-NOISE-1(b)** will reduce impacts related to the potential to result in exposure of persons to or generation of noise levels in excess of established standards, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The potential to 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 would be significant. Implementation of Mitigation Measures **MM-NOISE-1(a)** and **MM-NOISE-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in exposure of persons to or generation of noise levels in excess of established standards. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to exposure of persons to or generation of noise levels in excess of established standards, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council



finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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.
- 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.

### *Impact Noise-2*

Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** will reduce impacts related to the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be significant. Implementation of Mitigation Measures **MM-NOISE-1(a)**, **MM-NOISE-1(b)**, and **MM-NOISE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-NOISE-1(a)**, as described for Impact Noise-1.

### **Project-Level Mitigation Measures**

**MM-NOISE-1(b)**, as described for Impact Noise-1.

**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:

- 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.

### **Impact Noise-3**

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

#### **Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measure **MM-NOISE-1(b)** will reduce impacts related to the potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be significant. Implementation of Mitigation Measures **MM-Noise-1(a)** and **MM-NOISE-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

See **MM-NOISE-1(a)**, as described for Impact Noise-1.

**Project-Level Mitigation Measures**

**MM-NOISE-1(b)**, as described for Impact Noise-1.

### *Impact Noise-4*

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

***Impact:***

Significant and Unavoidable

***Finding:***

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measure **MM-NOISE-1(b)** will reduce impacts related to the potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

***Rationale:***

The above finding is made based on the analysis included in **Section 3.13, Noise**, of the PEIR. The potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be significant. Implementation of Mitigation Measures **MM-Noise-1(a)** and **MM-Noise-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-NOISE-1(a)**, as described for Impact Noise-1.

**Project-Level Mitigation Measures**

**MM-NOISE-2(b)**, as described for Impact Noise-1.

**VI.N POPULATION, HOUSING, AND EMPLOYMENT**

*Impact 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).

**Impact:**

Significant and Unavoidable

**Findings:**

Implementation of SCAG Mitigation Measures **MM-LU-1(a)(1)** through **MM-LU-1(a)(8)**, **MM-PHE-1(a)(1)**, and **MM-PHE-1(a)(2)** and Project-Level Mitigation Measure **MM-PHE-1(b)** will reduce impacts related to the potential to induce substantial population growth in an area, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.14, Population, Housing, and Employment**, of the PEIR. The 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) would be significant. Implementation of Mitigation Measures **MM-LU-1(a)(1)** through **MM-LU-1(a)(8)**, **MM-PHE-1(a)(1)**, **MM-PHE-1(a)(2)**, and **MM-LU-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to induce substantial population growth in an area. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-PHE-1(b)** would reduce adverse effects on growth inducement to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-**

**PHE-1(b)** or other comparable measures to mitigate the growth-inducing impacts of the individual projects related to inducing substantial population growth in an area, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the growth-inducing impacts, at the regional level. While mitigation may provide a reduction in growth-inducing impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

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:

**MM-LU-1(a)(1)** through **MM-LU-1(a)(8)**, as described for Impact LU-1.

**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 and other development projects in accordance with the policies, strategies, and investments contained in the 2016 RTP/SCS, enhancing mobility and reducing land consumption.

**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.

### ***Project-Level Implementation Measures***

**MM-LU-1(b)**, as described for Impact LU-1.

### ***Impact PHE-2***

Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.



**Impact:**

Significant and Unavoidable

**Findings:**

Implementation of SCAG Mitigation Measures **MM-PHE-2(a)(1)** and **MM-PHE-2(a)(2)** and Project-Level Mitigation Measure **MM-PHE-2(b)** will reduce the potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.14, Population, Housing, and Employment**, of the PEIR. The potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere would be significant. Implementation of Mitigation Measures **MM-PHE-2(a)(1)**, **MM-PHE-2(a)(2)**, and **MM-PHE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in the potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-PHE-2(b)** would reduce adverse effects related to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-PHE-2(b)** or other comparable measures to mitigate the impacts on housing, of the individual projects related to the potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce impacts on housing, at the regional level. While mitigation may provide a reduction in impacts related to the displacement of housing, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measures**

**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.

**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.

### **Project-Level Implementation Measures**

**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:

- 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.

### **Impact PHE-3**

Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

#### **Impact:**

Significant and Unavoidable

#### **Findings:**

Implementation of SCAG Mitigation Measures **MM-PHE-2(a)(1)** and **MM-PHE-2(a)(2)** and Project-Level Mitigation Measure **MM-PHE-2(b)** will reduce the potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.14, Population, Housing, and Employment**, of the PEIR. The potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere would be significant. Implementation of Mitigation Measures **MM-PHE-2(a)(1)**, **MM-PHE-2(a)(2)**, and **MM-PHE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in the potential to displace substantial numbers of people housing, necessitating the construction of replacement housing elsewhere. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-PHE-2(b)** would reduce adverse effects related to the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere, to the maximum extent feasible, because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-PHE-2(b)** or other comparable measures to mitigate the impacts on housing, of the individual projects related to the potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce impacts related to the displacement of people, at the regional level. While mitigation may provide a reduction in impacts related to the displacement of people, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

**MM-PHE-2(a)(1)** and **MM-PHE-2(a)(2)**, as described for Impact PHE-2.

**Project-Level Implementation Measures**

**MM-PHE-2(b)**, as described for Impact PHE-2.

## VI.O RECREATION

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-REC-1(a)(1)**, **MM-REC-1(a)(2)**, **MM-REC-1(a)(3)**, and **MM-REC-1(a)(4)** and Project-Level Mitigation Measure **MM-REC-1(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.16, Recreation**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-REC-1(a)(1)**, **MM-REC-1(a)(2)**, and **MM-REC-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable. The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-REC-1(b)** would reduce adverse effects related to the 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 to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-REC-1(b)** or other comparable measures to mitigate the impacts of the individual projects on designated recreation facilities, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to recreation at the regional level. While mitigation may provide a reduction in recreation impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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 and other applicable development projects in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this process.

**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.

### ***Project-Level Mitigation Measures***

**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 integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, 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:

- 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:
  - 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 can 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 HQTAs.
- 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-2(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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-REC-2(a)** and Project-Level Mitigation Measure **MM-REC-2(b)** will reduce impacts related to the potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.16, Recreation**, of the PEIR. The potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment would be significant. Implementation of

Mitigation Measures **MM-REC-2(a)** and **MM-REC-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-REC-2(b)** would reduce adverse effects related to the potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-REC-2(b)** or other comparable measures to mitigate the impacts of the individual projects on designated recreation facilities, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to recreation at the regional level. While mitigation may provide a reduction in recreation impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

See **MM-REC-1(b)**, as described for Impact REC-1.

## **VI.P TRANSPORTATION, TRAFFIC, AND SAFETY**

### ***Impact 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, pedestrian and bicycle paths, and mass transit.

**Impact:**

Significant and Unavoidable

**Finding:**

Implementation of SCAG Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and Project-Level Mitigation Measure **MM-TRA-1(b)** will reduce impacts related to the potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. The 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, pedestrian and bicycle paths, and mass transit would be significant. Implementation of Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and **MM-TRA-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to have a substantial adverse effect on a scenic vista. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-TRA-1(b)** would reduce adverse effects on transportation, traffic, and safety, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-TRA-1(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to transportation, traffic, and safety, at the regional level. While mitigation may provide a reduction in related to transportation, traffic, and safety, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council



finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### **SCAG Mitigation Measures**

**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.

**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.

**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 transportation, additional vanpools, additional bicycle sharing and parking programs, and implementation of a universal employee transit access pass (TAP) program.

**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.

**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:

- 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.

**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.

**MM-TRA-1(a)(7):** SCAG shall develop a vanpool program for its employees for commute trips.

**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.

***Project-Level Mitigation Measures***

**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. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. 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:

- 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:
  - 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
  - Distribution of information concerning alternative transportation options
  - Parking spaces sold/leased separately

- Parking management strategies; including attendant/valet parking and shared parking spaces.
- 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 upon consultation with applicable CTCs.
- 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.
- Project Selection:
  - 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.
- Public Involvement:
  - 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.
- Transit and Multimodal Impact Fees:
  - Assess transit and multimodal impact fees for 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.
- System Monitoring:
  - Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.
- Arterial Traffic Management:
  - Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.
- Signal Synchronization:
  - 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:
  - Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.
- Delivery Schedules:
  - 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.
- Bicycle and Pedestrian Trails:
  - 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:
  - 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:
  - 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:
  - 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:
  - 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.
- Parking “Cash-out” Program:
  - 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:
  - 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:
  - 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.

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and **MM-TRA-2(a)** and Project-Level Mitigation Measure **MM-TRA-2(b)** will reduce impacts related to the 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, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. The 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 would be significant. Implementation of Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)**, **MM-TRA-2(a)(1)**, and **MM-TRA-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, 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. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-TRA-2(b)** would reduce adverse effects on transportation, traffic, and safety, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-TRA-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the 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, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to transportation, traffic, and safety, at the regional level. While mitigation may provide a reduction in related to transportation, traffic, and safety, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

See **MM-TRA-1(a) through TRA-1(a)(8)**, as described for Impact TRA-1.

**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.

### ***Project-Level Mitigation***

**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. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. 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 such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:

- 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:
  - 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 Diode (LED) technology or similar technology.
  - Encourage the use of car-sharing programs. 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.
  
- 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 the following items and requirements, if determined feasible and applicable by the Lead Agency:
  - 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, r 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, if determined feasible and applicable by the Lead Agency:
    - 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.

- Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:
  - 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, if determined feasible and applicable by the Lead Agency, including:
  - 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, if determined feasible and applicable by the Lead Agency, including:
  - 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, if determined feasible and applicable by the Lead Agency, including:
  - 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, if determined feasible and applicable by the Lead Agency, including:
  - 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:
  - 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.
- Organize events and workshops to promote GHG-reducing activities.
- Implement a Parking Management Program to discourage private vehicle use, including:
  - 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.
- Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.
- Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.
- Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.
- Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.
- Synchronize traffic signals to reduce congestion and air quality.

- Work with community groups and business associations to organize and publicize walking tours and bicycle events.
- Support legislative efforts to increase funding for local street repair.

### *Impact TRA-5*

Potential to result in inadequate emergency access.

#### **Impact:**

Significant and Unavoidable

#### **Finding:**

Implementation of SCAG Mitigation Measure **MM-TRA-5(a)** and Project-Level Mitigation Measure **MM-TRA-5(b)** will reduce impacts related to the potential to result in inadequate emergency access, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.17, Transportation, Traffic, and Safety**, of the PEIR. The potential to result in inadequate emergency access would be significant. Implementation of Mitigation Measures **MM-TRA-5(a)** and **MM-TRA-5(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in inadequate emergency access. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-TRA-5(b)** would reduce adverse effects on transportation, traffic, and safety, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-TRA-5(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to result in inadequate emergency access as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to transportation, traffic, and safety, at the regional level. While mitigation may provide a reduction in related to transportation, traffic, and safety, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council

finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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:
  - 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.
  - 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.
- 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: 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:
    - 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.

## VI.Q UTILITIES AND SERVICE SYSTEMS

### *Impact 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.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-HYD-5(a)** and Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** will reduce impacts related to the potential to require or result in construction of new storm water drainage facilities or expansion of existing facilities, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. The impact to 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 would be significant. Implementation of Mitigation Measures **MM-HYD-5(a)**, **MM-USS-3(b)**, and **MM-HYD-5(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to require or result in construction of new storm water drainage facilities or expansion of existing facilities. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** would reduce adverse effects on stormwater drainage systems to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** or other comparable measures to mitigate the impacts of the individual projects on stormwater drainage systems, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to stormwater drainage systems at the regional level. While mitigation may provide a reduction in impacts related to utilities and service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

**SCAG Mitigation Measures**

See **MM-HYD-5(a)**, as described for Impact HYD-5.

**Project-Level Mitigation Measures**

**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, as applicable and feasible. 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.

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.

See **MM-HYD-5(b)**, as described for Impact HYD-5.

### *Impact USS-4*

Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.

#### **Impact:**

Significant and Unavoidable

#### **Finding:**

Implementation of SCAG Mitigation Measures **MM-USS-4(a)(1)**, **MM-USS-4(a)(2)**, and **MM-USS-4(a)(3)** and Project-Level Mitigation Measure **MM-USS-4(b)** will reduce impacts related to the potential have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### **Rationale:**

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. The impact to have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements would be significant. Implementation of Mitigation Measures **MM-USS-4(a)(1)**, **MM-USS-4(a)(2)**, **MM-USS-4(a)(3)**, and **MM-USS-4(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-USS-4(b)** would reduce adverse effects on regional and local water supplies to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies “can and should” consider Project-Level Mitigation Measure **MM-USS-4(b)** or other comparable measures to mitigate the impacts of the individual projects on regional and local water supplies, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to water supplies at the regional level. While mitigation may provide a reduction in impacts related to utilities and



service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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.

**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.

**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.

### ***Project-Level Mitigation Measures***

**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:

- 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.

### *Impact USS-6*

Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

#### ***Impact:***

Significant and Unavoidable

#### ***Finding:***

Implementation of SCAG Mitigation Measure **MM-HYD-6(a)** and Project-Level Mitigation Measure **MM-USS-6(b)** will reduce impacts related to the potential to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

#### ***Rationale:***

The above finding is made based on the analysis included in **Section 3.18, Utilities and Service Systems**, of the PEIR. The impact to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs would be significant. Implementation of Mitigation Measures **MM-USS-6(a)** and **MM-USS-6(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to

the authority of a public agency, to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-USS-6(b)** would reduce adverse effects on landfill capacity, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-USS-6(b)** or other comparable measures to mitigate the impacts of the individual projects on landfills, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to exceeding available landfill capacity at the regional level. While mitigation may provide a reduction in impacts related to utilities and service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

Since no specific feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. The SCAG Regional Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the 2016 RTP/SCS, discussed in the Statement of Overriding Considerations.

### ***SCAG Mitigation Measures***

**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 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.

### ***Project-Level Mitigation Measures***

**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, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
  - 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.
- Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote 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

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services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

## SECTION VII

# FINDINGS REGARDING ALTERNATIVES

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### Background

CEQA requires that an EIR describe a reasonable range of alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the proposed project and provides a qualitative analysis of each alternative and a comparison of each alternative to the proposed project. Key provisions of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.

- The discussion of alternatives shall focus on alternatives to the project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The No Project Alternative shall be evaluated along with its potential impacts. The No Project Alternative analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects can be reasonably ascertained and whose implementation is remote and speculative.

### PROJECT OBJECTIVES AND LEGAL REQUIREMENTS

At the time of project approval, the lead agency's decision-making body must determine whether the alternatives are feasible or not -- a task it cannot delegate. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998-1000; and CEQA Guidelines §§ 15025(b)(2), 15091(a)(3).) The lead agency must consider whether specific "economic, legal, social, technological, and other considerations . . . make infeasible mitigation measures or alternatives identified in the environmental impact report." (Pub. Res. Code, § 21081(a)(3); CEQA Guidelines § 15091(a)(3)).

"Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." CEQA Guidelines § 15364; see also CEQA Guidelines § 15021(b). The concept of "feasibility" under CEQA also encompasses "desirability" to the extent that desirability is based on a reasonable balancing of all relevant factors. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Additionally, "policy considerations," may also be taken into account because they are "permissible" under CEQA as "other considerations" that make infeasible mitigation measures or alternatives identified in the EIR. (See *California Native Plant Society*, 177

Cal.App.4th at 1001 (An agency may reject project alternatives if found to be impracticable or undesirable from a policy standpoint.) Finally, an alternative or measure is legally infeasible if “there is no way to legally implement it.” *Sequoyah Hills Homeowners Assn. v. City of Oakland*, 23 Cal.App.4th 704, 714 (1993).

Importantly, CEQA gives lead agencies the authority to approve a project notwithstanding its significant environmental impacts, if the agency determines it is not "feasible" to lessen or avoid the significant effects. (Pub. Res. Code, § 21002). If specifically identified benefits of the project outweigh the significant unavoidable environmental impacts, the adverse impacts may be considered "acceptable," thereby allowing for lead agency approval of the project, notwithstanding such adverse impacts, provided the agency adopts a statement of overriding considerations. (Pub. Res. Code, § 21081.1(b); CEQA Guidelines § 15093).

As called for by the CEQA Guidelines, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The proposed project’s (the 2012-2035 RTP/SCS or the Plan) objectives and goals include:

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

CEQA does not require adoption of an alternative that does not adequately meet project objectives as determined by the lead agency decision-makers. A feasible alternative must meet most, if not all, of these project objectives. In addition, while not specifically required under CEQA, other parameters may be used to further establish criteria for selecting alternatives such as adjustments to phasing, and other “fine-tuning” that could shape feasible alternatives in a manner that could result in reducing identified environmental impacts.

The SCAG Regional Council finds that the Plan meets all of the above objectives and is feasible. With the exception of the No Project Alternative, the other alternatives considered herein meet some but not all of these objectives. SCAG has evaluated three alternatives, including two Action Alternatives and the No-Project Alternative and determined that none of the alternatives were able to avoid the significant impacts associated with the proposed Project. The SCAG Regional Council further finds that the other alternatives are infeasible due to economic, legal, social, technological, and other considerations including policy considerations as discussed in more detail below.

## Overview

Alternatives were analyzed in the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) consistent with the recommendations of § 15126.6 of the State California Environmental Quality Act (CEQA) Guidelines, which require evaluation of a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant Project effects.

The analysis of alternatives is limited to those that SCAG has determined could feasibly attain most of the basic objectives of the 2016 RTP/SCS. Section 15126.6(f) of the CEQA Guidelines describes feasibility as being dependent on site suitability, economic viability, availability of infrastructure, general plan consistency, consistency with other plans or regulatory limitations, jurisdictional boundaries, and the ability of the project proponent to gain access to or acquire an alternative site. As a result of the analysis contained in the PEIR regarding the environmental, health, and social characteristics of the Project and alternatives, SCAG recommends approval of the 2016 RTP/SCS. Support for the 2016 RTP/SCS is directly responsive to the ability to attain all of the objectives of the Project and minimize significant impacts. Therefore, the 2016 RTP/SCS will meet all objectives and reduce the identified significant environmental impacts to the maximum extent feasible.

The alternatives were identified during the 2016 RTP/SCS scenario planning development process as having the potential to avoid significant effects of the Project. § 15126.6(e) of the State CEQA Guidelines requires that a “No Project” Alternative must be evaluated. In addition to the No Project Alternative required to be considered pursuant to CEQA, this PEIR evaluates two other alternatives: (1) 2012 RTP/SCS Updated with Local Input Alternative and (2) Intensified Land Use Alternative. Each of the three alternatives including the No Project Alternative, consists of a transportation network element and a land use pattern element, and is substantively aligned with the scenarios for developing the Plan.<sup>1</sup> The No Project Alternative is based on and aligned with the 2016 RTP/SCS Scenario 1 (“No Build/Baseline: No build network and trend SED”<sup>2</sup>). The 2012 RTP/SCS Updated with Local Input Alternative is based on and aligned with the 2016 RTP/SCS Scenario 2 (“Updated 2012 Plan/Local Input: Updated growth forecast”) of the Draft Scenario Planning Matrix. The Intensified Land Use Alternative is based on a combination of a transportation network of the 2016 RTP/SCS Scenario 3 and land use pattern of the 2016 RTP/SCS Scenario 4.

The effectiveness of each of the alternatives to achieve the basic objectives of the Plan (see **Table VII-1, Summary of Adequacy of Project and Alternatives to Attain Project Goals**) has been evaluated in relation to the statement of vision, goals, guiding policies, and performance measures established for the 2016 RTP/SCS (please see **2016 RTP/SCS Chapter 2** for Vision; **RTP/SCS Chapter 4** for Goals; and **RTP/SCS Chapter 8** for performance measures). The Project would meet all of the goals of the Plan (**Table VII-1**).

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<sup>1</sup> Southern California Association of Governments. Accessed 7 November 2015. *2016-2040 RTP/SCS Draft Scenario Planning Matrix*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg021915draftscenario.pdf>

<sup>2</sup> SED is social-economic data.



**TABLE VII-1  
SUMMARY OF ADEQUACY OF PROJECT AND ALTERNATIVES TO ATTAIN PROJECT GOALS**

<b>Goals</b>	<b>Project: 2016 RTP/SCS</b>	<b>Alternative 1: No Project</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Align the Plan investments and policies with improving regional economic development and competitiveness	Yes	No	Yes	Yes
Maximize mobility and accessibility for all people and goods in the region	Yes	No	Yes	No
Ensure travel safety and reliability for all people and goods in the region	Yes	No	Yes	No
Preserve and ensure a sustainable regional transportation system	Yes	No	Yes	Yes
Maximize the productivity of our transportation system	Yes	No	Yes	Yes
Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Yes	No	No	Yes
Actively encourage and create incentives for energy efficiency, where possible	Yes	No	No	Yes
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Yes	No	No	Yes
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Yes	No	Yes	Yes

**SOURCE:**  
Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. Chapter 4.

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The alternatives are evaluated at a comparative level of detail, consistent with the provisions of § 15126.6(d) of the State CEQA Guidelines (**Table VII-2, Summary of Project and Alternatives**). Concentration of development to improve the transportation network and accommodated anticipated population growth are among the guiding principles for the 2016 RTP/SCS. Development of greenfields varies widely among the alternatives (**Table VII-2**). At approximately 154 square miles of greenfield land consumption, the No Project Alternative has the greatest anticipated conversion of greenfields, while Alternative 3: Intensified Land Use Alternative would reduce that development of greenfields to approximately 91 square miles.

**TABLE VII-2  
SUMMARY OF PROJECT AND ALTERNATIVES**

Elements	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
<b>Greenfield Land Consumption</b>	118 square miles	154 square miles	138 square miles	91 square miles
<b>Highway Network</b>	78,712 lane mile 1.9 billion capacity mile	71,864 lane mile 1.7 billion capacity mile	78,712 lane mile 1.9 billion capacity mile	78,712 lane mile 1.9 billion capacity mile
<b>Transit Network (route mile)</b>	15,202	13,870	14,616	15,202
<b>Transit Boarding (daily)</b>	4.5 million	3.4 million	4.1 million	4.6 million
<b>Congestion (speed)</b>	35.5 (AM Peak) 33.6 (PM Peak)	30.5 (AM Peak) 29.2 (PM Peak)	35.1 (AM Peak) 33.2 (PM Peak)	35.6 (AM Peak) 33.6 (PM Peak)
<b>Vehicle Miles Traveled (VMT)<sup>1</sup></b>	510,825,644 (total) 23.08 (VMT per capita)	546,637,388 (total) 24.70 (VMT per capita)	518,229,699 (total) 23.41 (VMT per capita)	505,287,503 (total) 22.83 (VMT per capita)
<b>Vehicle Hours Traveled (VHT)<sup>1</sup></b>	13,223	15,768	13,522	13,103
<b>Vehicle Hours Delay<sup>1</sup> (1,000 hours)</b>	2,264 (total) 6.14 (Delay per capita)	3,875 (total) 10.51 (Delay per capita)	2,381 (total) 6.45 (Delay per capita)	2,094 (total) 5.68 (Delay per capita)
<b>Active Transportation Strategies</b>	12,700 miles local, regional and greenway networks; First mile/last mile strategy at and around 224 rail or fixed-guide way bus stations; 670 miles livable corridors; 880 stations and 8,800 bicycles for bike share services; 10,500 new or improved sidewalks; 50% of schools covered for Safe Routes to School (SRTS) programs and projects (approx. \$280 million)	7,042 mile local bikeway network; Remaining as 755 greenways; Limited First mile/last mile strategy; No Livable Corridors; SRTS not available	10,000 mile local bikeway network; 1,8000 mile greenways; Limited First mile/last mile strategy; No Livable Corridors; 40% of schools covered for SRTS programs and projects	Same as the Plan 12,702 Local, regional, and greenway network; 880 stations for bike share services; 670 miles of Livable Corridors; 50% of schools covered for SRTS programs and projects
<b>Active Transportation (billions of dollars)</b>	12.9	0.520	6.7	12.9
<b>Land Use and Transit Coordination (HQTAs)</b>	46% homes 55% employees	36% homes 44% employees	39% homes 48% employees	51% homes 60% employees
<b>Land Pattern Focus</b>	13% urban infill 49% compact walkable 38% standard suburban	3% urban infill 11% compact walkable 86% standard suburban	13% urban infill 32% compact walkable 56% standard suburban	13% urban infill 52% compact walkable 35% standard suburban
<b>Housing Mix</b>	41% Multifamily 8% Townhome 19% Single Family (SF) small lot 32% SF large lot	36% Multifamily 7% Townhome 18% SF small lot 39% SF large lot	39% Multifamily 8% Townhome 18% SF small lot 36% SF large lot	42% Multifamily 9% Townhome 19% SF small lot 31% SF large lot
<b>Cumulative Residential and Commercial Building Energy Consumed and Energy Costs</b>	19,563 trillion Btu \$735 billion	20,311 trillion Btu \$762 billion	19,987 trillion Btu \$750 billion	19,360 trillion Btu \$728 billion
<b>Cumulative Residential and Commercial Building Water Use and Water Costs</b>	133,159,398 acre-feet \$185 billion	134,021,274 acre-feet \$186 billion	133,490,682 acre-feet \$185 billion	132,743,551 acre-feet \$184 billion
<b>Per Household Total Cost (driving + utilities)</b>	\$13,994	\$15,969	\$14,681	\$13,342

**NOTE:**  
1. This includes light and medium-duty vehicles, and heavy-duty trucks.  
**SOURCE:**  
SCAG Modeling, 2015.

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Consistent with the requirements of § 15126.6(d) of the State CEQA Guidelines, the PEIR analysis provides information for the alternatives, including the No Project Alternative to allow meaningful evaluation, analysis, and comparison with the Project, inclusive of direct, indirect, and cumulative impacts (**Table VII-3, Summary of Impacts for Project and Alternatives**). The evaluation demonstrates if the alternative is able to avoid or reduce the significant and unavoidable effects of the Project.

**TABLE VII-3  
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES**

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
<b>Aesthetics</b>				
Scenic Vistas	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Scenic Highways	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Significant and Unavoidable)
Visual Character or Quality	Significant and Unavoidable	Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Light and Glare/Shade and Shadow	Significant and Unavoidable	Greater (Light & Glare)/Less (Shade & Shadow) (Significant and Unavoidable)	Greater (Light & Glare)/Less (Shade & Shadow) (Significant and Unavoidable)	Similar (Light & Glare)/Greater in Urban Areas (Shade & Shadow) (Significant and Unavoidable)
<b>Agriculture and Forestry Resources</b>				
Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Conflict with zoning for agricultural use, or a Williamson Act contract	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Conflict with zoning for forest land, timberland, or Timberland Production	Less than Significant	Similar (Less than significant)	Similar (Less than Significant)	Similar (Less than Significant)
Loss or conversion of forest land	Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Conversion of Farmland to non-agricultural or forest land to non-forest use	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
<b>Air Quality</b>				
Conflict with or obstruct implementation of an air quality plan	Less than Significant	Greater (Significant and Unavoidable)	Similar (Less than Significant)	Similar (Less than Significant)
Violate any air quality standard	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Cumulatively considerable net increase for pollutants in nonattainment	Less than Significant	Greater (Significant and Unavoidable)	Greater (Less than Significant)	Less (Less than Significant)
Sensitive receptors and public health	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater in some areas (Significant and Unavoidable)
Objectionable odors	Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<b>Biological Resources</b>				
Listed, Sensitive, special status species	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Riparian habitat	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Federally protected wetlands	Less than Significant after Mitigation	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Less (Less than Significant after Mitigation)
Wildlife movement and corridors	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)

**TABLE VII-3  
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES**

<b>Issue Area</b>	<b>Project: 2016 RTP/SCS</b>	<b>Alternative 1: No Project</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Conflict with local policies and ordinances	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Conflict with HCP or NCCP	Less than Significant after Mitigation	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Less (Less than Significant after Mitigation)
<b>Cultural Resources</b>				
Historical Resources	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Archeological Resources	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Paleontological Resources	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Human Remains	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
<b>Energy</b>				
Non-renewable energy consumption	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Residential energy consumption	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Building energy consumption	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Water and water-energy consumption	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
<b>Geology /Soils</b>				
Seismicity	Significant and Unavoidable	Similar Significant and Unavoidable	Similar (Significant and Unavoidable )	Similar (Significant and Unavoidable )
Soil Erosion and Loss of Topsoil	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable )	Similar (Significant and Unavoidable )
Unstable soil, landslide, lateral spreading, subsidence, liquefaction	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable )	Similar (Significant and Unavoidable )
Expansive soils	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable )	Less (Significant and Unavoidable )
Suitability of soils for septic tanks	Less than Significant	Less than Significant	Less than Significant	Less than Significant
<b>Greenhouse Gas Emissions and Climate Change</b>				
GHG Emissions compared to existing conditions (2015)	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Conflict with SB 375	Less than Significant	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Less than Significant)
Conflict with AB 32 or other applicable plans, policy, or regulation adopted for the purpose of reducing GHG emissions	Significant and unavoidable (cumulative impacts)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
<b>Hazards &amp; Hazardous Materials</b>				
Routine transport, use, or disposal of hazardous materials	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)

**TABLE VII-3  
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES**

<b>Issue Area</b>	<b>Project: 2016 RTP/SCS</b>	<b>Alternative 1: No Project</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Accidental release of hazardous materials	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Hazardous emissions or materials emission or handling near a school	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Hazardous sites database	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Airport hazards within an airport land use plan	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Private airstrip safety hazard	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Interference with an emergency response or emergency evacuation plan	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Expose people or structures to wild land fires	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Greater (Less than Significant after Mitigation)	Less (Less than Significant after Mitigation)
<b>Hydrology / Water Quality</b>				
Violate water quality or waste discharge standards	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Greater (Less than Significant after Mitigation)	Less (Less than Significant after Mitigation)
Deplete groundwater supplies or interfere with groundwater recharge	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Alter existing drainage pattern	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
create or contribute to runoff water	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Degrade water quality	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Place housing in a 100-year flood plain	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
place structures in a 100-year flood hazard area	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Expose people or structures to loss and flooding from dam or levee failure	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Inundation by seiche, tsunami, or mudflow	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
<b>Land Use and Planning</b>				
Conflict with an applicable land use plan, policy, or regulation	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Physically divide an established community	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Conflict with HCP or NCCP	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
<b>Mineral Resources</b>				
loss of availability of a known mineral resource	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)

**TABLE VII-3  
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES**

<b>Issue Area</b>	<b>Project: 2016 RTP/SCS</b>	<b>Alternative 1: No Project</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Result in the loss of availability of a locally important mineral resource	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
<b>Noise</b>				
Exposure to or generation of noise in excess of standards	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Ground borne vibration	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Increase in ambient noise levels	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Temporary or periodic increase in ambient noise levels	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Airport noise levels	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Private airstrip noise levels	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
<b>Population, Housing, and Employment</b>				
Induce population growth	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Displace existing housing	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Displace people requiring construction of replacement housing	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
<b>Public Services</b>				
Require additional Fire Protection and Emergency Response Service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
Require additional Public Protective Security Service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
Require additional School service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
<b>Recreation</b>				
Increase use of existing recreational facilities	Significant and Unavoidable	Somewhat Less (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)	Greater in urban areas (Significant and Unavoidable)
Require expansion or construction of recreation facilities	Significant and Unavoidable	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
<b>Transportation, Traffic, and Safety</b>				
Conflict with a plan, ordinance, or policy	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Conflict with a congestion management plan	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Change in air traffic patterns	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)



**TABLE VII-3  
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES**

<b>Issue Area</b>	<b>Project: 2016 RTP/SCS</b>	<b>Alternative 1: No Project</b>	<b>Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative</b>	<b>Alternative 3: Intensified Land Use Alternative</b>
Increase hazards due to design features	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
Inadequate emergency access	Less than Significant with Mitigation	Greater (Less than Significant with Mitigation)	Greater (Less than Significant with Mitigation)	Greater (Less than Significant With Mitigation)
Conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
<b>Utilities and Service Systems</b>				
Exceed RWQCB wastewater treatment requirements	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Significant and Unavoidable)
Construction of new water or wastewater treatment facilities	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Greater (Significant and Unavoidable)
Construction of new or expansion of existing stormwater drainage facilities	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Water supply	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Determination by wastewater treatment provider of inadequate capacity	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Landfill capacity and solid waste	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Noncompliance with federal, state, and local statutes and regulations related to solid waste	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Significant and Unavoidable)

**TABLE VII-4  
SUMMARY OF COMPARATIVE IMPACTS BETWEEN ALTERNATIVES AND THE PROPOSED PROJECT**

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

## VII.A ALTERNATIVE 1: NO PROJECT ALTERNATIVE

### Description of Alternative

The No Project Alternative is required by § 15126.6(e)(2) of the CEQA Guidelines and assumes that the Plan would not be implemented. The No Project Alternative allows decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative evaluates “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Guidelines § 15126.6(e)(2)).

For purposes of this document, the No Project Alternative is aligned with the 2016 RTP/SCS “Baseline” scenario (Scenario 1 in the Draft Scenario Planning Matrix<sup>3</sup>). The No Project Alternative includes those transportation projects that are in place at the time of preparation of the 2016 RTP/SCS and 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. “Exempt projects” that include safety projects and certain mass transit projects, transportation control measures (TCMs) that are approved by the State Implementation Plan, and project phases that were authorized by the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) prior to expiration of SCAG’s conformity finding for the adopted 2012 RTP/SCS, would also be included in the No Project Alternative since they could move forward in the absence of an adopted 2016 RTP/SCS.<sup>4</sup> These reasonably foreseeable projects fulfill the definition of the CEQA-mandated “No Project Alternative.”

The land use strategies included in the No Project Alternative are based on the trending socioeconomic growth projection to the future (2040) using data from 1990 to the present, and updated with the same jurisdictional local input population, household and employment data as those in the 2016 RTP/SCS to reflect the most recent local input growth estimates in the region. This “trend baseline” is a “no build” scenario.

### Effectiveness in Meeting Project Objectives

Although the No Project Alternative is not capable of meeting any of the goals of the Project, it has been analyzed, as required by CEQA (**Table VII-1**).

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<sup>3</sup> Southern California Association of Governments. Accessed 7 November 2015. *2016-2040 RTP/SCS Draft Scenario Planning Matrix*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/osw021915draftscenario.pdf>

<sup>4</sup> Federal Highway Administration. *Transportation Conformity: A Basic Guide for State and Local Officials (Revised 2010)*, FHWA-HEP-11-001. Available at: [http://www.fhwa.dot.gov/environment/air\\_quality/conformity/guide/guide10.cfm](http://www.fhwa.dot.gov/environment/air_quality/conformity/guide/guide10.cfm)

## Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS

The No Project Alternative does not avoid the significant and unavoidable impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 1, the No Project Alternative, would result in *greater* impacts than the 2016 RTP/SCS in 11 resource areas: (1) Agriculture and Forestry Resources; (2) Air Quality (Criteria Pollutants, Health Risk Assessment); (3) Biological Resources; (4) Cultural Resources (Archaeological, Paleontological, and Human Remains); (5) Energy; (6) Geology and Soils; (7) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (8) Hazards and Hazardous Materials; (9) Hydrology and Water Quality; (10) Transportation, Traffic, and Safety; and (11) Utilities and Service Systems.

Alternative 1 would result in *similar* impacts as the Plan in three resource areas: (1) Aesthetics, (2) Public Services, and (3) Recreation.

Alternative 1 would result in less severe impacts compared to the Plan for four resource areas: (1) Land Use and Planning; (2) Mineral Resources; (3) Noise; and (4) Population, Housing, and Employment.

On balance, the Project is environmentally superior compared to Alternative 1, the No Project Alternative.

## Findings and Rationale

SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 1 infeasible, and rejects this Alternative for the following reasons.

**Reason 1.** Alternative 1 fails to meet all of the Project objectives as follows:

- **Align the Plan investments and policies with improving regional economic development and competitiveness**
  - Alternative 1 does not align plan investments and policies with improving regional economic development and competitiveness because it would not use transportation investments to create economic benefits; nor would it enhance the goods movement system to support economic development to the same degree as the 2016 RTP/SCS.
- **Maximize mobility and accessibility for all people and goods in the region**
  - Alternative 1 does not maximize mobility and accessibility for all people and goods in the region because it would not create equitable transportation opportunities for all communities of concern or ensure access to jobs, services, and recreation for populations with fewer transportation choices as would the 2016 RTP/SCS.

- **Ensure travel safety and reliability for all people and goods in the region**
  - Alternative 1 does not ensure travel safety and reliability for all people and goods in the region because the improved operations and new technologies that make travel safer and more reliable would not be employed; nor would the efficiency of the transportation system be managed to improve traffic flow to the same degree as the 2016 RTP/SCS. Furthermore, Alternative 1 would not maintain the transportation system in a good state of repair or improve emergency preparedness as would the 2016 RTP/SCS.
  
- **Preserve and ensure a sustainable regional transportation system**
  - Alternative 1 does not preserve and ensure a sustainable regional transportation system because (1) all transit improvements associated with the 2016 RTP/SCS would not be available; (2) efficient management of the transportation system and demands on the system would not be provided to the same degree as the 2016 RTP/SCS; (3) SB 375 GHG emissions targets for passenger cars and light trucks would not be met; (4) regional air quality would not improve to the same degree as the 2016 RTP/SCS; and (5) land use strategies identified in the SCS, which calls for a more compact, efficient land use pattern would not be sufficiently employed to achieve the benefits of compact development achieved by the Plan.
  
- **Maximize the productivity of our transportation system**
  - Alternative 1 does not maximize the productivity of the transportation system in the SCAG region, because it does not provide a transportation system that offers efficient and affordable travel options for people and goods. It would not make system improvements that are needed to better connect people with jobs and other activities as would the 2016 RTP/SCS.
  
- **Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)**
  - Alternative 1 does not protect the environment and health for SCAG region residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) because Alternative 1 does not employ the land use strategies in the SCS that encourage increased density and a compact land form in High Quality Transit Areas (HQTAs) that would facilitate active transportation opportunities and promote walking, biking and other recreational activities in urban environment that would help improve public health. Nor does Alternative 1 make system improvements to better connect people with jobs and other activities through active transportation as would the 2016 RTP/SCS. In addition, Alternative 1 lacks sufficient funding to support active transportation as compared to the Plan. The Plan includes \$12.9 billion in funding for expanded and maintenance of active transportation networks throughout the region. Alternative 1 would not meet the GHG emissions targets for passenger cars and light trucks and therefore, air quality would not be improved to the same degree as the 2016 RTP/SCS.

- **Actively encourage and create incentives for energy efficiency, where possible**
  - Alternative 1 does not actively encourage and create incentives for energy efficiency, where possible, because Alternative 1 does not encourage or provide for such incentives. The 2016 RTP/SCS actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, water consumption-related energy, and natural gas. The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation fuel costs and residential energy bills. The 2016 RTP/SCS also acknowledges local and subregional energy efficiency and alternative fueled vehicle programs that reduce the region's energy consumption, improve the air quality, and contribute to decreases in greenhouse gases emissions.
  
- **Encourage land use and growth patterns that facilitate transit and non-motorized transportation**
  - Alternative 1 does not encourage sufficient land use and growth patterns to facilitate transit and non-motorized transportation because it does not employ the same level of commitment to the land use and transportation strategies in the SCS that encourage increased density and a compact land form and facilitates transit and non-motorized transportation.
  
- **Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.**
  - Alternative 1 does not maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies because the improved operations and new technologies that make the regional transportation system more secure would not be employed.

## **Reason 2.**

Alternative 1 does not avoid or substantially lessen the significant and unavoidable environmental impacts for the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources. The Project would have less than significant impacts in relation to cumulatively considerable air quality impacts in non-attainment areas. However, the No Project Alternative would have significant and unavoidable air quality impacts in non-attainment areas.

## **Reason 3.**

Alternative 1 is legally infeasible. It does not meet the requirements of federal transportation planning law. Pursuant to 23 USC §134(i), SCAG is required to “prepare and update” its RTP every four years if it encompasses an area designated as nonattainment under the federal Clean Air Act. Nor would Alternative 1 include the SCS as a component to the RTP as required pursuant to SB 375 (California Government Code

§65080(b)(2)(B)). Alternative 1 also does not meet the requirements of 23 USC §134(h)(1), which requires that the RTP contain projects and strategies that will:

- (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) Increase the safety of the transportation system for motorized and non-motorized users;
- (C) Increase the security of the transportation system for motorized and non-motorized users;
- (D) Increase the accessibility and mobility of people and for freight;
- (E) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) Promote efficient system management and operation; and
- (H) Emphasize the preservation of the existing transportation system.

#### **Reason 4.**

The No Project Alternative does not avoid the significant and unavoidable impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources. The 2016 RTP/SCS would have less than significant impacts when compared to the No Project Alternative.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 1 infeasible for consideration.

## **VII.B ALTERNATIVE 2: 2012 RTP/SCS UPDATED WITH LOCAL INPUT ALTERNATIVE**

### **Description of Alternative**

For purposes of this document, the 2012 RTP/SCS Updated with Local Input Alternative is aligned with Scenario 2 in the Draft Scenario Planning Matrix.<sup>5</sup> It retains transportation investments and land use strategies of the 2012 RTP/SCS, updated with the same local input incorporated in the 2016 RTP/SCS to reflect the most recent local input growth estimates in the region. This Alternative does not include land use strategies included within the 2016 RTP/SCS, but includes all of the modifications and projects in the 2012

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<sup>5</sup> Southern California Association of Governments. Accessed 7 November 2015. 2016-2040 RTP/SCS Draft Scenario Planning Matrix. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg021915draftscenario.pdf>

RTP/SCS through Amendment 2. This Alternative will consider continued implementation of the policies, strategies, and projects included in the 2012 RTP/SCS.<sup>6</sup>

## Effectiveness in Meeting Project Objectives

Alternative 2 meets some, but not all, of the Project goals (**Table VII-1**). Specifically, it is less effective than the Plan in meeting three goals:

- Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

## Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS

Alternative 2 does not avoid or substantially lessen the significant and unavoidable impacts of the 2016 RTP/SCS.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 2, 2012 RTP/SCS Updated with Local Input Alternative, would result in *greater* impacts than the 2016 RTP/SCS in eight (8) resource areas: (1) Agriculture and Forestry Resources; (2) Biological Resources; (3) Energy; (4) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (5) Hazards and Hazardous Materials; (6) Hydrology and Water Quality; (7) Transportation, Traffic and Safety; and (8) Utilities and Service Systems.

Alternative 2 would result in *similar* impacts as the Plan in seven (7) resource areas: (1) Aesthetics; (2) Air Quality (Criteria Pollutants, Health Risk Assessment/Population Adjacent to Freeways); (3) Cultural Resources (Archaeological, Paleontological, and Human Remains); (4) Geology and Soils; (5) Mineral Resources; (6) Population, Housing, and Employment; and (7) Public Services.

Alternative 1 would result in less severe impacts compared to the Plan for three (3) resource areas: (1) Land Use and Planning, (2) Noise, and (3) Recreation.

On balance, the Project is environmentally superior compared to Alternative 2, the 2012 RTP/SCS Updated with Local Input Alternative.

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<sup>6</sup> Southern California Association of Governments. Adopted April 2012. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <http://scagrtpscsc.net/Pages/2012RTPSCS.asp>



## Findings and Rationale

SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 2 infeasible and rejects this Alternative for the following reasons:

### Reason 1.

Alternative 2, meets some but not all the Project objectives. Specifically, it is less effective than the Project in meeting the three goals as follows:

- **Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)**
  - Alternative 2 is not as effective as the Project in protecting the environment and health for residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) because Alternative 2 does not employ the land use strategies in the SCS of the Project that encourage increased density and a compact land form in HQTAs and enhance a regional planning approach to providing more opportunities and facilities for walking, biking, and other recreational activities. In addition, Alternative 2 does not employ the investment strategies for active transportation. Alternative 2 lacks sufficient funding to support active transportation as compared to the Plan. The Plan includes \$12.9 billion (\$8.1 for capital projects and \$4.8 for operations and maintenance) in funding for expanded active transportation networks throughout the region. Finally, Alternative 2 would not meet the GHG emissions targets for passenger cars and light trucks, and therefore, air quality would not be improved to the same degree as the 2016 RTP/SCS.
  
- **Actively encourage and create incentives for energy efficiency, where possible**
  - Alternative 2 does not create incentives for energy efficiency unlike the Plan, which actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, water consumption-related energy, and natural gas. The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation fuel costs and residential energy bills. The 2016 RTP/SCS also acknowledges local and subregional energy efficiency and alternative fueled vehicle programs that reduce the region's energy consumption, improve the air quality, and contribute to decreases in greenhouse gases emissions.
  
- **Encourage land use and growth patterns that facilitate transit and non-motorized transportation**
  - Alternative 2 does not encourage land use and growth patterns that facilitate transit and non-motorized transportation because it does not employ the land use and transportation strategies in the SCS of the Project which encourage increased

density and a compact land form in HQTAs and facilitate transit and non-motorized transportation.

**Reason 2.**

Alternative 2 does not avoid or substantially lessen the significant and unavoidable environmental impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources.

**Reason 3.**

Alternative 2 would not meet the GHG emissions targets for passenger cars and light trucks as required by SB 375, is therefore, legally infeasible.

**Reason 4.**

The level of impact for Alternative 2 varies in relation to the land use development pattern, but is not capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population that is anticipated for the SCAG region. Alternative 2 requires implementation of the same mitigation measures required for the 2016 RTP/SCS but would not resolve any of the significant and unavoidable impacts of the Plan.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 2 infeasible for consideration.

**VII.C           ALTERNATIVE 3: INTENSIFIED LAND USE ALTERNATIVE  
(Environmentally Superior Alternative)**

**Description of Alternative**

This Intensified Land Use Alternative is based on a transportation network for the 2016 RTP/SCS (Scenario 3 in the Draft Scenario Planning Matrix), plus more aggressive densities and land use patterns of Scenario 4 in the Draft Scenario Planning Matrix. The land use pattern in this Alternative builds on and pushes the land use strategies as described in the 2016 RTP/SCS and beyond. Specifically, it increases densities and intensifies land use patterns of the Project in some major parts of the region, especially in and around some HQTAs in an effort to maximize transit opportunities. The growth pattern associated with this Alternative optimizes urban areas and suburban town centers, transit oriented developments (TODs), HQTAs, livable corridors, and neighborhood mobility areas. It also includes a greater progressive job-housing distribution optimized for TODs and infill in HQTAs. This Alternative considers the basis of the Project with enhancements to increase benefits related to the region's accelerated SB 375 GHG emissions reduction trend into 2040 and beyond, and related improvements for air quality, livability, public health, active

transportation opportunities, Environmental Justice, and affordability benefits. This Alternative also assumes the enhanced benefits from technology over the 25-year planning horizon.

Of the three alternatives, Alternative 3, Intensified Land Use Alternative, would be considered the environmentally superior alternative because it uses a more compact land use pattern (**Table VII-4, Summary of Comparative Impacts between Alternatives and the Project**). Alternative 3 would result in somewhat less adverse impacts for nine out of the 18 environmental resource areas that were analyzed pursuant to Appendix G of the State CEQA Guidelines (agriculture and forestry resources; biological resources; cultural resources; energy, greenhouse gas emissions and climate change; hazards and hazardous materials; hydrology and water quality; transportation, traffic, and safety; and utilities and service systems.

More specifically, Alternative 3 would be considered the environmentally superior alternative from the perspective of fewer impacts to natural lands and reduced GHG emissions because it substantially restricts the use of land for single-family development and concentrates development in existing urban centers around transit stations and activity centers. Therefore, Alternative 3 has less impact on rural and undeveloped areas. The more intensified and compact land use development pattern would result in somewhat less adverse impacts to energy, land, and water resources due to the more densified pattern of development. Alternative 3 would also achieve greater overall reductions in criteria air pollutants and greenhouse gas emissions, as a result of the more compact pattern of land use development. However, Alternative 3 would have more severe impacts on the built environment (i.e., seven CEQA impact categories: localized air quality, land use; noise and vibration, displacement, public services, traffic delay, and existing overtaxed recreation facilities in the vicinity of HQTAs).

### **Effectiveness in Meeting Project Objectives**

Alternative 3 is capable of meeting most but not all of the Project goals (**Table VII-1**). Specifically, it is less effective in meeting two goals:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.

### **Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS**

Of the three alternatives, Alternative 3, Intensified Land Use Alternative, would be considered the environmentally superior alternative because it uses a more compact land use pattern (**Table VII-4, Summary of Comparative Impacts between Alternatives and the Project**). More specifically, Alternative 3 would be considered the environmentally superior alternative from the perspective of fewer impacts to natural lands and reduced GHG emissions because it substantially restricts the use of land for single-family development and concentrates development in existing urban centers around transit stations and activity centers. Therefore, Alternative 3 has less impact on rural and undeveloped areas. The more intensified and compact land use development pattern would result in somewhat less adverse impacts to energy, land, and water resources due to the more densified pattern of development. Alternative 3 would also achieve greater overall reductions in criteria air pollutants and greenhouse gas emissions, as a result of the more

compact pattern of land use development. However, Alternative 3 would result in more severe impacts on the built environment (i.e., seven CEQA impact categories: localized air quality, land use; noise and vibration, displacement, public services, traffic delay, and existing overtaxed recreation facilities in the vicinity of HQTAs). However, Alternative 3 does not avoid or substantially lessen the significant and unavoidable impacts of the 2016 RTP/SCS.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 3, Intensified Land Use Alternative, would result in *greater* impacts than the Project in four (4) resource areas: (1) Land Use and Planning; (2) Noise; (3) Recreation; and (4) Transportation, Traffic, and Safety.

Alternative 3 would result in *similar* impacts as the Project in eight (8) resource areas: (1) Aesthetics; (2) Agriculture and Forestry Resources (3) Air Quality (Criteria Pollutants, Health Risk Assessment/Population Adjacent to Freeways); (4) Cultural Resources (Archaeological, Paleontological, and Human Remains); (5) Geology and Soils; (6) Mineral Resources; (7) Population, Housing, and Employment; and (8) Public Services.

Alternative 3 would result in less severe impacts compared to the Project for seven (7) resource areas: (1) Biological Resources; (2) Cultural Resources; (3) Energy; (4) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (5) Hazards and Hazardous Materials; (6) Hydrology and Water Quality; and (7) Utilities and Service Systems.

On balance, Alternative 3, the Intensified Land Use Alternative, is environmentally superior compared to the Project.

## Findings and Rationale

The SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 3 infeasible and rejects this Alternative for the following reasons:

### Reason 1.

Alternative 3 meets some but not all of the Projects objectives. It is less effective than the Project with respect to the following two objectives:

- **Maximize the mobility and accessibility for all people and goods in the region**
  - Alternative 3 does not maximize mobility and accessibility for all people and goods in the region, as a whole, to the extent of the 2016 RTP/SCS because it results in more and greater localized impacts in some major parts of the region by including more aggressive densities and land use development patterns in these areas compared to the Project. In these more compactly developed areas, greater localized concentrations of criteria pollutants and toxics, when exposed to sensitive receptors of these pollutants such as children and the elderly, can result in greater significant health consequences. These localized adverse impacts typically occur on major roadways at heavily travelled intersections. The potential for a greater significant localized carbon monoxide impact is present when intersections with

heavy traffic are located in proximity to sensitive receptors, resulting in more severe localized and concentrated traffic conditions with adverse mobility and reliability consequences for goods and people (increased vehicle and truck delay). In contrast, for the same areas, the Project (2016 RTP/SCS) will not result in as great localized air quality impacts and health risks as the Alternative 3. Overall, with the Project, exposure to and risk of localized air emissions and traffic are less compared to a more aggressive development scenario with a denser concentration of people at some HQTAs and TPAs. In contrast to Alternative 3, the Project will improve mobility and provide congestion relief across the entire SCAG region. The Project also increases accessibility to jobs by improving the time and costs associated with daily commuting.

- **Ensure travel safety and reliability for all people and goods in the region**
  - Alternative 3 does not ensure travel safety and reliability for all people and goods in the region because it includes more aggressive densities and land use development pattern in some of the opportunity areas such as the HQTAs. In these more compactly developed areas, they are more concentrated environments for all modes of travel of people and goods. Such environments may result in more localized travel safety concerns such as more potential pedestrian and bicycle collisions and adverse reliability consequences for some people and goods travelling in and through these areas. In contrast, implementation of the Project would generally improve travel safety and reliability of people and goods across the region.

## Reason 2.

Although Alternative 3 would result in fewer impacts to natural lands and require less extension of infrastructure, it would result in greater localized impacts in air quality, health and safety to some urban areas and people. The more aggressive densities and land use development patterns in Alternative 3 pushes the local land use plans to an extent that may not be socially feasible and acceptable by citizens, cities and/or counties in the SCAG region. Also, Alternative 3 is not consistent with SCAG policies on land use and growth forecast development framework. This Alternative is much more extreme and deviates from the bottom-up local review and input process than the Project (Plan). This Alternative's datasets were not part of the datasets extensively reviewed by SCAG's local jurisdictions, and as such, is not consistent with the local review input process that the SCAG's Regional Council adopted to develop the land use and growth forecasts for the Plan. SCAG cannot adopt land use and growth forecasts which were not developed in accordance with the bottom-up local review and input process that was directed by the SCAG's Community, Economic and Human Development (CEHD) Committee. The CEHD took action to support and direct SCAG to implement this local review and input process in June 2013<sup>7</sup> and subsequently, SCAG's Regional Council

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<sup>7</sup> Southern California Association of Governments 6 June 2013. *Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development*. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd060613fullagn.pdf>

took the same action in August 2013<sup>8</sup>. The process was initiated with communication with all SCAG region local jurisdictions in September 2013<sup>9</sup>. As such, Alternative 3 is also infeasible for policy considerations.

**Reason 3.**

The level of impact for Alternative 3 varies in relation to the land use development pattern, but is not capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population that is anticipated for the SCAG region. Alternative 3 requires implementation of the same mitigation measures required for the 2016 RTP/SCS but would not resolve any of the significant and unavoidable impacts of the Plan.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 3 infeasible for consideration.

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<sup>8</sup> Southern California Association of Governments 1 August 2013. *Bottom-up Local Input Process for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Growth Forecast Development*. Available at: [http://scag.granicus.com/GeneratedAgendaViewer.php?view\\_id=9&clip\\_id=477](http://scag.granicus.com/GeneratedAgendaViewer.php?view_id=9&clip_id=477)

<sup>9</sup> Southern California Association of Governments 12 September 2013. *Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)*. Available at: [http://scag.granicus.com/GeneratedAgendaViewer.php?view\\_id=9&clip\\_id=496](http://scag.granicus.com/GeneratedAgendaViewer.php?view_id=9&clip_id=496)

## **SECTION VIII**

# **FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PROGRAM**

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### **VIII.A            REQUIREMENTS OF MITIGATION MONITORING AND REPORTING PROGRAM**

According to Section 21081.6 of the Public Resources Code, the California Environmental Quality Act requires that when a public agency is making the findings required by Sections 21081, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment.

The Southern California Association of Governments (SCAG) through its governing body, the Regional Council, hereby finds that the Mitigation Monitoring and Reporting Program (MMRP) meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring program designed to ensure compliance during implementation of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The MMRP monitors the mitigation measures to be implemented by SCAG, and the performance standards-based mitigation measures that can and should be considered lead agencies at the individual project-level, as applicable and feasible. Project-level mitigation may be required as a result of evaluation and entitlement of subsequent transportation and developments projects during implementation of the 2016 RTP/SCS and are wholly within the authority, responsibility, and/or jurisdiction of project-level lead agencies or other agencies serving as lead agencies under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes.

# SECTION IX

## FINDINGS REGARDING LOCATION AND CUSTODIAN OF DOCUMENTS

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### IX.A LOCATION AND CUSTODIAN OF DOCUMENTS

Section 15091(e) of the California Code of Regulations, California Environmental Quality Act Guidelines, requires the public agency to specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which the decision is based. Section 6.1 of the Program Environmental Impact Report (PEIR) contains a list of all references used in the preparation of the environmental analysis. Unless otherwise noted, reference materials are located at the Southern California Association of Governments (SCAG) Main Office, which shall also serve as the custodian of the documents constituting the record of proceedings upon which the Regional Council, the governing board for SCAG, has based its decision related to the project. The designated location and custodian of documents is as follows:

Southern California Association of Governments  
Attn: Ms. Lijin Sun  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017  
Telephone: (213) 236-1882  
E-Mail: [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov)

For purposes of CEQA, the Record of Proceedings for the 2016-2040 RTP/SCS consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by SCAG and in conjunction with the 2016-2040 RTP/SCS.
- The Draft and Final PEIRs, including appendices and technical studies included or referenced in the Draft and Final PEIRs.
- All comments submitted by agencies or members of the public during the 60-day public comment period on the Draft PEIR.
- The MMRP for the 2016-2040 RTP/SCS.
- All Findings and resolutions adopted by the SCAG Regional Council in connection with the 2016-2040 RTP/SCS, and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the 2016-2040 RTP/SCS.
- All documents and information submitted to SCAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the 2016-2040 RTP/SCS, up through the date the SCAG Regional Council approved the 2016-2040 RTP/SCS.



*Findings of Fact and Statement of Overriding Considerations*

- Minutes and/or summary transcripts of all public meetings and public hearings held by SCAG, in connection with the 2016-2040 RTP/SCS.
- Any documentary or other evidence submitted to SCAG at such public meetings and public hearings.
- Matters of common knowledge to SCAG, including, but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

References associated with the PEIR, and technical analysis related to the PEIR for this project that are not available from the SCAG, are located at Sapphos Environmental, Inc.:

Sapphos Environmental, Inc.  
Attn: Ms. Lucy Lin  
430 North Halstead Street  
Pasadena, California 91107  
Phone: (626) 683-3547  
E-mail: [llin@sapphosenvironmental.com](mailto:llin@sapphosenvironmental.com)

## **SECTION X**

# **CERTIFICATION REGARDING INDEPENDENT JUDGMENT**

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Pursuant to Section 21082.1(c) of the Public Resources Code, the Southern California Association of Governments (SCAG) certifies that the Regional Council, as the governing body for SCAG, has independently reviewed and analyzed the Final Program Environmental Impact Report (Final PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS, "Plan," or "Project") on behalf of SCAG. SCAG's Energy and the Environment Committee (EEC), Joint Policy Committees, Technical Working Group (TWG), and Staff have provided input and/or reviewed the Draft PEIR including supporting technical appendices prior to circulation for public review. The Final PEIR similarly has been subject to review by the EEC, Joint Policy Committees, TWG, and Staff.

It is the finding of the SCAG Regional Council that the Final PEIR fulfills environmental review requirements for the 2016 RTP/SCS, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the SCAG Regional Council.

## SECTION XI

# SUMMARY OF FINDINGS

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Based on the information contained in the record, the Southern California Association of Governments (SCAG) Regional Council incorporates the foregoing findings herein and provides this summary of findings with respect to the significant impacts on the environment resulting from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) pursuant to Section 15091 of the State California Environmental Quality Act (CEQA) Guidelines.

- Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effects as identified in the Final Program Environmental Impact Report (PEIR).
- Some changes and alterations are within the responsibility and jurisdiction of another public agency that can and should be adopted by such other agency; and SCAG has no concurrent jurisdiction with the other agency to deal with the identified project-level mitigation measures.
- Consistent with the provisions of Section 15091(a)(2) of the State CEQA Guidelines, SCAG has identified performance standards-based mitigation measures that are within the responsibility and jurisdiction of other public agencies, including lead agencies, and that can and should be considered to mitigate project-level impacts, as applicable and feasible, or other comparable measures.
- Pursuant to Section 15091(c) of the State CEQA Guidelines, SCAG has adopted a Mitigation Monitoring and Reporting Program which identifies responsible agencies for the mitigation measures.
- The mitigation measures to be implemented by SCAG as identified in the Final PEIR are feasible and are required as conditions of approval of the 2016 RTP/SCS.

Based on the foregoing findings and the substantial evidence contained in the record, and as conditioned by the foregoing findings:

- All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
- Any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding concerns set forth in the Statement of Overriding Considerations.

## SECTION XII

# STATEMENT OF OVERRIDING CONSIDERATIONS

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### **Findings of Fact and Statement of Overriding Considerations Regarding the Final Program Environmental Impact Report for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (State Clearinghouse Number 2015031035)**

The Southern California Association of Governments (SCAG) hereby adopts this Statement of Overriding Considerations concerning the significant and unavoidable environmental impacts of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS,” “Plan,” or “Project”) to explain why the benefits of the 2016 RTP/SCS outweigh and override its significant and unavoidable environmental impacts.

The Final Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS has identified and discussed significant environmental impacts that may occur as a result of implementation of the 2016 RTP/SCS (without the Plan, however, the impacts would be greater). SCAG made specific Findings pursuant to the California Environmental Quality Act (CEQA), on each of the significant environmental impacts of the 2016 RTP/SCS and on mitigation measures and alternatives (please see **Sections IV, V, VI, and VII** of this combined **Findings of Fact and Statement of Overriding Considerations**). Nevertheless, even with implementation of feasible mitigation measures, many of the impacts may remain significant and unavoidable.

In accordance with Section 15093 of the CEQA Guidelines, the SCAG Regional Council hereby finds that the following economic, legal, social, technological, environmental and other benefits of the 2016 RTP/SCS outweigh its unavoidable, adverse environmental impacts discussed in the Findings, based on the considerations set forth herein:

#### **Benefits of the 2016 RTP/SCS**

The 2016 RTP/SCS recognizes the continuous growth in the region and balances and meets all of the region-wide policy goals established by SCAG and legal requirements for a long-range regional transportation plan and sustainable communities strategy better than the alternatives (see **Section VII, Findings Regarding Plan Alternatives**). The transportation and land use strategies (including the policy growth forecast (PGF) that serves as a basis for the 2016 RTP/SCS), and performance measures in the 2016 RTP/SCS were derived from an extensive process with public participation and consultation efforts led by the SCAG Regional Council and reflect broad agency and public support. As indicated in the **Executive Summary** of the 2016 RTP/SCS, the Plan will provide a return of \$2.00 for every dollar invested. The 2016 RTP/SCS provides \$275 billion of funding commitments for the preservation of the existing transportation system. Greater commitments in infrastructure preservation spending will ensure maintaining and even improving the productivity of our transportation system, thereby accruing greater benefits associated with mobility, congestion relief, economic activity, safety, and accessibility.

The development pattern in the 2016 RTP/SCS accommodates the forecasted population, housing, and employment growth while improving access to employment and services throughout the region. The 2016 RTP/SCS focuses over 47 percent of the total housing (783,000 households) and 56 percent of the total job growth (562,500 jobs) in areas served by high-quality transit. Over twice as many households will live in high-quality transit opportunity areas under the Plan compared with existing conditions. Of the 1.52 million

new housing units expected in 2040, approximately 41 percent will be multi-family units; 8 percent on townhome; and 19 percent on single family (small lot). This focus on development in high-quality transit and other existing opportunity areas, as well as the focus on multi-family, townhome, and single family (small lot) development will collectively help the region accommodate its projected housing demand. The compact land use patterns described in the 2016 RTP/SCS, combined with the transportation network improvements and strategies identified in the Plan, would result in improved pedestrian and bicycle access to community amenities, shorter average trip length, and reduced vehicle miles traveled per person.

Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish nine major benefits:

1. The Plan would result in an 8 percent per capita reduction in greenhouse gas emissions by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040 – compared with 2005 levels. This would exceed the state’s mandated reductions, which are 8 percent by 2020 and 13 percent by 2035.

The Plan would achieve the greenhouse gas (GHG) emissions reduction targets required under California’s Sustainable Communities and Climate Protection Act (Senate Bill 375). Although there is no per capita GHG emission reduction targets for automobiles and light trucks set by CARB for 2040, the Plan’s GHG emission reduction trajectory shows that more aggressive GHG emission reductions, on an accelerated pace, are projected for 2040 - an estimated 21 percent decrease in per capita GHG emissions by 2040 (an additional 3 percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]). As required by SB 375, the Plan includes effective transportation strategies (which manage transportation demand and make certain transportation system improvements) and sets forth the land use development pattern for the region, which, if effectuated, will help the SCAG region exceed the SB 375 GHG emissions reduction targets, and beyond. While recognizing that the region will continue to grow (**Table XI.A-1, 2014–2040 Population**), the Plan is in alignment with California Global Warming Solutions Act of 2006 (AB 32) and State long-term GHG emissions reduction goals as set forth in Executive Orders.

**TABLE XI.A-1  
 2014–2040 POPULATION**

County	Population 2014	Projected Population 2020	Projected Population 2035	Projected Population 2040
Imperial	180,672	234,475	272,330	282,024
Los Angeles	10,041,797	10,326,083	11,145,051	11,514,403
Orange	3,113,991	3,270,858	3,431,223	3,461,285
Riverside	2,279,967	2,480,037	3,055,025	3,183,389
San Bernardino	2,085,669	2,197,158	2,637,556	2,731,321
Ventura	842,967	886,429	944,931	965,567
<b>SCAG region</b>	<b>18,545,063</b>	<b>19,395,040</b>	<b>21,486,116</b>	<b>22,137,989</b>

**SOURCE:**

SCAG modeling, 2015.

2. Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.

The 2016 RTP/SCS provides air quality and public health benefits. The Plan focuses on reducing emissions from mobile sources through improvements in vehicle technology (including goods movement) and by increasing the number of trips by transit and encouraging active transportation through land use changes and transportation investments. A reduction in air pollution will directly affect public health by boosting productivity and reducing health costs and number of sick days. Compared to conditions without implementation of the Plan, the 2016 RTP/SCS would result in less emissions of all criteria pollutants (and greenhouse gases): 8.4 percent reduction in reactive organic gases (ROG), 9.1 percent reduction in carbon monoxide (CO), 8.5 percent reduction in oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub>), 5.5 percent reduction in fine particulate matter (PM<sub>2.5</sub>) and sulfur dioxide (SO<sub>x</sub>), 8.2 percent in nitrogen dioxide (NO<sub>2</sub>), and 21 percent reduction in greenhouse gases (CO<sub>2equivalent</sub>). Mobile source emissions of criteria pollutants near freeways and high volume roadways are also expected to improve relative to without the Plan, in the region as a whole. The 2016 RTP/SCS results in a 13 percent reduction in health incidences related to regional emissions compared to the No Project Alternative. Failure to implement the Plan would result in higher health risks related to transportation-generated air contaminants.

3. The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.
4. The number of Vehicle Miles Traveled (VMT) per capita would be reduced by nearly ten percent and Vehicle Hours Traveled (VHT) per capita by 18 percent (for automobiles and

light trucks) as a result of more location efficient land use patterns and improved transit service.

The 2016 RTP/SCS also increases accessibility to jobs by reducing the time and costs associated with daily commutes. The Plan improves the travel time distribution for transit, single-occupancy vehicle (SOV), and high-occupancy modes for work and nonwork trips (**Table XI.A-2, 2016 RTP/SCS Performance Results in the SCAG Region**). If the Plan were not implemented, the region would experience a total of 3.875 million daily vehicle hours of delay compared to the total of 2.264 million daily vehicle hours of delay with the Plan in place. With implementation of the 2016 RTP/SCS, there would be a 23.15 percent reduction in daily minutes of delay per capita (6.14 minutes) versus a 31.54 percent increase in daily minutes of delay per capita (10.51 minutes) in the no-project scenario. With implementation of the 2016 RTP/SCS would increase PM work trips completed within 45 minutes by transit by 4 percent [30.1 percent increase in PM transit trips < 45 minutes with the Plan versus 26.2 percent increase without the Plan]. Additionally, the Plan will increase the percent of PM work trips completed within 45 minutes for both single occupancy vehicle (SOV) and high occupancy vehicle (HOV) (**Table XI.A-2**). The improved accessibility provided by the Plan is an important social benefit for the SCAG region. With the Plan's strategies for active transportation, transit, and land use to accommodate more walking, biking, and transit riding, daily vehicle miles travelled per capita would be reduced by 5.89 percent from the baseline conditions, while the no-plan scenario will increase daily vehicle miles travelled per capita by 1.06 percent from the baseline conditions. The Plan also prioritizes safety and mobility of residents, including users and passengers, transit riders, pedestrians, and bicyclists, and has reported a fatality rate of 0.83 per 100 million Vehicle Miles Traveled (VMT), which is lower than the California fatality rate of 0.91 per 100 million VMT and significantly lower than the national rate of 1.09. Therefore, the plan has substantial benefit to lower fatality in the region.<sup>1</sup>

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<sup>1</sup> SCAG 2016-2040 RTP/SCS. Transportation Safety and Security Appendices.  
<http://scagrtpscs.org/Pages/DRAFT2016RTPSCS.aspx>. Accessed March 15, 2016.

**TABLE XI.A-2  
2016 RTP/SCS PERFORMANCE RESULTS IN THE SCAG REGION**

Elements	Proposed Project: 2016 RTP/SCS	Alternative 1: No Project
Travel time distribution for transit, single occupancy vehicle (SOV), and high occupancy vehicle (HOV) modes for work and nonwork trips	30.1% increase in PM transit trips <45 minutes 88.6% increase in PM SOV trips <45 minutes 78.4 % increase in PM HOV trips <45 minutes	26.2% increase in PM transit trips <45 minutes 82.2 % increase in PM SOV trips <45 minutes 72.9 % increase in PM HOV trips <45 minutes
Daily vehicle hours delay (1,000 hours)	2,264 (total)	3,875 (total)
Daily vehicle miles traveled per capita	23.08 miles (-5.89% from baseline conditions of 24.44 miles per capita)	24.70 miles (+1.06% from baseline conditions of 24.44 miles per capita)
Daily minutes of delay per capita	6.14 (-23.15% over baseline conditions of 7.99 minutes)	10.51 (+31.54% over baseline conditions of 7.99 minutes)

5. Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.
6. The Plan would reduce delay per capita by 45 percent and heavy duty truck delay on highways by nearly 40 percent. This means we would spend less time sitting in traffic and our goods would move more efficiently.

The 2016 RTP/SCS will improve overall mobility and provide needed congestion relief in the SCAG region. The 2016 RTP/SCS contains numerous transportation improvements to the region’s multimodal transportation system, including strategies for system preservation based on a “fix it first” principle and strategic expansion of the system to accommodate the current and future travel needs of the region’s continuous growth and population, forecasted to grow by approximately 3.6 million people by 2040 (**Table XI.A-1**).

7. Over 351,000 additional new jobs annually would be created, due to the region’s increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.

Implementation of the 2016 RTP/SCS, when completed, translates into job growth from building, operating, maintaining the transportation infrastructure projects, averaging over 188,000 jobs per year. As many as an additional 351,000 annual jobs will be created with the 2016 RTP/SCS by increasing the region’s competitiveness and efficiency. The 2016 RTP/SCS improves the region’s economic performance by improving regional amenities and providing congestion relief benefits. Infrastructure improvements, including the “fix it first” system preservation principle, together with the Comprehensive Regional Goods Movement Plan and Implementation Strategy to enhance the regional freight system, are expected to contribute to the overall increased economic competitiveness of the SCAG region,



supported by the expanded timeliness and efficiency of the region's goods movement throughput. Amenities and infrastructure system operations also contribute to job growth, averaging an additional 47,000 jobs per year. The 2016 RTP/SCS is also expected to support and enable the projected growth in highway and rail construction, operation, and maintenance jobs. The job growth related to the 2016 RTP/SCS would create wealth in the region, raise the household income level, and enhance the region's competitiveness.

8. The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

The 2016 RTP/SCS results in substantially less new land consumption in greenfield areas compared to the No Project Alternative (118 square miles of new development on greenfield lands such as vacant, open space/recreation and agricultural lands compared to 154 square miles, respectively). Compact and urban infill development patterns under the 2016 RTP/SCS would result in a 0.6 percent total reduction in regional water usage (compared to without the Plan). Furthermore, the conservation planning policy and strategies contained in the Plan would support natural land restoration, conservation, protection and acquisition offering GHG emission reduction benefits.

9. The Plan would result in a reduction of the obesity rate of 2.5 percent, and a reduction in the population that suffers from high blood pressure of 3 percent for the approximately 2.5 million new adults expected in the region by 2040. It would also result in a reduction in the total annual health costs for respiratory disease of more than 13 percent.<sup>2</sup>

## Other Environmental and Economic Benefits

- The 2016 RTP/SCS promotes active transportation modes (i.e., bicycling and walking) by providing \$8.0 billion in capital funding for expanded active transportation networks and \$4.8 billion for operations and maintenance throughout the region. The Plan calls for over 10,500 miles of new or improved sidewalks, including provisions for ADA compliance, and additional amenities such as no-maintenance exercise spots and rest seats for older walkers, with a projected 28 percent increase in walking regionwide. Active transportation spending is expected to increase the local bikeway network by 6,016 miles. This is in addition to 2,760 additional bikeway miles incorporated in other transportation strategies, bringing total regional, local, and greenway bikeway mileage to 12,700, with a projected 71 percent increase in biking region-wide. The Plan calls for a Regional Greenway Network, integrated with watershed planning, river rehabilitation, and bicyclist/pedestrian access, to create open space/greenways/wetlands to appeal to walking, biking, and other recreational activities for urban environments. The Plan further calls for a Regional Bikeway Network to serve as the connecting basis to link local (cities and counties) bikeway routes with the

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<sup>2</sup> Southern California Association of Governments. April 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*.

Regional Greenway Network. The Plan's emphasis on transit and active transportation will allow the region's residents to lead a healthier and active lifestyle.

- The 2016 RTP/SCS actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, and natural gas. The Plan results in an approximately 3.7 percent reduction in cumulative energy consumption for residential and commercial buildings.
- The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation consumptions (–6 percent) and reduces annual household costs associated with driving and utilities (e.g., residential energy and water use) from \$15,969 without the Plan to \$13,944 with the Plan in 2040, thus providing a total savings of \$2,000 per household (–12.7 percent).
- The Plan would reduce cumulative building water costs (residential and commercial buildings) from \$186 billion without the Plan to \$185 billion with the Plan in 2040, thus providing a total savings of \$1 billion (–0.5 percent).
- The 2016 RTP/SCS will align Plan investments and policies with regional economic goals by providing reduced costs to taxpayers and in everyday housing and transportation costs for families. The development pattern of the Plan would reduce costs in capital infrastructure and operations and maintenance costs from \$40.7 billion without the Plan to \$37.4 billion with the Plan, thus providing a total savings of \$3.3 billion (–8.1 percent).

For the above-mentioned reasons, the SCAG Regional Council hereby concludes that the benefits of the 2016 RTP/SCS outweigh and override any adverse environmental impacts associated with the Plan.



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