REPORT

DATE: May 8, 2008

TO: Energy and Environment Committee

FROM: Jessica Kirchner, Senior Regional Planner, (213) 236-1983, kirchner@scag.ca.gov

SUBJECT: Certification of the Final Program EIR for the 2008 RTP

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Recommend to the Regional Council to adopt Resolution #08-497-1 to certify the Final Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and adopt the Findings, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program (MMRP).

BACKGROUND:
The California Environmental Quality Act (CEQA) requires that the Regional Council (RC) certify a Final PEIR and adopt the Findings, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program before the RC may approve the 2008 RTP.

Attached are the following documents:
1. Resolution by the Southern California Association of Governments affirming and certifying that the PEIR prepared for the 2008 RTP adequately satisfies CEQA requirements.
2. Findings and Statement of Overriding Considerations
3. Summary of comments received and responses

Mailed under separate cover: Final 2008 RTP PEIR Addendum, which consists of the Draft Program EIR (not sent with the final documents, but previously sent to members of the EEC and RC in January 2008), comments received on the Draft PEIR and responses to comments, a list of commentors, minor revisions to the Draft PEIR, and the Mitigation Monitoring and Reporting Program.

CEQA Requirements:
CEQA Guidelines require that prior to approving a project the lead agency (SCAG) shall certify that (1) the final EIR has been completed in compliance with CEQA; (2) the final EIR was presented to the decision-making body of the lead agency and the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and (3) the final EIR reflects the lead agency's independent judgment and analysis (CEQA Guidelines § 15090). The CEQA Guidelines also require that the lead agency prepare written findings of fact for each significant environmental impact identified in the EIR and that the lead agency not approve a project if the project will have significant effects on the environment after imposition of feasible mitigation or alternatives, unless the lead agency finds the benefits of the project outweigh the unavoidable adverse environmental effects.

Final 2008 RTP PEIR
The Final PEIR consists of (1) The Draft PEIR, which was sent to members of the EEC and RC in January of 2008; (2) comments received on the Draft PEIR; (3) a list of all commenters; (4) responses to comments; (5) revisions to the Draft PEIR, including clarifications, amplification and text changes in response to comments. The responses reference where each significant environmental issue has been adequately addressed in the Draft PEIR. Appropriate comments, including useful input on programmatic mitigation measures have been incorporated into the Final PEIR.

The Findings and Statement of Overriding Considerations disclose the rationale supporting the decision to approve the RTP. The Statement of Overriding Considerations summarizes the expected benefits of implementing the RTP and explains why unavoidable, significant environmental impacts are considered acceptable, in light of the economic, legal, social, technological, and other considerations that justify approving the RTP.

The Mitigation Monitoring and Reporting Program is required by CEQA to ensure that the mitigation measures included in the RTP PEIR are implemented. Implementation of mitigation will generally be carried out by implementing agencies at the project level, and documentation of compliance with mitigation policies will be provided to SCAG. SCAG's existing Intergovernmental Review (IGR) process will review this documentation to ensure compliance.

FISCAL IMPACT:
Funds for development, production and certification of the Final RTP PEIR were programmed in the FY 07/08 OWP. Work elements include 07-020.SCGS1 Environmental Planning and 07-020.SCGC1 Environmental Consultant.

Reviewed by:
Division Manager

Reviewed by:
Department Director

Reviewed by:
Chief Financial Officer

RESOLUTION # 08-497-1

RESOLUTION BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING AND CERTIFYING THAT THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 2008 REGIONAL TRANSPORTATION PLAN ADEQUATELY SATISFIES REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, and as such is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result, inter alia, in a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, SCAG as the Lead Agency is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in preparing the Regional Transportation Plan; and

WHEREAS, the PEIR must comply with the content requirements set forth in Article 9 of the CEQA Guidelines, as well as additional requirements discussed below; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report ("EIR") is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168 specifies that a Program EIR can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, SCAG has determined that a Program EIR is appropriate to assess the environmental impact of the 2008 Regional Transportation Plan ("RTP"); and

WHEREAS, the 2008 Final RTP consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available, or reasonably available revenue sources, and are thus probable for implementation. The

strategic plan identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP's constrained plan; and

WHEREAS, this 2008 RTP Program EIR ("PEIR") undertakes quantitative modeling of projects in the RTP constrained plan, and does not model strategic plan projects because funding for these projects is speculative and implementation of these projects is not yet reasonably foreseeable; and

WHEREAS, the 2008 RTP PEIR is a plan level document which analyzes environmental impacts of the 2008 RTP constrained plan on a programmatic level, and does not analyze project-specific impacts; and

WHEREAS, these impacts should be analyzed in detail by project proponents at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, SCAG consulted with and requested comments on the Draft 2008 RTP PEIR ("Draft PEIR"), attached hereto and incorporated by this reference, from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, once the Draft PEIR was completed, SCAG filed a Notice of Completion with the Office of Planning and Research (OPR) on January 4, 2008, in the manner prescribed by CEQA Guidelines Section 15085; and

WHEREAS, pursuant to CEQA Guidelines Section 15087, SCAG provided public Notice of Availability of the Draft PEIR on January 3, 2008, and the notice was disseminated, inter alia, through publication in eight newspapers of general circulation throughout the region on January 4, 2008; and

WHEREAS, the public review period for the Draft PEIR began on January 3, 2008, and ended on February 18, 2008, in compliance with CEQA Guidelines Section 15105; and

WHEREAS, comments were accepted through the close of business on February 19, 2008, since February 18, 2008 was a federal holiday and SCAG's offices were closed; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft PEIR and must prepare a written response thereto; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(c), written responses to comments received from persons who reviewed the Draft PEIR, are included in the "Final PEIR Addendum" attached hereto and incorporated by reference; and

WHEREAS, the "Final PEIR Addendum" includes the following sections: Section 1, "Introduction;" Section 2, "Changes since Publication of the Draft PEIR;" Section 3, "Master Responses;" Section 4, "Comments;" Section 5, "Responses;" Section 6, "Corrections and Additions;" and Section 7, "Mitigation Monitoring and Reporting Program;" and

WHEREAS, Sections 3 through 5 of the Final PEIR Addendum, include SCAG's written, master responses to comments, a list of commenters and copies of comments, and SCAG's written responses to specific comments received during the public review period ; and

WHEREAS, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a final PEIR before approving the RTP; and

WHEREAS, as required by CEQA Guidelines Section 15132, the Final PEIR consists of the Draft PEIR; verbatim comments and recommendations received on the Draft PEIR; a list of persons, organizations, and public agencies commenting on the Draft PEIR; the responses of SCAG to significant environmental points raised in the review and consultation process; and other information added by SCAG; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the final PEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the final PEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments Regional Council finds as follows:

   (a) that the Final Program Environmental Impact Report (PEIR) prepared for the 2008 Regional Transportation Plan (RTP), was completed in compliance with the California Environmental Quality Act; and

(b) that the Final PEIR was presented to SCAG's decision making body, the Regional Council, and the Regional Council has reviewed and considered information contained in the Final PEIR prior to approving the 2008 RTP; and

(c) that the Final PEIR reflects SCAG's independent judgment and analysis; and

(d) that the Final PEIR consists of the Draft PEIR and the Final PEIR Addendum, which is comprised of Sections 1 through 7 as described in the foregoing recitals, and includes a Mitigation Monitoring and Reporting Program; and

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings and Statement of Overriding Considerations," attached hereto and incorporated by reference, SCAG hereby certifies the Final PEIR for the 2008 RTP.

Adopted at a regular meeting by the Regional Council on this 8th day of May 2008.

_____

Gary Ovitt
President
Fourth District Supervisor, San Bernardino County

Attest:

_____

Hasan Ikhrata
Executive Director

Approved as to Form:

_____

Joe Burton
Legal Counsel

Table of Contents

I. Introduction

II. Procedural History

III. CEQA Findings: General

IV. Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible

- A. Aesthetics and Views
- B. Air Quality
- C. Biological Resources
- D. Cultural Resources
- E. Energy
- F. Geology, Soils and Seismicity
- G. Hazardous Materials
- H. Land Use
- I. Noise
- J. Open Space
- K. Population, Housing and Employment
- L. Public Services and Utilities
- M. Security and Emergency Preparedness
- N. Transportation
- O. Water Resources

V. Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance

- A. Air Quality
- B. Biological Resources
- C. Hazardous Materials
- D. Public Services
- E. Security and Emergency Preparedness
- F. Transportation
- G. Water Resources

VI. Findings Regarding Plan Alternatives

- A. The No Project Alternative
- B. The Modified 2004 RTP Alternative
- C. The Envision Alternative
- D. The Refined Final 2008 RTP Alternative

VII. Statement of Overriding Considerations

Introduction

Section 21081 of the California Public Resources Code (PRC) and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require the Southern California Association of Government's (SCAG) Regional Council to identify significant impacts of the 2008 Regional Transportation Plan (RTP) 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 2008 RTP requires the Regional Council to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the 2008 RTP Program Environmental Impact Report (PEIR). The Statement of Overriding Considerations describes the social, economic, and other benefits of the 2008 RTP that override the significant environmental impacts.

This Findings and Statement of Overriding Considerations document is divided into seven major sections. The Introduction provides background information as to the purpose of the document. The Procedural History provides the chronological process for the development of the PEIR. Section III, CEQA Findings: General, states general findings of the SCAG Regional Council relating to the entire PEIR document, Section IV, Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible, identifies those impacts that remain significant after the application of all mitigation measures. Section V, Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance, identifies those impacts that would be significant, but are reduced to a level of insignificance with the application of mitigation measures. Section VI, Findings Regarding Plan Alternatives, section discusses each alternative to the 2008 RTP. Finally, Section VII, Statement of Overriding Considerations, presents the rationale to support a determination by SCAG, as the lead agency under CEQA, that the benefits of the 2008 RTP outweigh those unavoidable adverse environmental effects.

For each of the impacts associated with the 2008 RTP, the following are provided:

1. Description of Impacts – A specific description of the environmental impact identified in the PEIR.

2. Proposed Mitigation – Identified mitigation measures or actions that are proposed for implementation as part of the project.

3. Findings – Regarding the adoption of mitigation measures, their implementation, and the acceptability of any residual adverse impacts.

CEQA requires a mitigation monitoring or reporting program to be adopted by the Lead Agency. SCAG thus prepared a Mitigation Monitoring and Reporting Program (MMRP) in compliance with the requirements of Section 21081.6 of CEQA to assess and ensure the efficacy of proposed mitigation measures. The 2008 RTP PEIR identifies the potentially significant environmental impacts associated with the project and specifies measures designed to mitigate adverse environmental impacts. The MMRP is included in the Final PEIR. This MMRP relates directly to the procedures to be used to implement the mitigation measures adopted in connection with the certification of the 2008 RTP PEIR and the methods of monitoring and reporting.

Procedural History

The Regional Council finds that the 2008 RTP Program Environmental Impact Report (PEIR) was prepared pursuant the following process:

A. On June 27, 2007, a Notice of Preparation (NOP) of the PEIR was issued. The NOP comment period closed on July 31, 2008. During this comment period, staff conducted two noticed public scoping meetings, Tuesday July 24, 2007 and Wednesday July 25 2007 in Riverside and Los Angeles Counties, respectively.

B. On December 6, 2007 Transportation and Communications Committee (TCC) approved release of the Draft 2008 RTP.

C. On January 3, 2008, the Energy and Environment Committee (EEC) approved release of the Draft PEIR for public comment.

D. On January 4, 2008, a Draft PEIR (State Clearing House #2007061126) was released for public review. A noticed public hearing Draft PEIR was held on Thursday, February 7, 2008. The public review period for the Draft PEIR closed on February 18, 2008. Due to the public holiday, the SCAG accepted comments received on the RTP and PEIR until close of business February 19, 2008.

E. On May 8, 2008, the EEC and Regional Council will consider certifying the Final PEIR including the Final PEIR Addendum, and adopting the Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

CEQA Findings: General

A. The 2008 RTP Program Environmental Impact Report (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 investment strategies of the 2008 RTP.

B. The mitigation measures adopted as part of the 2008 RTP are feasible, as appropriate for a PEIR, and the 2008 RTP mitigates the environmental impacts to the maximum extent feasible as discussed in the findings made below. The adopted mitigation measures are typical for transportation and development projects and they have been demonstrated to be effective. The Findings in Section IV below indicate where mitigation measures are not capable of reducing impacts to levels of insignificance.

C. It is the finding of the SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the 2008 RTP, 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.

D. It is the finding of the SCAG Regional Council that the minor revisions included in the 2008 Final PEIR clarify and amplify information contained in the Draft PEIR where necessary. As such, no new, significant information was added to the PEIR as discussed in Section 2 of the Final PEIR Addendum. Thus recirculation of the PEIR is not required.

E. A Mitigation Monitoring and Reporting Program (MMRP) for the 2008 RTP has been adopted pursuant to the requirements of Public Resources Code Section 21081.6 to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment, and is included in the Final PEIR document dated May 2008.

F. SCAG is the custodian of the documents and other material which constitute the record of the proceedings upon which certification of the PEIR for the 2008 RTP is based. These documents and other materials are available at the SCAG offices at 818 West Seventh Street, Los Angeles, California 90017.

IV. Findings That Significant Unavoidable Impacts Are Mitigated to the Maximum Extent Feasible

The 2008 RTP PEIR identifies 54 individual significant environmental impacts within fifteen issue areas, which cannot be fully mitigated and are therefore considered significant and unavoidable impacts. To the extent these impacts remain significant and unavoidable, such impacts are acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations. The significant and unavoidable impacts identified in the PEIR are discussed below, along with the appropriate findings per CEQA Guidelines §15091.

A. Aesthetics and Views

Impact 3.1-1

Construction and implementation of individual 2008 RTP projects could obstruct views of scenic resources.

Proposed Mitigation

MM-AV.1: Prior to project approval, project implementation agencies should implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions. Projects should be designed 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 projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.

MM-AV.2: Prior to the issuance of permits, project implementation agencies should require and projects should, to the extent feasible, construct noise barriers of materials whose color and texture complements the surrounding landscape and development. Noise barriers should be graffiti resistant and landscaped with plants that screen the barrier, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas. Landscaping should use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, interchanges and transit lines at the grade of the surrounding land should limit view blockage. The edges of major cut and fill slopes should be contoured to provide a more natural-looking finished profile.

Finding

The measures MM-AV.1 and MM-AV.2 as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.1-2

Construction and implementation of projects in the 2008 RTP could potentially alter the appearance of scenic resources along or near designated scenic highways and vista points.

Proposed Mitigation

MM-AV.3: Project implementation agencies should, where practicable and feasible, avoid construction of transportation facilities in state and locally designated scenic highways and/or vista points.

MM-AV.4: Prior to project approval, project implementation agencies should complete design studies for projects in designated or eligible Scenic Highway corridors and develop site-specific mitigation measures to minimize impacts on the quality of the views or visual experience that originally qualified the highway for scenic designation.

MM-AV.5: If transportation facilities are constructed in state- and locally-designated scenic highways and/or vista points, design, construction, and operation of the transportation facility should be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

Finding

The measures MM-AV.3 through MM-AV.5, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.1.3

Construction and implementation of project included in the 2008 RTP could create significant contrasts with the overall visual character of the existing landscape setting or add urban visual elements to an existing natural, rural and open space areas.

Proposed Mitigation

MM-AV.6: Project implementation agencies should develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual design guidelines should, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods should be employed whenever possible:

- Transportation systems should be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- Vegetation used as screening should blend in and complement the natural landscape.
- Trees bordering highways should remain or be replaced so that clear-cutting is not evident.
- Grading should blend with the adjacent landforms and topography.

MM-AV.7: Project implementation agencies should design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies should design projects to minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. To the maximum extent feasible, landscaping along highway corridors should be designed to add significant natural elements and visual interest to soften the hard-edged, linear travel experience that would otherwise occur.

MM-AV.8: Project implementation agencies should use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, interchanges and transit lines should be designed at the grade of the surrounding land to limit view blockage. Edges of major cut-and-fill slopes should be contoured to provide a more natural looking finished profile. Project implementation agencies should replace and renew landscaping to the greatest extent possible along corridors with road widenings, interchange projects, and related improvements. New corridor landscaping should be designed to respect existing natural and man-made features and to complement the dominant landscaping of surrounding areas.

MM AV.9: Project implementation agencies should construct sound walls of materials whose color and texture complements the surrounding landscape and development and to the maximum extent feasible, use color, texture, and alternating facades to "break up" large facades and provide visual interest. Where there is room, project sponsors should landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

Finding

The measures MM-AV.6 through MM-AV.9, as presented above, have been adopted as part of the 2008 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.1-4

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP influences the pattern of this urbanization, but increasing mobility and including land-se-transportation measures. At the regional scale, the 2008 RTP's contribution to impacts on the overall visual character of the existing landscape would be cumulatively significant.

Proposed Mitigation

MM-AV.10: In visually sensitive site areas and prior to project approval, local land use agencies should 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, etc.

Finding

The measure MM-AV.10, as presented above, has been adopted as part of the 2008 RTP. This measure will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

B. Air Quality

Impact 3.2-1

Under the Plan, long-term emission of PM10 and PM2.5 would increase substantially, when compared to existing conditions (2008). PM 10 would increase in the SCAB, San Bernardino portion of MDAB and Imperial County portion of SSAB, and PM2.5 emissions would increase in the SCAB. OM10 would increase in Los Angeles, Orange, Riverside and San Bernardino Counties. PM2.5 would increase in Los Angeles and Riverside Counties as a result of on-road mobile sources. The increase in regional emissions of PM10 and PM2.5 would be considered a significant cumulative impact. Emissions of ROG, NOx, CO and SOx would decrease when compared to 2008; this would be a beneficial impact.

Emissions of particulate matter are directly related to growth and VMT. Regardless of how clean a vehicle operates, the vast majority of PM10 and PM2.5 emissions from on-road sources are generated from re-entrained dust on paved roads and is a function of the vehicle miles traveled. Mitigation measures that reduce VMT are proposed. Additional measures to control fugitive dust and transportation-related PM10 and PM2.5 are outlined in the 2007 Air Quality Management Plan (AQMP) and include control methods, such as watering, chemical stabilization, paving, revegetation, track-out control, construction project signage, sweeping and motor vehicle controls.

Proposed Mitigation

Mitigation measures from the following air quality management plans are hereby incorporated by reference:

- 2007 South Coast Air Quality Management Plan (AQMP)
  South Coast Air Quality Management District Mitigation Measures and Control Efficiencies for the following:
  - Off-road Engines
  - On-road Engines
  - Harbor Craft
  - Ocean-going Vessels
  - Locomotives
  - Fugitive Dust
- Mojave Desert Air Quality Management Plan
- Antelope Valley Air Quality Management Plan
- Imperial County Air Quality Management Plan

MM-AQ.1: Pursuant to CAA Section 108(f)(1)(A), Transportation Control Measures (TCMs) from the 2007 AQMP include the following sixteen measures:

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 high occupancy vehicles;
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 Clean Air Act, 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; and
XVI. Programs to encourage the voluntary removal from use and the marketplace of pre- 1980 model year light duty vehicles and pre-1980 model light duty trucks.

The 2008 RTP has been prepared to facilitate implementation of the transportation control measures outlined in the 2007 AQMP. The 2008 RTP incorporates both the capital and noncapital improvements recommended by the AQMP.

MM-AQ.2: ARB has adopted a series of measures designed to attain federal air quality standards for PM2.5 and 8-hour ozone. ARB's strategy, outlined in the South Coast State Implementation Plan, 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; and
- 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

Off-road Sources

- 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.

Finding

The measures MM-AQ.1 and MM-AQ.2 as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by SCAG and the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.2-3

Emissions of short-term criteria pollutants would increase under the Plan as a result of construction of Plan projects and associated development in the region.

Proposed Mitigation

Mitigation measures include the mitigation measures included in Impact 3.2-1. Also, compliance with AQMD Rule 403 (Fugitive Dust) will reduce emissions of fugitive dust from construction activities.

MM-AQ.3: Apply water or "toxic free" dust suppressants to exposed earth surfaces to control emissions.

MM-AQ.4: All excavating and grading activities should cease during second stage smog alerts and periods of high winds.

MM-AQ.5: All trucks hauling dirt, sand, soil, or other loose materials off-site should be covered or wetted or should maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

Paved Surfaces

MM-AQ.6: All construction roads that have high traffic volumes, should be surfaced with base material or decomposed granite, or should be paved or otherwise be stabilized.

MM-AQ.7: Public streets should be cleaned, swept or scraped at frequent intervals or at least three times a week if visible soil material has been carried onto adjacent public roads.

MM-AQ.8: Construction equipment should be visually inspected prior to leaving the site and loose dirt should be washed off with wheel washers as necessary.
Unpaved Surfaces

MM-AQ.9: Water or non-toxic soil stabilizers should be applied as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and other unpaved surfaces.

MM-AQ.10: Traffic speeds on all unpaved surfaces should not exceed 25 mph.

MM-AQ.11: Low sulfur or other alternative fuels or diesel powered vehicles with Tier 3 or better engines or retrofitted/repowered - to meet equivalent emissions standards as Tier 3 engines - should be used in construction equipment where feasible.

Other Construction Mitigation Measures
MM-AQ.12: Deliveries related to construction activities that affect traffic flow should be scheduled during off-peak hours (e.g. 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When the movement of construction materials and/or equipment impacts traffic flow, temporary traffic control should be provided to improve traffic flow (e.g., flag person).

MM-AQ.13: To the extent possible, construction activity should utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

MM-AQ.14: Local governments or agencies with purview should, as practical and feasible revegetate exposed earth surfaces following construction. Application of xeriscape principles, including such techniques and materials as native or low water use plants and low precipitation sprinklers heads, bubblers, drip irrigation systems and timing devices, should also be considered.

Finding
The measures MM-AQ.3 through MM-AQ.14, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.2-4
Cumulative development would result in on-road emissions, discussed in previous impacts as well as train, airplane, ship and stationary and area sources of emissions. All emissions are anticipated to be consistent with applicable AQMPs and SIPs and within regional conformity emission budgets. Thus, consistency with applicable plans would be a less than significant impact. Nonetheless, such cumulative increases in emissions would be significant.

Proposed Mitigation
Mitigation measures for Impact 3.2-1 would also address this impact.

Finding
The measures MM-AQ.1 and MM-AQ.2 as presented above have been adopted as part of the 2008 RTP. These measures will be ienforced by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in The Statement of Overriding Considerations.

Impact 3.2-5
The 2008 RTP would result in increased trips and VMT as well as increased growth in the region compared to today, resulting in increases in Greenhouse Gas (GHG) emissions.

Proposed Mitigation
GHG emissions are generally associated with the combustion of fossil fuel to power motor vehicles and provide energy. As such, the most effective way to reduce GHG emissions is to reduce energy use and associated fossil fuel combustion. The RTP PEIR Energy Section provides a comprehensive list of mitigation measures that would reduce fossil fuel combustion in the SCAG region. Additional measures are as follows:

MM-AQ.15: Local governments or agencies with purview should, as practical and feasible, implement policies for sustainable airport development, management and airfield design to reduce air pollution and GHG emissions from operations, including cargo operations, ground support and access to and from airports (see Los Angeles World Airports Sustainability Vision and Principles and the Green LA Action Plan).

MM.AQ-16: Local governments or agencies with purview should, as practical and feasible, implement a green construction policy that could include:

- Ensuring that all off-road construction vehicles should be alternative fuel vehicles, or diesel powered vehicles with Tier 3 or better engines or retrofitted/repowered -to meet equivalent emissions standards as Tier 3 engines;
- Using the minimum feasible amount of GHG emitting construction materials;
- Using cement blended with the maximum feasible amount of flyash or other materials that reduce GHG emissions
- Using asphalt with light colored additives and chemical additives that increase reflectivity and therefore reduce contribution to the heat island effect
- Requiring recycling of construction debris to maximum extent feasible

Incorporating planting of shade trees into construction projects where feasible

MM-AQ.17: Local governments should set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.

MM.AQ-18: SCAG should work with the Ports of Los Angeles and Long Beach as appropriate to facilitate implementation of the Clean Air Action Plan (CAAP).

Finding

The measures MM-AQ.15 and MM-AQ.18, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in The Statement of Overriding Considerations.

Impact 3.2-4

Cumulative development would result in on-road emissions, discussed in previous impacts as well as train, airplane, ship and stationary and area sources of emissions. All emissions are anticipated to be consistent with applicable AQMPs and SIPs and within regional conformity emission budgets. Thus, consistency with applicable plans would be a less than significant impact. Nonetheless, such cumulative increases in emissions would be significant.

Proposed Mitigation

Mitigation measures for Impact 3.2-1 would also address this impact.

Finding

The measures MM-AQ.1 and MM-AQ.2 as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

C. Biological Resources

Impact 3.3-1

Transportation projects included in the 2008 RTP on previously undisturbed land could displace natural vegetation, and thus habitat, some of which is utilized by sensitive species in the SCAG region.

Proposed Mitigation

MM-BIO.1: Each transportation project should assess displacement of habitat due to removal of native vegetation during route planning. Routes should be planned in order to avoid and/or minimize removal of native vegetation. Projects located in or adjacent to habitat areas should incorporate buffers to minimize lighting, noise, and other project impacts that can severely disrupt wildlife. Vegetation for buffers should be appropriate to the adjacent vegetation association and protect the genetic integrity of the adjacent habitat.

MM-BIO.2: When avoidance of native vegetation removal is not possible, each transportation project should replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e. as opposed to ornamental vegetation with relatively less habitat value).

MM-BIO.3: Individual transportation projects should include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site.

MM-BIO-4: Pre-construction special status species surveys should be conducted by a qualified biologist to verify presence or absence of species at risk. Species surveys should occur during the portion of the species' life cycle where the species is most likely to be identified within the appropriate habitat. In all cases, impacts on special status species and/or their habitat should be avoided during construction to the extent feasible.

MM-BIO.5: A Worker Awareness Program (environmental education) should be developed and implemented to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.

MM-BIO.6: An Environmental Inspector should be appointed to serve as a contact for issues that may arise concerning implementation of mitigation measures, and to document and report on adherence to these measures.

MM-BIO.7: A qualified wetland scientist should review construction drawings as part of each project-specific environmental analysis to determine whether wetlands will be impacted, and if necessary perform a formal wetland delineation. Appropriate state and federal permits should be obtained, but each project EIR will contain language clearly stating the provisions of such permits, including avoidance measures, restoration procedures, and in the case of permanent impacts compensatory creation or enhancement measures to ensure a no net loss of wetland extent or function and values.

MM-BIO.8: Sensitive habitats (native vegetative communities identified as rare and/or sensitive by the CDFG) and special-status plant species (including vernal pools) impacted by projects should be restored and augmented, if impacts are temporary, at a 1.1: 1 ratio (compensation acres to impacted acres). Permanent impacts should be compensated for by creating or restoring habitats at a 3:1 ratio as close as possible to the site of the impact. The CDFG may recommend mitigation ratios that vary on a project-by-project basis and may exceed those recommended in MM-BIO.8.

MM-BIO.9: When work is conducted in identified sensitive habitat areas and/or areas of intact native vegetation, construction protocols should require the salvage of perennial plants and the salvage and stockpile of topsoil (the surface material from 6 to 12 inches deep) and should be used in restoring native vegetation to all areas of temporary disturbance within the project area.

MM-BIO.10: If specific project area trees are designated as "Landmark Trees" or "Heritage Trees", then approval for removals should be obtained through the appropriate entity, and appropriate mitigation measures should be developed at that time, to ensure that the trees are replaced. Due to the close proximity of these areas to sensitive wildlife habitats, all mitigation trees will use only locally-collected native species.

MM-BIO.11: Suitable habitat for listed vernal pool crustaceans should be avoided to the extent feasible. If infeasible, impacts should be mitigated in accordance with the Programmatic

Biological Opinion (PBO) for vernal pool invertebrates, issued by the USFWS Sacramento Field Office in 1995. Surveys should be conducted, with USFWS approval, in accordance with the 1996 *Interim Survey Guidelines to Permittees for Recovery Permits under* Section 10(a)(1)(A) *of the Endangered Species Act for the Listed Vernal Pool Branchiopods,* to establish whether or not listed invertebrates are present. Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS.

MM-BIO.12: Projects within the range and within suitable habitat for species listed as threatened or endangered under the California Endangered Species Act (such as the Mohave ground squirrel) or the Federal Endangered Species Act (such as the Arroyo toad) should conduct surveys, with CDFG and/or USFWS approval, in accordance with established and approved survey methods appropriate for the species of interest, such as the 1999 USFWS *Survey Protocol For The Arroyo Toad,* to establish whether or not the species is present. If species is determined present then the following applies:

- A pre-construction survey should be conducted by a qualified biologist at each site to identify suitable habitat for the species of interest and to determine what avoidance measures, including relocation, fencing installation, and avoidance of breeding season will be required.
- Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted)) or other similar ratio with the approval of the USFWS and/or CDFG).

Project applicants must obtain an Incidental Take Permit under Section 2081 of the Fish and Game Code before proceeding with implementation of any project subject to CESA. Additional authorization may be required by the USFWS for take of federal-listed species or their occupied habitat.

MM-BIO.13: Projects within the range and within suitable habitat for the blunt-nosed leopard lizard should conduct surveys, with USFWS approval, in accordance with the 2008 CDFG *Approved Survey Methodology For The Blunt-Nosed Leopard Lizard,* to establish whether or not the species is present. If species is determined present then the following applies:
Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG). No direct taking of the blunt-nosed leopard lizard should occur as this is a CDFG fully protected species with no regulatory mechanism to authorize direct taking (killing) of individuals.

MM-BIO.14: Projects within the range and within suitable habitat for the California red-legged frog should implement the measures detailed in the Programmatic Biological Opinion (PBO) for construction impacts to the red-legged frog that was issued by the USFWS (Federal Register 1999) to the USACE. The measures listed below are taken largely from the PBO and, if applied to the western pond turtle as well as the frog, would be adequate as standard mitigation for both species. A similar level of effort for survey protocol can also be applied to the Mountain yellow-legged frog, with adjustments to its climate, habitat, and breeding requirements.

- The name and credentials of a biologist qualified to act as a construction monitor will be submitted to USFWS for approval at least 15 days prior to commencement of work;

- The USFWS-approved biologist should survey the site two weeks prior to the onset of work activities and immediately prior to commencing work. If red-legged frog adults, tadpoles, or eggs are found, the approved biologist should contact USFWS to determine whether relocating any life stages is appropriate;
- The USFWS-approved biologist should ensure that the introduction or spread of invasive exotic plant species is avoided to the maximum extent possible, by removing weeds from areas of exposed bare soil within the construction zone where construction occurs in riparian vegetation.
- The number and size of access routes, staging areas, and total area of activity should be limited to the minimum necessary to achieve the project goal;
- If work sites require dewatering, the intakes should be screened with a maximum mesh sizes of 5 millimeters;
- The USFWS-approved biologist should permanently remove and destroy from within the project area any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes, to the maximum extent practicable.

MM-BIO.15: Projects within the range and within suitable habitat for the California tiger salamander should conduct surveys, with USFWS approval, in accordance with the 2003 USFWS *Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander,* to establish whether or not the species is present. In addition to measures described for the California red-legged frog, which would also serve to protect the California tiger salamander, the following measures should be implemented to further minimize adverse effects to the California tiger salamander.

- A pre-construction survey should be conducted at each site to identify suitable pond and upland burrow aestivation areas. As feasible within the context of the work area, aestivation areas should be temporarily fenced and avoided.
- At locations where upland aestivation habitat is identified and cannot be avoided, aestivation burrows should be excavated by hand prior to construction and individual animals moved to natural burrows or artificial burrows constructed of PVC pipe within 0.25 miles of the construction site as approved by the USFWS.
- To ensure compliance with these measures and minimize California tiger salamander take, a qualified biological monitor should be present during all new site disturbance construction activities (vegetation removal, clearing, grubbing, grading) at locations with suitable upland aestivation habitat.
- Impacts on breeding ponds should be avoided until the ponds have dried.
- Upon approval by the USFWS, preconstruction surveys to salvage and relocate individual California tiger salamanders should include installation of drift fences and pitfall traps within construction sites to identify and relocate animals. Following removal of individuals, construction areas should be fenced with temporary exclusionary silt fencing.
- Temporary impacts on upland aestivation habitat should be restored to grassland habitat.
- Mitigation for occupied habitat permanently impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG).

MM-BIO.16: Projects within the range and within suitable habitat for the Coachella Valley fringe-toed lizard should conduct surveys, with USFWS/CDFG approval, in accordance with the CDFG *Protocol for Determining Coachella Valley Fringe-Toed Lizard (CVFTL) Presence,* to establish whether or not the species is present. The measures listed below are taken largely from the CDFG protocol recommendations and would be adequate as standard mitigation for this species. If the species is determined present then the following applies: Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG).

MM-BIO.17: Projects within the range and within suitable habitat for the desert tortoise should conduct surveys, with USFWS approval, in accordance with the 1992 USFWS *Field Survey Protocol For Any Federal Action That May Occur Within The Range Of The Desert Tortoise,* to establish whether or not the species is present. If the species is determined present then the following applies:

- Upon approval by the USFWS, preconstruction surveys of project impact areas should be required to salvage and relocate individual desert tortoise out of harms. Following removal of individuals, construction areas should be fenced with temporary exclusionary silt fencing.

Mitigation for occupied habitat impacted is likely to be compensatory acquisition of mitigation credits or off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG).

MM- BIO.18: California species of special concern (CSC), such as the two-striped garter snake and several bat species are considered special-status species that meet the definition of rare, threatened or endangered species for the purposes of CEQA. Projects within the range and within suitable habitat for California species of special concern should conduct surveys in accordance with the best professional judgment of a qualified biologist. The following measures should be implemented to further minimize adverse effects to CSC species:

- Preconstruction surveys of project impact areas should be required to salvage and relocate individual two-striped garter snakes out of harms. Following removal of individuals, construction areas should be fenced with temporary exclusionary silt fencing.
- Disturbances to bat roosts and nursery habitat should be avoided between March 1 and September 15 to avoid the breeding season for bats unless preconstruction surveys are conducted by a qualified biologist and no bat roosts or nurseries are found within the project area. Mitigation for the unavoidable loss of bat roosting and nursery habitat may include creation of habitat within newly constructed or renovated bridge structures, replacing appropriate tree species of adequate-sized trees providing habitat, and the installation of bat boxes to create additional habitat on a project-by-project basis depending on the level of impact.
- Similarly appropriate survey, salvage, and mitigation measures should be taken with regard to other CSC classified species. If avoidance of impacts to species is not feasible, on site and/or off site protection of appropriate mitigation lands in perpetuity should be secured for these species.

- Mitigation for occupied habitat is likely to be compensatory acquisition of mitigation credits or off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG.

MM-BIO.19: To avoid disrupting nesting Swainson's hawks, construction activities at known nesting locations should occur between September and March outside the nesting season (nesting typically occurs from March 1 through September 1). Alternatively, if construction activities take place during the nesting season, a qualified biologist should conduct a pre-construction survey no more than two weeks before the start of construction for any given milepost and report whether or not there are nesting Swainson's hawks within 500 feet of any project (assuming available authorized access). If there are nesting Swainson's hawks present within the 500-foot buffer areas, construction will be delayed until the CDFG has been consulted to determine suitable avoidance measures. A potential avoidance measure may include delaying all construction activity within 500 feet of an active Swainson's hawk nest until the adult and/or young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist.

MM-BIO.20: No more than two weeks before construction in any given milepost, a survey for burrows and burrowing owls should be conducted by a qualified biologist within 500 feet of the project (assuming available authorized access). The survey will conform to the protocol described by the California Burrowing Owl Consortium's 1993 Burrowing Owl Protocol and Mitigation Guideline which includes up to four surveys on different dates if there are suitable burrows present as well as the CDFG's 1995 Staff Report on Burrowing Owl Mitigation. Both mitigation guidelines also recommend habitat land acquisition and protection in perpetuity for project-related loss of occupied wintering and breeding habitat for burrowing owls. If occupied burrowing owl dens are found within the survey area, a determination should be made by a qualified biologist in consultation with CDFG whether or not project work will impact the occupied burrows or disrupt reproductive behavior.

- If it is determined that construction will not impact occupied burrows or disrupt breeding behavior, construction will proceed without any restriction or mitigation measures.
- If it is determined that construction will impact occupied burrows during August through February, the subject owls will be passively relocated from the occupied burrow(s) using one-way doors. There should be at least two unoccupied burrows suitable for burrowing owls within 300 feet of the occupied burrow before one-way doors are installed. Artificial burrows should be in place at least one-week before one-way doors are installed on occupied burrows. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.
- If it is determined that construction will physically impact occupied burrows or disrupt reproductive behavior during the nesting season (March through July) then avoidance is the only mitigation available. Construction should be delayed within 300 feet of occupied burrows until it is determined that the subject owls are not nesting or until a qualified biologist determines that juvenile owls are self-sufficient or are no longer reliant on the natal burrow as their primary source of shelter and survival.

- Mitigation for occupied habitat is likely to be compensatory acquisition of mitigation credits or off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG.

MM-BIO.21: When working within 100 feet of salt or brackish marshland presence for the California black rail, California clapper rail, and Yuma clapper rail should be assumed for either species during the period February 1- August 31 and construction should be scheduled to begin no earlier than September 1 and end no later than January 31 to avoid potential impact on reproduction. The Department of Fish and Game and United States Fish and Wildlife Service should be consulted when projects identify occupied habitat or habitat capable of supporting California clapper rail, light-footed clapper rail, and Yuma clapper rail.

MM-BIO.22: Projects within the range and within suitable habitat for the coastal California gnatcatcher should conduct surveys, with USFWS approval, in accordance with the 1997 USFWS *Coastal California Gnatcatcher Presence/Absence Survey Guidelines,* to establish whether or not the species is present. If the species is determined present then the following applies: To avoid disrupting nesting coastal California gnatcatchers, construction activities at known nesting locations should occur between September and March outside the nesting season (nesting typically occurs from March 1 through September 1). Alternatively, if construction activities take place during the nesting season, a qualified biologist should conduct a pre-construction survey no more than two weeks before the start of construction for any given milepost and report whether or not there are nesting coastal California gnatcatchers within 500 feet of any project (assuming available authorized access). If there are nesting coastal California gnatcatchers present within the 500-foot buffer areas, construction will be delayed until the USFWS and/or CDFG has been consulted to determine suitable avoidance measures. A potential avoidance measure may include delaying all construction activity within 500 feet of an active coastal California gnatcatchers nest until the adults and/or young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG).

MM-BIO.23: Projects within the range and within suitable habitat for the least Bell's vireo should conduct surveys, with USFWS approval, in accordance with the 2001 USFWS *Least Bell's Vireo Survey Guidelines,* to establish whether or not the species is present. If the species is determined present then the following applies: To avoid disrupting nesting least Bell's vireo, construction activities at known nesting locations should occur between September and March outside the nesting season (nesting typically occurs from March 1 through September 1). Alternatively, if construction activities take place during the nesting season, a qualified biologist should conduct a pre-construction survey no more than two weeks before the start of construction for any given milepost and report whether or not there are nesting least Bell's vireo within 500 feet of any project (assuming available authorized access). If there are nesting least Bell's vireo present within the 500-foot buffer

areas, construction will be delayed until the CDFG has been consulted to determine suitable avoidance measures. A potential avoidance measure may include delaying all construction activity within 500 feet of an active least Bell's vireo nest until the adults and/or young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted or other similar ratio with the approval of the USFWS and/or CDFG).

MM-BIO.24: Projects within the range and within suitable habitat for the southwestern willow flycatcher should conduct surveys, with USFWS approval, in accordance with the 2000 USFWS *Southwestern Willow Flycatcher Protocol Survey Guidelines (Revision 2000),* to establish whether or not the species is present. If the species is determined present then the following applies: To avoid disrupting nesting southwestern willow flycatcher, construction activities at known nesting locations should occur between September and March outside the nesting season (nesting typically occurs from March 1 through September 15). Alternatively, if construction activities take place during the nesting season, a qualified biologist should conduct a pre-construction survey no more than two weeks before the start of construction for any given milepost and report whether or not there are nesting southwestern willow flycatcher within 500 feet of any project (assuming available authorized access). If there are nesting southwestern willow flycatchers present within the 500-foot buffer areas, construction will be delayed until the CDFG has been consulted to determine suitable avoidance measures. A potential avoidance measure may include delaying all construction activity within 500 feet of an active southwestern willow flycatcher nest until the adults and/or young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. Mitigation for occupied habitat impacted is likely to be compensatory off-site acquisition or protection of similar habitats at a ratio of 3:1 (compensation acres to that impacted) or other similar ratio with the approval of the USFWS and/or CDFG).

MM-BIO.25: Suitable nesting sites for migratory nongame native bird species protected under the Federal Migratory Bird Treaty Act and/or trees with unoccupied raptor nests (large stick nests or cavities) should only be removed prior to February 1, or following the nesting season. A survey to identify active raptor and other migratory nongame bird nests should be conducted by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. Active raptor nests should be re-located within 500 feet of the project to the extent feasible and assuming available authorized access. Suitable nesting habitat for protected native birds should be re-located within 300 feet of the project.

- Beginning thirty days prior to the disturbance of suitable nesting habitat, the project proponent should arrange for weekly bird surveys conducted by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The last survey should be conducted no more than 3 days prior to the initiation of clearance/ construction work.

- If an active raptor nest is found within 500 feet of the project or nesting habitat for a protected native bird is found within 300 feet of the project, a determination should be made by a qualified biologist in consultation with CDFG whether or not project construction work will impact the active nest or disrupt reproductive behavior.
- If it is determined that construction will not impact an active nest or disrupt breeding behavior, construction will proceed without any restriction or mitigation measure.
- If it is determined that construction will impact an active raptor nest or disrupt reproductive behavior then avoidance is the only mitigation available. Construction should be delayed within 300 feet of such a nest, or as determined by CDFG, until the adults and/or young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist.
- If it is determined that construction will impact an active raptor or native bird nest or disrupt reproductive behavior then avoidance is the only mitigation available. Construction should be delayed within 300 feet of such a nest (within 500 feet for raptor nests), until August 31 or as determined by CDFG, until the adults and/or young of the year are no longer reliant on the nest site for survival and when there is no evidence of a second attempt at nesting as determined by a qualified biologist. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area.

Finding

The measures MM-BIO.1 through MM-BIO.26, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.3-2

The 2008 RTP would potentially contribute to the fragmentation of existing habitat, decreasing habitat patch sizes, reducing habitat connectivity, and causing direct injury to wildlife. The 2008 RTP includes new transportation corridors that may form barriers to animal migration or foraging routes.

Proposed Mitigation

MM-BIO.26: Individual transportation projects included in the 2008 RTP should conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. Habitat linkages/ wildlife movement corridors should be analyzed 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. Mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat) is one opportunity that project proponents and jurisdictions may pursue.

MM-BIO.27: Each transportation project should provide wildlife crossings/access based on 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 at locations useful and appropriate for the species of concern.

MM-BIO.28: Individual transportation projects should include analysis of wildlife corridors during project planning. Impacts to these corridors should be avoided and/or minimized.

MM-BIO.29: Each transportation project included in the Plan should use wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads. Wildlife fencing used should be based on proven designs for impacted species and developed in conjunction with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors. Inclusion of this mitigation measure should be considered on a case-by-case basis, as use of wildlife fencing could further increase the effects of habitat fragmentation and isolation for many species. Also see BIO.1 through BIO.10.

Finding

The measures MM-BIO.26 through MM-BIO.29, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.3-3

The 2008 RTP includes new transportation facilities that could increase near-road human disturbances such as litter, trampling, light pollution, and road noise as well as introduce invasive, non native plant species in previously inaccessible and undisturbed natural areas.

Proposed Mitigation

MM-BIO.30: Individual transportation projects should avoid siting new RTP transportation facilities within areas not presently exposed to such impacts. If avoidance is infeasible, the project should minimize vehicular accessibility to areas beyond the actual transportation surface. This can be accomplished through fencing and signage. Additionally, the area of native habitats to be lost to proximity to a transportation facility should be assessed and habitat at a quality of equal or superior value should be secured and protected in perpetuity.

MM-BIO.31: Each project should establish litter control programs in appropriate areas, such as trash receptacles at road turnouts, rest stops, and viewpoints. All refuse containers should be provided with mechanisms which prevent scavenging animals from gaining access to the contents of such containers.

MM-BIO.32: Each project should use road noise minimization methods, such as brush and tree planting, at heavy noise-producing transportation areas that might affect wildlife. Native vegetation should be used.

Finding

The measures MM-BIO.30 through MM-BIO.32, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.3-5

The 2008 RTP projects would potentially create noise, smoke, lights and/or other disturbances to biological resources during construction phases for these projects.

Proposed Mitigation

MM BIO-37: Individual projects should avoid and/or minimize construction activities that have the potential to expose species to noise, smoke, or other disturbances. Pre-construction surveys should be conducted as appropriate to determine the presence of any species that would need to be protected from such an impact (see BIO-4 through BIO-10).

MM BIO-38: Individual projects should be scheduled to avoid construction during critical life stages or sensitive seasons (e.g. the nesting season; see BIO-25, and BIO-11 through BIO-24).

Finding

The measures MM-BIO.37 and MM-BIO.38, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.3-6

The 2008 RTP includes projects that would potentially displace riparian or wetland habitat.

Proposed Mitigation

MM-BIO.39: Construction through or adjacent to wetlands or riparian areas should be avoided where feasible through route-planning. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. These setbacks should be a natural buffer a minimum of 100 feet from the outside edge of the riparian zone on each side of a drainage. See also BIO.1 through BIO.10.

MM-BIO.40: Each transportation project should avoid removal of wetland or riparian vegetation. Specific vegetation that is not to be removed should be so marked during construction. Wetland and riparian vegetation removal should be minimized as much as possible.

MM-BIO.41: Each transportation project should replace any disturbed wetland, riparian or aquatic habitat, either on-site or at a suitable off-site location at ratios to ensure no net loss.

MM-BIO.42: When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat should be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).

Finding

The measures MM-BIO.39 through MM-BIO.42, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.7-7

The 2008 RTP would potentially increase siltation of streams and other water resources from exposures of erodible soils during construction activities.

Proposed Mitigation

MM-BIO.43: Individual projects near water resources should implement 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. A more detailed description of BMPs is provided in Section 3.12 Water Resources.

MM-BIO.44: Individual projects should schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring) and to avoid the rainy season when erosion and sediment transport is increased.

Finding

The measures MM-BIO.43 and MM-BIO.44, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.3-9

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the partter of this urbanization.

Proposed Mitigation

The cumulative impacts to biological resources, due to the forecast urban development associated with the 2008 RTP would be mitigated using the same measures detailed for Impacts 3.3-1 through 3.3-8 in addition to the following measure.

MM BIO-45: Future impacts to biological resources should be minimized through cooperation, information sharing and program development as part of SCAG's regional planning efforts. SCAG should consult with the resource agencies, such as USFWS and CDFG.

Finding

The measures MM-BIO.1 through MM-BIO.45 for impacts 3.3-1 through 3.3-8, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by SCAG as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

D. Cultural Resources

Impact 3.4-1

Construction of projects from the 2008 RTP could cause a substantial adverse change in the significance of a historical resource.

Proposed Mitigation

MM-CUL.1: As part of the appropriate environmental review of individual projects, the project implementation agencies should identify potential impacts to historic resources. A record search at the appropriate Information Center should be conducted to determine whether the project area has been previously surveyed and whether historic resources were identified.

MM-CUL.2: If indicated as necessary by a records search, prior to construction activities, project implementation agencies should obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological 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 cultural resources within 1,000 feet of the improvement.

MM-CUL.3: The project implementation agencies should comply with Section 106 of the NHPA including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. This mitigation measure may include, but are not limited to the following:

- The project implementation agencies should carry out the maintenance, repair, stabilization rehabilitation, restoration, preservation, conservation or reconstruction of any impacted historic resource, which should be conducted in a manner consistent with the Secretary of

Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

- Where feasible, the project implementation agencies should employ design measures to avoid historical resource areas.
- Where feasible, noise buffers/walls and/or visual buffers/landscaping or some other material should be constructed to preserve the contextual setting of significant built resources.

In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure:

MM-CUL.4: The project implementation agencies should 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. However, such documentation will not mitigate the effects to less than significance.

Finding

The measures MM-CUL.1 through MM-CUL.4 as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.4-2

Construction of projects from the 2008 RTP could cause a substantial adverse change in the significance of an archaeological resource.

Proposed Mitigation

MM-CUL.5: As part of the appropriate environmental review of individual projects, the project implementation agencies should consult with the NAHC to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.

MM-CUL.6: Prior to construction activities, the project implementation agencies should 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.

MM-CUL.7: As necessary prior to construction activities, the project implementation agencies should 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 cultural resources.

MM-CUL.8: If the record search indicates that the project is located in an area rich with cultural materials, the project proponent should 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.

MM-CUL.9: Construction activities and excavation should be conducted to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. The project implementation agencies should obtain 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.

MM-CUL.10: Project implementation agencies should stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Finding

The measures MM-CUL.5 through MM-CUL.10, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.4-3

Construction of projects from the 2008 RTP could directly or indirectly destroy unique paleontological resources or sites or unique geologic features.

Proposed Mitigation

MM-CUL.11: As part of the appropriate environmental review of individual projects, the project implementation agencies should obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist should also conduct a field survey in these areas.

MM-CUL.12: Construction activities should avoid known paleontological resources, if feasible, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique.

MM-CUL.13: When a construction activity could significantly disturb soils or geologic formations in areas identified as having a moderate to high potential to support paleontological resources, a qualified researcher must be stationed on-site to observe during excavation operations and recover scientifically valuable specimens.

As part of this mitigation, the following actions should be taken:

- A certified paleontologist should be retained (or required to be retained) by the project implementing agency prior to construction to establish procedures for surveillance and

the preconstruction salvage of exposed resources if fossil-bearing sediments have the potential to be impacted.

- The monitor should provide preconstruction coordination with contractors, oversee original cutting in previously undisturbed areas of sensitive formations, halt or redirect construction activities as appropriate to allow recovery of newly discovered fossil remains, and oversee fossil salvage operations and reporting.
- This measure should be placed as a condition on all plans where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils.
- Excavations of paleontological resources should be overseen by the qualified paleontologist and the paleontological resources given to a local agency, or other applicable institution, where they could be displayed or used for research

MM-CUL.14: Where practicable, routes and project designs that would permanently alter unique geologic features should be avoided.

Finding

The measures MM-CUL.11 through MM-CUL.14, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.4-4

Construction of projects from the 2008 RTP could disturb human remains, including those interred outside of formal cemeteries.

MM-CUL.15: As part of environmental review of individual projects, project implementation agencies, 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, should 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.

MM-CUL.16: If the remains are of Native American origin:

- The coroner will contact the Native American Heritage Commission in order 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 or,

- If the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case
- The landowner or his authorized representative should 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 NAHC is unable to identify a descendent;
    - The descendant identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC Commission fails to provide measures acceptable to the landowner.

Finding

The measures MM-CUL.15 and MM-CUL.16, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.4-5

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional impacts to existing historic resources and previously undisturbed and undiscovered cultural resources, as described in Impacts 3.4-1 through 3.4-4.

Proposed Mitigation

The cumulative impacts to cultural resources, due to the forecast urban development associated with the 2008 RTP, would be mitigated using the same measures detailed for Impacts 3.4-1 through 3.4-4 in addition to the following measures.

MM-CUL.17: Future impacts to cultural resources should be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts. Resource agencies, such as the Office of Historic Preservation, should be consulted during this process.

Finding

The measures MM-CUL.1 through MM-CUL.17, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

E. Energy

Impact 3.5-1

The implementation of the 2008 RTP is likely to use electricity, natural gas, gasoline, diesel and other non-renewable energy types on the construction and expansion of the regional transportation system and development in the region between current conditions and 2035.

Proposed Mitigation

MM-EN.1: In reviewing projects, lead and implementing agencies should consider energy implications of construction processes. In general the most energy efficient construction process and long-term operational design should be selected unless there's an overriding reason why not.

Finding

The measure MM-EN.1, as presented above has been adopted as part of the 2008 RTP. This measure will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.5-2

The implementation of the 2008 RTP is likely to substantially increase the consumption of electricity, natural gas, gasoline, diesel and other non-renewable energy in the operation of the transportation system an operation of associated growth in the region between the current conditions and 2035.

Proposed Mitigation

MM-EN.2: State and federal lawmakers and regulatory agencies should pursue the design of programs to either require or incentivize the expanded availability including the expansion of alternative fuel filling stations and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.

MM-EN.3: SCAG should continue to consider energy uncertainty impacts prior to the development of the next Regional Transportation Plan. Topics that should be considered include:

- How the price and availability of transportation fuels affects revenues and demand;
- How increases in fuel efficiency could affect revenues and emissions;
- How the cost of commuting and personal travel affects mode choice and growth patterns;
- How the cost of goods movement affects international trade and employment; or
- How the escalation of fuel prices affects the cost of infrastructure construction, maintenance and operation.

This work will help SCAG better understand the relationship between transportation, land use and energy uncertainty.

MM-EN.4: SCAG should convene key stakeholders to evaluate and where feasible, recommend transportation measures such as congestion pricing, a refined regional goods movement system and technologies that reduce fossil fuel consumption.

MM-EN.5: SCAG should encourage clean post recycle conversion technologies to produce energy or technologies that offset energy use or air emissions.

MM-EN.6: SCAG should continue to develop energy efficiency and green building guidance to provide direction on specific approaches and models and to specify levels of performance for regionally significant projects to be consistent with regional plans.

MM-EN.7: SCAG should encourage the Federal and State Government to increase clean, cost-effective, reliable, domestic renewable energy generation, such as solar and wind turbines.
MM-EN.8: SCAG should encourage the Federal Government to increase the Corporate Average Fuel Economy (CAFE) to a level that will reduce our dependence on petroleum and reduce greenhouse gas emissions.

MM-EN-9: SCAG should continue to pursue partnerships with Southern California Edison, municipal utilities, and the California Public Utilities Commission to promote energy efficiency and reduce greenhouse gas emissions in the region.

MM-EN-10: SCAG should continue to develop, in coordination with the California Air Resources Board, a data and information collection and analysis system that provides an understanding of energy demand and greenhouse gas emissions in the SCAG region.

MM-EN.11: SCAG should continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy should be minimized through cooperative planning, and information sharing within the SCAG region.

MM-EN.12: SCAG should continue to develop, in coordination with the California Air Resources Board, a data and information collection and analysis system that provides an understanding of the energy demand and greenhouse gas emissions in the SCAG region.

MM-EN.13: Local agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as:

- Expanding light-duty vehicle retirement programs
- Increasing commercial vehicle fleet modernization
- Implementing driver training module on fuel consumption
- Replacing gasoline powered mowers with electric mowers
- Reducing idling from construction equipment
- Incentivizing alternative fuel vehicles and equipment
- Developing infrastructure for alternative fueled vehicles
- Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes
- Implementing truck idling rule, devices, and truck-stop electrification

- Requiring electric truck refrigerator units
- Reducing locomotives fuel use
- Modernizing older off-road engines and equipment
- Implementing cold ironing at ports
- Encouraging freight mode shift
- Limit use and develop fleet rules for construction equipment
- Requiring zero-emission forklifts
- Developing landside port strategy with alternative fuels, clean engines, and electrification

MM-EN.14: Local agencies should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the *CEQA Guidelines.*

MM-EN.15: Local governments or agencies with purview over utilities should, as practical and feasible, should streamline permitting and provide public information to facilitate accelerated construction of geothermal, solar and wind power generation facilities and transmission line improvements.

MM-EN.16: Local governments and utilities should develop a "Green Building Program" to promote green building standards.

MM-EN.17: Local governments should consider jobs/housing balance, to the extent practical and feasible and encourage the development of communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel.

MM-EN.18: Utilities should install and maintain California Best Available Control Technologies on all power plants at the US-Mexico border.

MM-EN.19: Utilities should consider increasing capacity of existing transmission lines, where feasible.

MM-EN.20: Project sponsors should support programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.

MM-EN.21: Project sponsors should support only the use of the best available technology including monitoring air and water impacts for locating any nuclear waste facility.

MM-EN.22: Project sponsors should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.

MM-EN.23: Project sponsors should encourage, should to the extent practical and feasible, new buildings incorporate solar panels in roofing and utilize other renewable energy sources to offset new demand on conventional power sources. For example, transit providers should, as feasible, assure that designers of new transit stations incorporate solar panels in roofing.

MM-EN.23(a) Project sponsors should consider the most cost-effective alternative and renewable energy generation facilities.

MM-EN.24: Project sponsors should 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. This may include strengthening local building codes for new construction and renovation to require a higher level of energy efficiency.

MM-EN.25: Local governments should seek funding through utility-sponsored programs to conduct energy efficiency "tune-ups" of existing buildings, as practical and feasible, by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization.

MM-EN.26: Local governments and developers should encourage the use of energy efficient appliances and office equipment.

MM-EN.27(a): Project sponsors should provide individualized energy management services for large energy users.

MM-EN.27: Project sponsors should pursue incentives and technical assistance for lighting efficiency.

MM-EN.28: Project sponsors should require that projects use efficient lighting. (Fluorescent lighting uses approximately 75% less energy than incandescent lighting to deliver the same amount of light.)

MM-EN.29: Project sponsors should require measures that reduce the amount of water sent to the sewer system. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.)

MM-EN.30: Local governments and developers should incorporate where practical and feasible, on-site renewable energy production, such as the installation of solar panels, water reuse systems, and/or other systems to capture energy sources that would otherwise be wasted.

MM-EN.31: Project sponsors should pursue incentives to encourage the use of energy efficient equipment and vehicles

MM-EN.32: Local governments should provide public education and publicity about energy efficiency programs and incentives in cooperation with local utility providers.

MM-EN.33: If a carbon trading system is established, a lead agency may consider whether carbon offsets would be an appropriate means of project mitigation. The project proponent could, for example, fund off-site projects (e.g., alternative energy projects) that will reduce carbon emissions, or could purchase "credits" from another entity that will fund such projects. The lead agency should ensure that any mitigation taking the form of carbon offsets is specifically identified and that such mitigation will in fact occur.

MM-EN.34: Local governments should consider the following land use principles that use resources efficiently, and to the extent practical and feasible, minimize pollution and reduce waste:

- Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure.
- Land use and planning strategies to that increase biking and walking trips

MM-EN.35: Local governments should encourage the integration of green building measures into project design such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures for new and remodeled buildings include:

- Using energy efficient materials in building design, construction, rehabilitation, and retrofit
- Encouraging new development to exceed Title 24 energy efficiency requirements
- Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.
- Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits
- Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.
  - Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.
  - Encouraging neighborhood energy systems, which allow communities to generate their own electricity
  - Orienting streets and buildings for best solar access
  - Encouraging buildings to obtain at least 20% of their electric load from renewable energy (3)

<u>Finding</u>

Mitigation measures *MM-EN.23(a)* and *MM-EN.27(a)* as presented above and in the PEIR, have not been adopted as part of the 2008 RTP, as they are infeasible. Other feasible measures intended reduce the consumption of electricity, natural gas, gasoline, diesel and other non-renewable energy in the operation of the transportation system are included as integral parts of the 2008 RTP, as CEQA requires that public agencies "incorporat[e] the mitigation measures into the plan" (Public Resources Code 21081.6(b)). These include the 35 measures listed above.

CEQA requires measures be feasible and be able to minimize a significant impact (CEQA Guidelines 15426.4), measures must also be fully enforceable. The two measures above are neither feasible nor enforceable and were therefore removed from the PEIR.

The measures MM-EN.2 through MM-EN.35, are presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.5-3

Implementation of the 2008 RTP will potentially not fully address the greenhouse gas reduction levels identified in AB 32(1990 levels by 2020)

Finding

The measures MM-EN.2 through MM-EN.35, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.5-4

Implementation of the investments and policies in the 2008 RTP would contribute to a cumulatively considerable increase in the consumption of energy in SCAG region between 2008 and 2035.

Finding

The measures MM-EN.2 through MM-EN.35, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

F. Geology, Soils and Seismicity

Impact 3.6-1

Implementation of the 2008 RTP could expose people or structures to potential substantial adverse effects, risk of surface rupture ground shaking, liquefaction and landsliding or seismically-induced ground shaking or seiche waves.

Proposed Mitigation

MM-GEO.1: Project implementing agencies should ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. The design of

projects should 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.

MM-GEO.2: Project implementing agencies should 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.

MM GEO-3: The project implementing agencies should ensure that geotechnical analyses from qualified geotechnical experts are conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs. These investigations would identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

Finding

The measures MM-GEO.1 through MM-GEO.3, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.6-2

Significant earthwork associated with implementation of the 2008 RTP could result in substantial soil erosion and/or the loss of topsoil in some cases potentially resulting in slope failure.

Proposed Mitigation

MM GEO-4: The project implementing agencies should 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 stormwater. Road cuts should be designed to maximize the potential for revegetation.

MM GEO-5: Implementing agencies should ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.

MM GEO-6: The project implementing agencies should ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert should be required prior to preparation of project designs. These investigations would identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

Finding

The measures MM-GEO.4 through MM-GEO.6, as presented above have been adopted as part of the 2008 RTP. These measures will be enfoced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding

considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.6-3

Projects included in the 2008 RTP could be located on expansive 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.

Proposed Mitigation

MM GEO-7: The project implementing agencies should ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert should be required prior to preparation of project designs to identify the potential for subsidence and expansive soils. These investigations would identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, should be implemented in project designs.

MM GEO-8: Implementing agencies should ensure that projects avoid geologic units or soils that are unstable, expansive soils, and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.

MM GEO-9: Implementing agencies should ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Finding

The measures MM-GEO.7 through MM-GEO.9, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations

Cumulative Impact 3.6-4

Urbanization in the SCAG region would increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. Implementation of the 2008 RTP would have the potential to result in a cumulatively considerable adverse effect on human beings and property when considered at the regional scale.

Proposed Mitigation

Mitigation measures MM.GEO-1 through MM.GEO.9 would be applied to this impact in addition to the following measures:

MM GEO-10: Future impacts to geological resources should be minimized through cooperation, information sharing, and program development as part of SCAG's regional planning efforts. Resource agencies, such as the USGS, should be consulted during this update process.

Finding
The measures MM-GEO.1 through MM-GEO.10, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

G. Hazardous Materials

Impact 3.7-2
The implementation of the 2008 RTP could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during transportation.

Proposed Mitigation
MM-HM.2: SCAG should encourage the USDOT, the Office of Emergency Services, and Caltrans to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM-HM.3: SCAG should encourage the USDOT and the CHP to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

Finding
The measures MM-HM.2 and MM-HM.3, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations

Impact 3.7-3
The implementation of the 2008 RTP could create a hazard to the public or environment by emitting hazardous materials within one-quarter mile of a school.

Proposed Mitigation
MM-HM.4: Prior to approval of any RTP project, the Lead Agency for each individual project should consider existing and known planned school locations when determining the alignment of new transportation projects and modifications to existing transportation facilities.

Finding
The measure MM-HM.4 as presented above has been adopted as part of the 2008 RTP. This measure will be enforced by lead agencies as part of the planning, environmental clearance, and

implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations

Cumulative Impact 3.7-6
Implementation of the investments and policies in the 2008 RTP could create a potential hazard to the public or the environment by the disturbance of contaminated sites as a result of population and housing growth in the region.

Proposed Mitigation
Mitigation Measures MM-HM.1 through MM-HM.6 would also address this impact.

Finding
The measures MM-HM.1 and MM-HM.6, as presented above have been adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

H. Land Use

Impact 3.8.1
The proposed 2008 RTP contains transportation projects and strategies to distribute the future growth in the region. These projects and strategies could result in inconsistencies with currently adopted local land use plans and policies.

Proposed Mitigation
MM-LU.1: SCAG should encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan and any updates as they are produced.

MM-LU.2: SCAG should encourage through regional policy comments that cities and counties update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

MM-LU.3: SCAG should work with its member cities and counties to ensure that transportation projects and growth are consistent with the RTP and general plans.

MM-LU.4: Planning is an iterative process and SCAG is a consensus building organization. SCAG should work with cities and counties to encourage that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.

MM-LU.5: SCAG should provide technical assistance and regional leadership to implement the Compass Blueprint growth strategy and integrate growth and land use planning with the existing and planned transportation network.

MM-LU.6: SCAG should provide planning services to local governments through Compass Blueprint Demonstration Projects. These projects will help local jurisdictions:

- Update General Plans to reflect Compass Blueprint principles and integrate land use and transportation planning.
- Develop specific plans, zoning overlays and other planning tools to enable and stimulate desired land use changes within 2% Strategy Opportunity Areas
- 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.7: SCAG should continue with a targeted public relations strategy that emphasizes regional leadership, the benefits and implications of Compass Blueprint principles, and builds a sense of common interests among Southern Californians..

MM-LU.8: SCAG should expand the role of the Compass Partnership, a forum for convening representatives from government, civic leaders and members of the development community. SCAG should encourage cooperative land use decision-making and planning efforts between neighboring jurisdictions.

MM-LU.9: SCAG should use its Intergovernmental Review Process to provide review and comment on large development projects regarding their consistency with the RTP and other regional planning efforts.

MM-LU.10: Local governments should provide for new housing consistent with state housing law to accommodate their share of the forecasted regional growth.

MM-LU.11(a) Local governments should adopt and implement General Plan Housing Elements that accommodate the housing needs identified through the RHNA process. Affordable housing should be provided consistent with the RHNA income category distributed adopted for each jurisdiction.

MM-LU.11: Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, RTP, and other ongoing regional planning efforts in determining their own development goals and drafting local plans.

MM-LU.12: Local governments and subregional organizations should encourage the cleanup and redevelopment of brownfield sites.

MM-LU.13: Where practical and feasible, local governments should develop programs enable the reuse of underutilized commercial, office and/or industrial properties for housing or mixed-use housing.

Findings

Mitigation measure *MM-LU.11 (a)* as presented above and in the PEIR, has not been adopted as part of the 2008 RTP. In response to comments received, SCAG evaluated this measure and determined it to be duplicative of measure MM-LU.10. Therefore, this measure was removed.

The measures MM-LU.1 through MM-LU.13 as presented above have been adopted as part of the 2008 RTP. These measures will be implemented by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in The Statement of Overriding Considerations.

Impact 3.8-2

The 2008 RTP contains transportation projects that have the potential to disrupt or divide established communities.

Proposed Mitigation

MM-LU.14: As part of the second tier review performed on a project-by-project basis, a study should be completed by the lead agency to determine whether an area is classified as a "cohesive community" as defined by Environmental Handbook Volume 4, Community Impact Assessment (Caltrans 1997). The study should include the method for determining the level of cohesiveness for a given community and identify mitigation measures to reduce or avoid significant effects. Specific mitigation measures could include, but are not limited to pedestrian overcrossings, "cut and covers" and development of parks or other social interaction centers.

MM-LU.15: Significant adverse impacts to community cohesion resulting from the displacement of residences or businesses should be mitigated with specific relocation measures as dictated by local, state or federal requirements on a project-by project basis. Such measures include assistance in finding a new location, assistance with moving, or compensation for losses. Where it has been determined that displacement is necessary and displaced individuals are eligible, a relocation assistance program consistent with the State Uniform Location Assistance and Real Properties Acquisition Policies Act provides compensation and assistance in finding new residence for displaced individuals.

MM-LU.16: Project implementation agencies should design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities should be identified and considered in the design of the project.

MM-LU.17: Project implementation agencies should design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes should be determined that permit connections to nearby community facilities.

Findings

The mitigation measures MM-LU.14 through MM-LU.17 as presented above, have been adopted as part of the 2008 RTP. They will be enforced by SCAG and the project lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.8-3

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the patter of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to land use and would change the intensity of land use in some areas.

Proposed Mitigation

MM-LU.18: SCAG's on-going regional planning efforts will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Findings

The mitigation measure MM-LU.18 as presented above, has been adopted as part of the 2008 RTP. They will be enforced by SCAG and the implementing agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

I. Noise

Impact 3.9-1

Grading and construction activities associated with the proposed freeway, arterial, transit and HSRT project identified in the 2008 RTP would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites would increase substantially, sometimes for extended duration.

Proposed Mitigation

MM-NO.1: Project implementing agencies should comply with all local sound control and noise level rules, regulations, and ordinances.

MM-NO.2: Project implementing agencies should limit the hours of construction to those specified by local agencies, or if no rules are identified to the following hours within 3,000 feet of residential and hotel uses: between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on Saturdays. Construction should not occur on Sundays or Holidays within 3,000 feet of sensitive receptors without specific overriding need being documented.

MM-NO.3: Equipment and trucks used for project construction should utilize the best available noise control techniques (including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.

MM-NO.4: Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction should be hydraulically or electrically powered wherever possible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used, such as the use of drilling rather than impact equipment, whenever feasible.

MM-NO.5: Project implementing agencies should ensure that stationary noise sources are located as far from sensitive receptors as possible. If they must be located near existing receptors, they should be adequately muffled.

MM-NO.6: The project implementing agencies should designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator should be conspicuously posted at construction areas and on all advanced notifications. This person should be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

MM-NO.7: Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence should be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

MM-NO.8: Project implementing agencies should direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.

MM-NO.9: Project implementing agencies should implement use of portable barriers in the vicinity of sensitive receptors during construction including construction of subsurface barriers, debris basins, and storm water drainage facilities.

MM-NO.10: In residential areas, pile driving will be limited to daytime working hours. No pile-driving or blasting operations should be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition should be approved by the local jurisdiction only with documentation of overriding need.

MM-NO.11: Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile-drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure that pile driving noise does not exceed speech interference criterion at the closest sensitive receptor.

MM-NO.12: Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines is minimized to the extent feasible.

MM-NO.13: Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

Finding

Mitigation measures MM-NO.1 through MM-NO.13, as presented above, have been adopted as part of the 2008 RTP. These measures will be enforced by SCAG. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.9-2

Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels and/or could experience substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition of highway lanes, roadways, ramps and new transit facilities as well as increased use of existing transit facilities etc.)

Proposed Mitigation

MM-NO.14: As part of the appropriate environmental review of each project, a project specific noise evaluation should be conducted and appropriate mitigation identified and implemented.

MM-NO.15: Project implementation agencies should employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.

MM-NO.16: Project implementation agencies should, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

MM-NO.17: Project implementation agencies should construct sound reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

MM-NO.18: Project implementation agencies should, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

MM-NO.19: The project implementation agencies should implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems, where such limits may reduce noise impacts.

MM-NO.20: To reduce noise impacts, maximize distance of the HSRT route alignment from sensitive receptors. If the HSRT guideway is constructed along the center of a freeway, operation noise impacts would be reduced by the increase in distance to the noise sensitive sites and the masking effects of the freeway traffic noise.

MM-NO.21: Reduce HSRT speed in the vicinity of sensitive receptors.

MM-NO.22: As a last resort, eliminate the noise-sensitive receptor by acquiring rail and freeway rights-of-way. This would ensure the effective operation of all transportation modes.

MM-NO.23: Passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations should be located away from sensitive receptors.

Finding

The measures MM-NO.14 through MM-NO.23, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.9-3

Cumulative ambient noise levels could increase in urban areas of the region to exceed normally acceptable noise levels or have substantial increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from new highways, addition off highway lanes, roadways, ramps and new use of new transit facilities as well as increased use of existing transit facilities, etc)

Proposed Mitigation

Mitigation measures intended to reduce the noise impact on sensitive receptors are part of the 2008 RTP. These include site design, buffers, soundwalls, etc. Further reduction in noise impacts would be obtained through the implementation of the measures described above in MM-NO.14 through MM-NO.23.

Finding

The mitigation measures MM-NO.14 through MM-NO.23, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

J. Open Space

Impact 3.10-1

Implementation of the proposed 2008 RTP could result in substantial disturbance and/or loss of prime farmlands and/or grazing lands, throughout the six-county SCAG region.

Proposed Mitigation

MM-OS.1: Individual projects must be 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.

MM-OS.2: For projects in agricultural areas, project implementation agencies should 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. Impacts to such lands should be evaluated in project-specific environmental documents. The analysis should use the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. The project implementation agencies or local jurisdictions should be responsible for ensuring adherence to the mitigation measures prior to construction. Mitigation measures may include conservation easements or the payment of in-lieu fees.

MM-OS.3: For those projects that require federal funding, the federal agency evaluates the effects of the action to agricultural resources using the criteria set forth in the Farmland Protection Policy Act (FPPA). The FPPA is administered by the NRCS, which determines impacts to farmland that could occur due to the proposed project. The determination is made through coordination between the federal agency proposing or supporting the project and NRCS. The assessment of potential impacts to farmland from corridor type projects, which is typical of transportation projects analyzed in this PEIR, will require completion of Form NRCS-CPA-106, Farmland Conservation Impact Rating for Corridor Type Projects. NRCS will make a determination, using set thresholds, as to whether additional project specific mitigation would be required

MM-OS.4: Project implementation agencies should consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid agricultural lands and to reduce conflicts between transportation uses and agricultural lands.

MM-OS.5: Prior to final approval of each project and when feasible and prudent, the implementing agency should establish conservation easement programs to mitigate impacts to prime farmland.

MM-OS.6: Prior to final approval of each project, the implementing agency should to the extent practical and feasible, avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.

MM-OS.7: Prior to final approval of each project, the implementing agency should encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

MM.OS-8: SCAG should support policies that preserve and promote the productivity and viability of agricultural lands, including promoting the availability of locally grown and organic food in the region.

MM-OS.9: SCAG should use its IGR process to review projects with potentially significant impacts to important farmlands and recommend impact avoidance and mitigation measures

MM-OS.10: SCAG should work with member agencies and the region's farmland interests to develop regional guidelines for buffering farmland from urban encroachment, resolving conflicts that prevent farming on hillsides and other designated areas, and closing loopholes that allow conversion of non-farm uses without a grading permit.

MM-OS.11: Developers and local governments should submit for IGR review projects with potentially significant impacts to important farmlands. Projects should include mitigation measures to reduce impacts and demonstrate project alternatives that avoid or lessen impact to agricultural lands. Mitigation should occur at a 1:1 ratio.

Finding

The mitigation measures MM-OS.1 through MM-OS.11, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in The Statement of Overriding Considerations.

Impact 3.10-2

Implementation of the project included in the 2008 RTP would result in a substantial loss or disturbance of existing open space and recreation lands.

Proposed Mitigation

MM-OS.12: Project implementation agencies should ensure that projects are consistent with federal, state, and local plans that preserve open space.

MM-OS.13: Project implementation agencies should consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid open space, recreation land, and wildlife corridors to reduce conflicts between transportation uses and open space and recreation lands.

MM-OS.14: Project implementation agencies should identify open space areas that could be preserved and should include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.

MM-OS-15: Prior to final approval of each project, the implementing agency should conduct the appropriate project-specific environmental review, including consideration of loss of open space. Potential significant impacts to open space should be mitigated, as feasible. The project implementation agencies or local jurisdiction should be responsible for ensuring adherence to the mitigation measures prior to construction.

MM-OS.16: For projects that require approval or funding by the USDOT, project implementation agencies should comply with Section 4(f) of the USDOT Act.

MM-OS.17: Future impacts to open space and recreation lands should be avoided through cooperation, information sharing, and program development as part of SCAG's ongoing regional planning efforts.

MM-OS.18: SCAG should establish criteria for evaluating impacts to regionally significant open space resources, and will recommend mitigation measures for significant impacts to regional resources. These recommendations will be included in SCAG's Regional Open Space Guidance.

MM-OS.19: SCAG should develop and implement coordinated mitigation programs for regional projects, with an emphasis on regional transportation projects.

MM-OS.20: SCAG should produce and maintain a list/map of potential conservation opportunity areas. These conservation opportunity areas may be used by local governments and project sponsors as priority areas for mitigating impacts to open space resources. SCAG's forthcoming regional open space guidance document will include additional information on conservation opportunity areas.

MM-OS.21: SCAG should use its IGR process to review projects with potentially significant impacts to open space and recommend impact avoidance and mitigation measures.

MM-OS.22: Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements.

MM-OS.23: Project sponsors should ensure that at least one acre of unprotected open space is permanently conserved for each acre of open space developed as a result of transportation projects/improvements.

MM-OS.24: Individual projects submitted for IGR review should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects submitted for IGR review should demonstrate consideration of alternatives that would avoid or reduce impacts to open space.

MM-OS.25: Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or

avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines.

Finding

The mitigation measures MM-OS.12 through MM-OS.24, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.10-3

Implementation of the 2008 RTP could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facilities would occur, or could result in a decrease in performance objectives for existing parks.

Proposed Mitigation

MM-OS.26: SCAG, in collaboration with its member agencies, should work to enhance community open space and its accessibility.

MM-OS.27: SCAG should continue to work with the state to develop approaches for evaluating environmental impacts within the Compass Blueprint program, particularly energy, air quality, water, and open space and habitat

MM-OS.28: SCAG should support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

MM-OS.29: SCAG should encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs. This should be done, in part, by consulting with agencies and organizations that have active open space work plans.

MM-OS.30: SCAG should encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG should encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas

MM-OS.31: Local governments should prepare a Needs Assessment to determine the level of adequate community open space level for their areas.

MM-OS.32: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.

Finding

The mitigation measures MM-OS.26 through MM-OS.32, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.10-4

Urbanization in the SCAG region will increase substantially by 2035. The RTP, by increasing mobility and including land-use-transportation measures, influences the patter of this urbanization. The 2008 RTP's influence on growth patterns contribute to regional cumulatively considerable impacts to open space and result in a loss of open space and agricultural lands in the region.

Proposed Mitigation

MM-OS.33: SCAG's Compass Blueprint program and other on-going regional planning efforts will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

MM-OS.34: Project level mitigation for significant cumulative and growth-inducing impacts on open space resources should include the conservation of natural lands, community open space and important farmland through existing programs in the region.

MM-OS.35: Local governments should establish programs to direct growth to less agriculturally valuable lands and ensure, where possible, the continued protection of the most agriculturally valuable land within each county. The following are offered as examples of programs:

- The development or participation in transfer of development rights programs to encourage the preservation of agricultural lands.
- Tools for the preservation of agricultural lands such as eliminating estates and ranchettes and clustering to retain productive agricultural land.
- Easing restrictions on farmer's markets and encourage cooperative farming initiatives to increase the availability of locally grown food.
- Considering partnering with school districts to develop farm-to-school programs

MM-OS.36: Local governments should avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development on the loss of local markets.

MM-OS.37: SCAG should consider consistency with ongoing regional open space planning in funding opportunities and programs administered by SCAG.

MM-OS.38: Local governments should consider the most recent annual report on open space conservation in planning and evaluating projects and programs in areas with regionally significant open space resources.

MM-OS.39: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities. Strategies local governments should pursue include:

- Increase the accessibility to natural areas lands for outdoor recreation.
- Promote infill development and redevelopment to revitalize existing communities
- Utilize "green" development techniques
- Promote water-efficient land use and development

MM-OS.40: Where practical and feasible, project sponsors and local governments should consider increasing the accessibility to natural areas lands for outdoor recreation. Such measures should be coordinated with local and regional open space planning or management agencies.

MM-OS.41: Project sponsors and local governments should promote infill development and redevelopment to encourage the efficient use of land and minimize the development of agricultural and open space lands.

MM-OS.42: Local governments should consider the following land use principles that use resources efficiently, and to the extent practical and feasible, minimize pollution and reduce waste generation:

- Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure
- Land use and planning strategies to increase biking and walking trips.

MM-OS.43: Project sponsors and local governments should promote water-efficient land use and development.

MM-OS.44: Local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.

Finding

The mitigation measures MM-OS.33 through MM-OS.44, as presented above, have been adopted as part of the 2008 RTP. (MM-OS.37 in the Draft PEIR was deleted as duplicative of MM-OS.28, subsequent measures were renumbered.) They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds any the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

K. Population, Housing and Employment

Impact 3.11-1

Implementation of the 2008 RTP could facilitate substantial population growth to some areas of the region.

Proposed Mitigation

MM-POP.1: SCAG should work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2008 RTP, enhancing mobility and reducing land consumption.

Finding

The mitigation measure MM-POP.1 as presented above, has been adopted as part of the 2008 RTP. It will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.11-2

Implementation of the 2008 RTP projects could require the acquisition of rights-of-way that could displace a substantial number of existing homes and businesses.

Proposed Mitigation

MM-POP.2: For projects with the potential to displace homes and/or businesses, project implementation agencies should evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts should be minimized to the extent feasible. If possible, existing rights-of-way should be used.
MM-POP.3: Project implementation agencies should develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Finding

The mitigation measures MM-POP.2 and MM-POP.3, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.11-3

Urbanization in the SCAG region will increase substantially by 2035. The RTP, by increasing mobility and including land-use-transportation measures, influences the patter of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to currently vacant natural lands.

Proposed Mitigation

Mitigation Measures MM-POP.1 through MM-POP.3 would be applied to mitigate this cumulative impact in addition to the following measure:

MM-POP.4: SCAG's Compass Blueprint strategy will 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.

Finding
The mitigation measures MM-POP.1 and MM-POP.4, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

L. Public Services and Utilities

Cumulative Impact 3.12.5
Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to the staffing level of police and fire and emergency services in the SCAG region.

Proposed Mitigation
MM-PS.15: The growth inducing potential of individual projects should be carefully evaluated so that the full implications of the projects are understood. Individual environmental documents should quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities to the extent feasible. Lead and responsible agencies then will make any necessary adjustments to the applicable General Plan. Any such identified adjustment should be communicated to SCAG.

MM-PS.16: The project implementation agency should identify projects in the 2008 RTP that require police protection, fire service, and emergency medical service and should coordinate with local fire and police departments to ensure that the existing public services would be able to handle the increase in demand for their services. If the current levels of services at the project site are found to be inadequate, infrastructure improvements and/or personnel requirements for the appropriate public service should be identified in each project's CEQA documentation.

Finding
The mitigation measures MM-PS.15 and MM-PS.16, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12.6
Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively

considerable impact to the number of school-age children and the demand for school facilities in different parts of the SCAG region.

Proposed Mitigation

MM-PS.17: Project implementation agencies should undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies should ensure that the appropriate school district has the school capacity, or is planning for the capacity, that the project will generate. Appropriate mitigation measures, such as new school construction or expansion, should be identified. The project implementation agencies or local jurisdiction should be responsible for ensuring adherence to the mitigation measures. SCAG should be provided with documentation of compliance with any necessary mitigation measures.

Finding

The mitigation measure MM-PS.17, as presented above, has been adopted as part of the 2008 RTP. It will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12-7

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence would create a cumulatively considerable impact to the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM-PS.18(a): The California Integrated Waste Management Board should continue to enforce solid waste diversion mandates that are enacted by the Legislature.

MM-PS.18: Local jurisdictions should continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, should encourage further recycling to exceed these rates.

MM-PS.19 Local jurisdictions should 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.

MM-PS.20: Local governments, waste management agencies and SCAG should coordinate regional approaches and strategic siting of waste management facilities.

MM-PS.21: Local governments and waste management agencies, should encourage and, where practical and feasible, facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where

one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.

MM-PS.22: Local governments and waste management agencies should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities in conjunction with existing waste management or material recovery facilities.

MM-PS.23: Local governments and waste management agencies should increase programs to educate the public and increase awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the county and city level, as well as at local school districts and education facilities.

MM-PS.24: SCAG should encourage projects to reuse and recycle construction and demolition waste.

MM-PS.25: SCAG should encourage methane recovery in local landfills and wastewater treatment plants to generate electricity.

Finding

Mitigation measure *MM-PS.18 (a)* as presented above and in the PEIR, has not been adopted as part of the 2008 RTP. In response to comments received, SCAG evaluated this measure and determined it to be duplicative of existing state law. Therefore, this measure was removed.

The mitigation measures MM-PS.17 through MM-PS.25, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

M. Security and Emergency Preparedness

Impact 3.13-1

Implementation of the 2008 RTP could impair transportation safety, security and reliability for people and goods in the region.

Proposed Mitigation

MM-SEP.1: SCAG should help ensure the rapid repair of transportation infrastructure in the event of an emergency. SCAG, in cooperation with local and state agencies, should identify critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. SCAG should establish transportation infrastructure practices that promote and enhance security.

MM-SEP.2: SCAG should continue to promote the use of intelligent transportation system (ITS) technologies that enhance transportation security. SCAG should work to expand the use of ITS to improve surveillance, monitoring and distress notification systems and to assist in the rapid evacuation of disaster areas. SCAG should facilitate the incorporation of security into the

Regional ITS Architecture. Transit operators should incorporate ITS technologies as part of their security and emergency preparedness and share that information with other operators.
Aside from deploying ITS technologies for advanced customer information, transit agencies should work intensely with ethnic, local and disenfranchised communities through public information/outreach sessions ensuring public participation are utilized to its fullest. In case of evacuation, these transit dependent persons may need additional assistance to evacuate to safety.

Finding
The mitigation measures MM-SEP.1 and MM-SEP.2, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.13-2
The RTP has the potential to inhibit the prevention, protection, response to, and recovery from major human-causes or natural events that could create a significant hazard to the public threatening and impacting lives, property the transportation network and the regional economy.

Proposed Mitigation
SCAG does not intend to undertake a first response or emergency management role. SCAG seeks to become a conduit for coordination and collaboration among these stakeholders at the regional level.

MM-SEP.3: SCAG should establish transportation infrastructure practices that promote and enhance security.

- SCAG should work with transportation operators to plan and coordinate transportation projects, as appropriate, with Department of Homeland Security grant projects, to enhance the regional transit security strategy (RTSS).
- SCAG should 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.
- SCAG should establish a Transportation Security Working Group (TSWG) with goals of RTP consistency with RTSS, and to find ways SCAG programs can enhance RTSS.

MM-SEP.4: SCAG should establish a forum where policy makers can be educated and regional policy can be developed. SCAG should work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.

MM-SEP.5: SCAG should help to enhance the region's ability to deter and respond to acts of terrorism, human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG should work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.

MM-SEP.6: SCAG should help to enhance the region's ability to deter and respond to terrorist incidents, human-caused or natural disasters by strengthening relationship and coordination with transportation.

- SCAG should work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.
- SCAG should encourage all SCAG elected officials are educated in NIMS.
- SCAG should 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-SEP.7: SCAG will work to enhance emergency preparedness awareness among public agencies and with the public at large.

- SCAG should work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.

MM-SEP.8: SCAG should work to improve the effectiveness of regional plans by maximizing the sharing and coordination of resources that would allow for proper response by public agencies.

- SCAG should encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.

MM-SEP.9: SCAG should help to enhance the capabilities of local and regional organizations, including first responders, through provision and sharing of information.

- SCAG should work with local agencies to collect regional GeoData in a common format, and provide access to the GeoData for emergency planning, training and response.
- SCAG should establish a forum for cooperation and coordination of these plans and programs among the regional partners including first responders and operations agencies
- SCAG should develop and establish a regional information sharing strategy, linking SCAG and its member jurisdictions for ongoing sharing and provision of information pertaining to the region's transportation system and other critical infrastructure.

MM-SEP.10: SCAG should provide the means for collaboration in planning, communication, and information sharing before, during, or after a regional emergency.

- SCAG should 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 should offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
- SCAG should enter into agreements with other MPOs to provide this data, in coordination with the California OES in the event that an event disrupts SCAG's ability to function.

Finding

The mitigation measures MM-SEP.3 and MM-SEP.10, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.13-4

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation (optional advisory) measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable fire threat to development in the SCAG region.

Proposed Mitigation

MM-SEP.17: SCAG should encourage local jurisdictions to strengthen and fully enforce fire codes and regulations.

MM-SEP.18: SCAG should encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

MM-SEP.19: SCAG should encourage 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.

MM-SEP.20: SCAG should encourage reduction of fire threats in the region as part of the Compass Blueprint process and as part of other on-going regional planning efforts.

MM-SEP.21: Project implementation agencies should 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) 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.

MM-SEP.22: Project implementation agencies should encourage natural re-vegetation or seeding with local, native species after a fire and discourage re-seeding of non-native, invasive species to promote healthy, natural ecosystem re-growth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than should shallow-rooted non-natives.

Finding

The mitigation measures MM-SEP.17 through MM-SEP.22, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

N. Transportation

Impact 3.14-1

In 20305 there would be substantially more total daily Vehicle Miles of Travel (VMT) than the current daily VMT. Implementation of the 2008 RTP would contribute to this increase.

Proposed Mitigation

Measures intended to reduce vehicle miles traveled are part of the 2008 RTP. These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use-transportation connection and other Travel Demand Management measures.

MM-TR.1: Beyond the currently financially and institutionally feasible measures included in the 2008 RTP, SCAG should identify further reduction in VMT that could be obtained through land use strategies, additional car-sharing programs, additional vanpools, additional bicycle programs, and implementation of a universal employee transit access pass (TAP) program.

MM.TR-2: Local governments should coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or street lights are installed, require the use of Light Emitting Diode (LED) technology.

MM.TR-3: Local governments should 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.

MM.TR-4: Local governments should create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.

MM.TR-5: Local governments should 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.

MM.TR-6: Local governments should encourage bicycling and walking by incorporate 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.

Finding

The mitigation measures MM-TR.1 through MM-TR.6, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant

impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.14-2

In 2035 there would be substantially higher average Vehicle Hours Traveled (VHT) in delay than the current condition. Implementation of the 2008 RTP would contribute to this increase.

Proposed Mitigation

Measures intended to reduce vehicle hours in delay are part of the 2008 RTP. These include: system management, increasing rideshare and work-at-home opportunities to reduce demand Further reduction in delay could be obtained through the implementation of Mitigation Measures MM-TR.1 through MM-TR.6.

Finding

The mitigation measures MM-TR.1 through MM-TR.6, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Impact 3.14-3

In 2035 there would be substantially greater average delay VHT for heavy-duty truck trips than the current condition. Implementation of the 2008 RTP would contribute to this increase.

Proposed Mitigation

Mitigation measures intended to reduce daily heavy duty trick vehicle house of delay are part of the 2008 RTP. These include: 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 (as described I the Project Description) Further reduction in VHT in delay for all vehicles would be obtained through the implementation of mitigation measures MM-TR.1 through MM-TR.6.

Finding

The mitigation measures MM-TR.1 through MM-TR.6, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations

Cumulative Impact 3.15-7

Implementation of the 2008 RTP would contribute a cumulatively considerable amount of transportation impacts, such as VMT and all-vehicle VHT in delay, to counties outside of the SCAG region.

Proposed Mitigation
Implementation of mitigation measures MM-TR.1 through MM-TR.6 would address this impact.

Finding
The mitigation measures MM-TR.1 through MM-TR.6, as presented above, have been adopted as part of the 2008 RTP. They will be enforced by lead agencies for individual projects, as detailed above and in the MMRP. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations

O. Water Resources

Impact 3.12-1
Local surface water quality could be degraded by increased roadway runoff created by RTP projects, potentially violating water quality standards associated with wastewater and stormwater permits. RTP projects could alter the existing drainage patterns in ways that could result in substantial erosion or siltation.

Proposed Mitigation
MM-W.1: Transportation improvements should comply with federal, state, and local regulations regarding storm water management. State-owned highways and other transportation facilities are subject to compliance with a statewide stormwater permit issued to Caltrans.

MM-W.2: Project implementation agencies should ensure that new facilities include 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.

MM-W.3: Structural storm water runoff treatment should be provided according to the applicable urban storm water runoff permit where facilities will be operated by a permitted municipality or county. Where Caltrans is the operator, the statewide permit applies.

MM-W.4: Project implementation agencies should consult with the RWQCB and Storm Water Management Plan permit holders as projects are designed to ensure that projects protect the goals of the Clean Water Act and comply with federal storm water NPDES permits.

MM-W.5: Project implementation agencies should ensure that 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. Efforts should be made to assure 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.

MM-W.6: Project implementation agencies should comply with the State-wide construction storm water discharge permit requirements including preparation of Storm Water Pollution

Prevention Plans for transportation improvement construction projects. Roadway construction projects should comply with the Caltrans storm water discharge permit. Best Management Practices should be identified and implemented to manage site erosion, wash water runoff, and spill control.

MM-W.7: Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, should comply with sections 404 and 401 of the Clean Water Act including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the governing Regional Water Quality Control Board.

MM-W.8: In compliance with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit, long-term sediment control should be effected through erosion control and revegetation programs designed to allow reestablishment of native vegetation on slopes and undeveloped areas.

MM-W.9: Drainage of roadway runoff should comply with Caltrans' storm water discharge permit. Wherever possible, roadways should be designed to convey storm water through vegetated median strips that provide detention capacity and allow for infiltration before reaching culverts. The infiltration capacity of storm water runoff detention facilities should be sized to minimize, to the greatest extent possible, the effect of increased impervious surfaces.

Finding

Mitigation Measures MM-W.1 through MM-W.9 are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in The Statement of Overriding Considerations.

Impact 3.15-2

Increased imperious surfaces due to transportation projects would reduce groundwater infiltration.

Proposed Mitigation

MM-W.10: Project implementation agencies should avoid designs that require continual dewatering where feasible.

MM-W.11: Project implementation agencies should ensure that projects that do require 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 should comply with appropriate building codes and standard practices including the Uniform Building Code.

MM-W.12: Treatment and control features such as detention basins, infiltration strips, porous paving, and other features to control surface runoff and facilitate groundwater recharge should be incorporated 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.

MM-W.13: Where feasible, transportation facilities should not be sited in groundwater recharge areas, to prevent conversion of those areas to impervious surface.

Finding

Mitigation Measures MM-W.10 through MM-W.12 are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.15-4

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including advisory land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to water quality.

Proposed Mitigation

Mitigation Measures MM-W.1 through MM-W.9 should be applied to all urban development as feasible, in addition to the following measures:

MM-W.20: Local governments should encourage Low Impact Development and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments where practical and feasible.

MM-W.21: Local governments should implement, where practical and feasible, green infrastructure and water-related green building practices through incentives and ordinances. Green building resources include the U.S. Green Building Council's Leadership in Energy and Environmental Design, Green Point Rated Homes, and the California Green Builder Program.

MM-W.22: Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, development and restoration of public parks, and parking lot conversions, to maximize benefits and share costs.

MM-W.23: Developers, local governments, and water agencies should 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. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.

MM-W.24: SCAG should continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality should 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 should occur as part of current and existing coordination, an integral part of SCAG's ongoing regional planning efforts.

Finding

Mitigation Measures MM-W.20 through MM-W.24 are adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12-5

Urbanization in the SCAG region will increase substantially by 2030. The 2008 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in impacts to stormwater infiltration and groundwater recharge.

Proposed Mitigation

Mitigation Measures MM-W.10 through MM-W.13 should be applied to all urban development as feasible, in addition to the following measure:

MM-W.25: SCAG should 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 should be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. Meetings of SCAG's Water Policy Task Force and Regional Council offer an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.

Finding

Mitigation Measures MM-W.10 through MM-W.13 and MM-W.25 are adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12-6

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth would contribute to the conversion of undeveloped land to urban uses, resulting in flooding hazard impacts.

Proposed Mitigation

Mitigation Measures MM-W.14 through MM-W.19 should be applied to all urban development projects, as feasible.

MM-W.26: Local governments should prevent development in flood hazard areas that do not have appropriate protections, especially in alluvial fan areas of the region.

Finding

Mitigation Measures MM-W.14 through MM-W.19 and MM-W.26 are adopted as part of the 2008 RTP. These measures will be enforced by SCAG and by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12-7

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and by including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth would contribute to the need for increased wastewater treatment capacities in the region by 2035. The proposed Plan influences population growth, resulting in an indirect and cumulative impact on wastewater treatment facilities.

Proposed Mitigation

MM-W.27: Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity, making greater use of those facilities prior to incurring new infrastructure costs.

MM-W.28: Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. SCAG should provide opportunities for information sharing and program development.

MM-W.29: Local jurisdictions should promote reduced wastewater system demand by: Designing wastewater systems to minimize inflow and decrease upstream treatment and infiltration to the extent feasible; Reducing overall source water generation by domestic and industrial users; Deferring development approvals for industries that generate high volumes of wastewater until wastewater agencies have expanded capacity.

Finding

Mitigation Measures MM-W.23 through MM-W.29 are adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that the residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

Cumulative Impact 3.12-8

Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and by inclusion of land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth would contribute to an increased demand for water supply and its associated infrastructure. Water agencies in the SCAG region

produce many long-range planning studies to provide a system adequate to supply water demand, however, the *existing* water supplies and infrastructure will not be sufficient to meet the expected demand in 2035.

Proposed Mitigation

MM-W.30: Regional water agencies should consider, to the greatest extent feasible, potential climate change hydrology 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, agencies should use the best currently available science in decision making. Local governments and water agencies should rely on current regional analyses when making local decisions regarding future water supply and reliability.

MM-W.31: Local water agencies should continue 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-W.32: Developers, local governments, and water agencies should include conjunctive use as a water management strategy when feasible.

MM-W.33: SCAG, in coordination with regional water agencies and other stakeholders, should encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable policies in accommodating growth.

MM-W.34: SCAG, in coordination with regional water agencies and other stakeholders, should 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-W.35: Developers and local governments should reduce exterior 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. Local governments should also work with local retailers and vendors to 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 should be implemented where feasible.

MM-W.36: Future impacts to water supply should be minimized through cooperation, information sharing, and program development as part of SCAG's ongoing regional planning efforts, in coordination with regional water agencies and other stakeholders. SCAG's Water Policy Task Force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:

- Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.

- Involve the region's water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.
- Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.
- Promote water-efficient land use and development.
- The Water Policy Task Force and other ongoing regional planning efforts present an opportunity for SCAG to partner with the region's water agencies in outreaching to local governments, special water districts, and the California Department of Water Resources on important water supply issues. SCAG provides a unique opportunity to increase two-way communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies.

Finding

Mitigation Measures MM-W.30 through MM-W.36 are adopted as part of the 2008 RTP. These measures will be enforced by lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that any residual significant impact is acceptable due to the overriding considerations that support adoption of the 2008 RTP, discussed in the Statement of Overriding Considerations.

V. Findings That Significant Mitigable Impacts Are Mitigated to a Level of Insignificance

A. Air Quality

Impact 3.2-2

Long-term (operational) localized impacts resulting from freeway operations under the Plan would be reduced compared to today but would likely continue to exceed the project specific locally acceptable cancer risk threshold of one in one million. The cumulative impact is beneficial. The continuation of a pre-existing problem is not an impact of the plan or cumulative development.

Proposed Mitigation

Mitigation Measures MM-AQ.1 and 2 required for Impact 3.2-1 would address this impact.

Finding

Mitigation Measures MM-AQ.1 and 2 as presented in Section IV above, are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-2 will be mitigated to a less than significant level.

Cumulative Impact 3.2-4

Cumulative development would result in on-road emissions discussed in previous impacts as well as train, airplane, ship and stationary and area sources of emissions. All emissions are anticipated to be consistent with applicable AQMPs and SIPs and within regional conformity emission budgets. Thus, consistency with applicable plans would be a less than significant impact. (Nonetheless, such cumulative increases in emissions would be significant.)

Proposed Mitigation

Mitigation measures MM-AQ.1 and MM-AQ.2 required to address Impact 3.2-1 would also address this impact.

Finding

Mitigation Measures MM-AQ.1 and MM-AQ.2 presented in Section IV above are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.2-4 will be mitigated to a less than significant level.

B. Biological Resources

Impact 3.3-4

The 2008 RTP projects would potentially damage natural vegetation and other habitat components as a result of trampling or off-road machinery during the construction phases for these projects. Direct fatalities to wildlife would also potentially occur.

Proposed Mitigation

Mitigation measures MM-BIO.4 though MM-BIO.25 presented in Section IV above as required to address impact 3.3-1 would address this impact. In addition the following measures would address this impact:

MM-BIO-33: Each project should be preceded by pre-construction monitoring to ensure no sensitive species' habitat would be unnecessarily destroyed. All discovered sensitive species habitat should be avoided where feasible, or disturbance should be minimized.

MM-BIO-34: Each project should schedule work to avoid critical life stages (e.g. nesting) of species of concern.

MM-BIO-35: Each project should fence and/or mark sensitive habitat to prevent unnecessary machinery or foot traffic during construction activities.

MM-BIO-36: When removal and/or damage to sensitive species habitat are unavoidable during construction, each project should replant any disturbed natural areas with appropriate native vegetation following the completion of construction activities. In the case of permanent losses to sensitive species habitat, mitigation should also follow the offsite habitat compensation guidance.

Finding

Mitigation Measures MM-BIO.4 through MM-BIO.25 and MM-BIO.33 through MM-BIO.36 are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.3-4 will be mitigated to a less than significant level.

Impact 3.3-8

Implementation of the 2008 RTP would not conflict with any provisions of an adopted Habitat Conservation Plan, or Natural Community Conservation Plan (NCCP).

Proposed Mitigation

The 2008 RTP is not in conflict with any adopted Habitat Conservation Plan or Natural Communities Conservation Plan. No mitigation measures are necessary.

Finding

The SCAG Regional Council finds that Impact 3.3-8 will be less than significant.

C. Hazardous Materials

Impact 3.7-1

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

Proposed Mitigation

MM-HM.1: The project implementation agency should comply with all applicable laws, regulations, and health and safety standards set forth by federal, state, and local authorities that regulate the proper handling of such materials and their containers to the routine transport, use, and disposal of hazardous materials does not create a significant hazard to the public or the environment.

Finding

Mitigation Measure MM-HM.1 as presented above is adopted as part of the 2008 RTP. This measure will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-1 will be mitigated to a less than significant level.

Impact 3.7-4

The implementation of the 2008 RTP could create a hazard to the public or the environment through the disturbance of contaminated property during the construction of new transportation or expansion of existing transportation facilities.

Proposed Mitigation

MM-HM.5: Prior to approval of any RTP project, the project implementation agency should consult all known databases of contaminated sites and undertake a standard Phase 1 Environmental Site Assessment in the process of planning, environmental clearance, and construction for projects included in the 2008 RTP. If contamination is found the implementing agency should coordinate clean up and/or maintenance activities.

MM-HM.6: Where contaminated sites are identified, the project implementation agency should develop appropriate mitigation measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

Finding

Mitigation Measures MM-HM.5 and MM-HM.6 as presented above are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-4 will be mitigated to a less than significant level.

Cumulative Impact 3.7-6

Implementation of the investments and policies in the 2008 RTP could create a potential hazard to the public or the environment by the disturbance of contaminated sites as a result of population and housing growth in the region.

Proposed Mitigation

Mitigation Measures MM-HM.1 through MM-HM 6 required to address Impacts 3.7-1 through 5 would also address this impact.

Finding

Mitigation Measures MM-HM.1 through MM-HM.6 as presented above and in Section IV as required to mitigate Impacts 3.7-1 through 5 are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.7-4 will be mitigated to a less than significant level.

D. Public Services

Impact 3.12-1

Construction and implementation of the 2008 RTP would affect the level of transportation-related public services facilities, such as police and fire/emergency personnel and associated stations or other public facilities in the SCAG Region.

Proposed Mitigation

MM-PS.1: Project implementation agencies should ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency 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 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 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.

Finding

Mitigation Measure MM-PS.1 as presented above is adopted as part of the 2008 RTP. This measure will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.12-1 will be mitigated to a less than significant level.

Impact 3.12-2

Construction necessary to implement the 2008 RTP may uncover and potentially sever underground utility lines (electric and natural gas).

Proposed Mitigation

MM-PS.2: Prior to construction, the project implementation agency should identify the locations of existing utility lines. The contractor should avoid all known utility lines during construction.

Finding

Mitigation Measure MM-PS.2 as presented above is adopted as part of the 2008 RTP. This measure will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.12-2 will be mitigated to a less than significant level.

Impact 3.12-3

Construction necessary to implement the 2008 RTP would affect the demand for solid waste services in the SCAG region.

Proposed Mitigation

MM-PS.3: Projects identified in the 2008 RTP that require solid waste collection should coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be identified in each project's CEQA documentation.

MM-PS.4: Each of the proposed projects identified in the 2008 RTP should comply with applicable regulations related to solid waste disposal.

MM-PS.5: The construction contractor should work with the respective local government's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.

MM-PS.6: The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

MM-PS.7: Project implementation agencies should integrate green building measures into project design such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures could include the following:

- Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
- The 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.

MM-PS.8: Local governments and waste management agencies should 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, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.

MM-PS.9: Project implementation agencies should discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Disposal within the county where the waste originates should be encouraged as much as possible. Green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMP and RTP policies should be required.

MM-PS.10: Project implementation agencies should encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.

MM-PS.11: Project implementation agencies should 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.

MM-PS.12: Local government should 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.

MM-PS.13: Developers, local governments, and waste management agencies should develop environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.

MM-PS.14: Local governments and waste management agencies, where practical and feasible, should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.

Finding
Mitigation Measures MM-PS.3 through 14 as presented above are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.12-3 will be mitigated to a less than significant level.

Cumulative Impact 3.12-4
Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to the response times of police and fire and emergency services in the SCAG region.

Proposed Mitigation
None required.

Finding
The SCAG Regional Council finds that Impact 3.12-4 will be less than significant.

E. Security and Emergency Preparedness

Impact 3.13-3
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.

Proposed Mitigation

MM-SEP.11: SCAG should discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

MM-SEP.12: SCAG should maintain Buffer Zones or natural areas for adequate protection of lives and properties against natural and man-made hazards.

MM-SEP.13: SCAG should discourage development on potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

MM-SEP.14: SCAG should minimize public expenditure for infrastructure and facilities to support urban type land uses in areas where public health and safety could not be guaranteed.

MM-SEP.15: SCAG should promote 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.

MM-SEP.16: SCAG should promote Fire Management Planning that help reduce fire threats in the region as part of the Compass Blueprint and other ongoing regional planning efforts.

Finding
Mitigation Measures MM-SEP.11 through MM-SEP.16 as presented above are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.13-3 will be mitigated to a less than significant level.

F. Transportation

Impact 3.14-4
Implementation of the 2008 RTP would contribute to an increase in the percent of work opportunities within 45 minutes travel time by personal vehicle or by transit in 2035, relative to the existing condition.

Proposed Mitigation
None required; this is a beneficial impact.

Finding
The SCAG Regional Council finds that Impact 3.14-4 will be beneficial.

Impact 3.14-5
Implementation of the 2008 RTP would contribute to a lower system-wide fatality accident rate for all travel modes in 2035 compared to the existing condition.

Proposed Mitigation
None required; the project would have no impact.

Finding
The SCAG Regional Council finds that there will be no impact from Impact 3.14-5

Impact 3.14-6
Implementation of the 2008 RTP would contribute to a lower system-wide injury accident rate for all travel modes in 2035 compared to the existing condition.

Proposed Mitigation
None required; the project would have a beneficial impact impact.

Finding
The SCAG Regional Council finds that Impact 3.14-6 will be beneficial.

G. Water Resources

Impact 3.15-3

The 2008 RTP could increase flooding hazards, by placing transportation investments, on alluvial fans and within 100-year flood hazard areas.

Proposed Mitigation

MM-W.14: Natural riparian conditions near projects should be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings. Where feasible, riparian areas should be restored or expanded to mitigate additional impervious surface and associated runoff.

MM-W.15: Project implementing agencies should assure projects mitigate for changes to the volume of runoff, where any downstream receiving waterbody 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 be 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.

MM-W.16: Impacts should be reduced to the extent possible by providing 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, as required in MM-W.15.

MM-W.17: All roadbeds for new highway and rail facilities should 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 where feasible. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

MM-W.18: Transportation improvements should comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding should 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.

MM-W.19: Improvement projects on existing facilities should include upgrades to 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 should be completed to eliminate increases in peak flow rates from current levels.

Finding

Mitigation Measures MM-W.14 through MM-W.19 as presented above are adopted as part of the 2008 RTP. These measures will be enforced by the lead agencies as part of the planning, environmental clearance, and implementation activities for individual projects. The SCAG Regional Council finds that Impact 3.15-3 will be mitigated to a less than significant level.

VI Findings Regarding Plan Alternatives

The PEIR evaluates the potential effects of three alternatives to the proposed 2008 RTP, including the "No Project Alternative" required by CEQA. The PEIR identifies significant impacts for all of the alternatives.

A. The No Project Alternative

The No Project Alternative includes projects and programs that would be reasonably foreseeable, absent adoption of the 2008 RTP. These projects include all in-place regionally significant highway and transit facilities, services and activities; all on-going travel demand management (TDM) or transportation system management (TSM) activities; and completion of all regionally significant projects that are currently under construction or undergoing right-of-way acquisition. These reasonably foreseeable projects also include projects listed in the first year of the 2006 Regional Transportation Improvement Program (RTIP) and have completed the National Environmental Policy Act (NEPA) process by December 2006.

The 2035 regional total population, households and employment would be the same for the No Project Alternative and the 2008 Plan. Although the totals are held constant at the regional level, growth distribution would differ at the county level. The No Project Alternative does not include land-use-transportation measures and includes fewer transportation projects. As a result, the Plan and the No Project Alternative provide differing mobility, and different employment and housing options, resulting in different distributions of growth in 2035.

Because the No Project Alternative would involve construction of fewer transportation projects than the 2008 RTP, generally impacts to land use, population housing and employment, construction-related air quality, noise, visual resources, biological resources, cultural resources, geology, hazardous materials, energy, water resources and some public services would be less than the 2008 RTP.

However, the No Project Alternative would result in some more severe impacts than those of the 2008 RTP. The No Project Alternative would result in greater transportation impacts than the 2008 RTP, such as greater average delay for all vehicles and for heavy-duty trucks, less accessibility to work opportunities, and greater impacts to safety. The No Project Alternative would also result in slightly greater air quality impacts of most criteria pollutants (ROG, PM10, CO NOx and SOx), toxic air contaminants (TACs) and Greenhouse gas emissions. The exception would be NOx in Western MDAB. The No Project Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. Due to decreased mobility, especially of heavy-duty trucks, the No Project Alternative would be expected to increase hazardous material transportation impacts to counties outside of the SCAG region compared to the 2008 RTP. The No Project Alternative would result in the consumption of greater transportation energy due to increased VHT spent in delay. Greater delay would cause the emergency response times to be slower than under the 2008 RTP and the growth distribution associated with the No Project Alternative would site more homes in areas with high threats of wild fires than the 2008 RTP.

For the basic performance indicators of the Plan, mobility and air quality, the No Project Alternative does not perform as well as the 2008 RTP and it would result in more severe impacts in these resource categories. The SCAG Regional Council rejects the No Project Alternative due to its failure to meet the mobility and air quality objectives of the 2008 RTP. The SCAG Regional Council is in favor of adoption of the 2008 RTP for the reasons discussed in the Statement of Overriding Considerations.

B. The Modified 2004 RTP Alternative

The Modified 2004 RTP Alternative is an update of the adopted 2004 RTP, reflecting the most recent growth estimates and transportation planning decisions. Generally, the transportation investments for this Alternative similar to those of the 2008 RTP. The Alternative is a modification of the 2004 RTP in that it updates the growth projection and modifies the transportation investments according to the newest planning decisions made in the region, and it extends the planning horizon from 2030 to 2035. The Modified 2004 RTP Alternative includes the same number of people, households, and jobs as the Plan, though these are distributed slightly differently due to differing growth assumptions in the 2004 RTP.

Because the transportation network is similar to the 2008 RTP, the direct impacts of the transportation projects are similar. The Modified 2001 RTP Alternative would result in slightly greater air quality impacts of criteria pollutants and toxic air contaminants (TACs). The Modified 2004 RTP Alternative would have more severe cumulative air quality impacts due to potential non-conformity with local air quality management plans. When compared to the 2008 Plan, the Modified 2004 RTP Alternative would result in increased emissions of NOx, and CO for Los Angeles, Riverside, and San Bernardino counties. Under the Modified 2004 RTP, NOx would be increased by 20 percent compared to the Plan in Ventura County. The Modified 2004 RTP Alternative would result in the consumption of slightly greater transportation energy.

For the basic performance indicators of the Plan, mobility and air quality, the Modified 2004 RTP Alternative does not perform as well as the 2008 RTP. The SCAG Regional Council rejects the Modified 2004 RTP Alternative due to its failure to meet the mobility and air quality objectives of the 2008 RTP and due to its slightly more severe environmental impacts. The SCAG Regional Council is in favor of adoption of the 2008 RTP for the reasons discussed in the Statement of Overriding Considerations.

C. Envision Alternative

The development of the 2008 RTP proceeded via an integrated process including incorporation of regional growth visioning concepts contained within the Compass Blueprint. Full implementation of Compass concepts as well as additional sustainability planning resulted in an alternative to the 2008 RTP that is referred to herein as Envision.

The Envision Alternative includes transportation and land use strategies that encourage a substantial portion of future growth to concentrate in existing urban centers and at transit nodes through infill and redevelopment; new single family housing would be limited. This alternative was designed to increase efficiency of the transit system, reduce vehicle trips and VMT, and

reduce consumption of open space and habitat compared to the RTP. The Envision Alternative includes the same transportation network as the Plan, but has significantly more infill development and more aggressive growth strategies resulting in less consumption of vacant land compared to the Plan.

The Envision Alternative would have impacts that while significant would be less than under the Plan, and it is identified as the "Environmentally Superior Alternative." However, implementation of this alternative is not guaranteed. This alternative would require immediate changes in local land use plans and policies in order to achieve these environmental benefits, and SCAG does not have the authority to assure these changes. An alternative requiring these immediate changes would not be credited as an accessible and reliable alternative to the 2008 RTP. The land use changes included as part of the Envision Alternative are not consistent with the pace of infill development established by historic trends. The SCAG Regional Council rejects the Envision alternative as currently infeasible and is in favor of adoption of the 2008 RTP for the reasons discussed in the Statement of Overriding Considerations.

Final 2008 RTP

Since publication of the Draft PEIR, the following refinements were made to the 2008 RTP Project Description:

1. The SCAG Transportation and Communications policy committee approved moving the following construction projects from the constrained project list in the RTP to the Strategic Plan:
   - Orangeline High Speed Rail (from Irvine to Palmdale)
   - CETAP Corridor B (EIR/EIS and Preliminary Engineering remain in the constrained plan)
2. The SCAG Regional Council selected the Baseline Growth Forecast for the RTP, rather than the Policy Growth Forecast (see Master Response 1, Section 3 of this document for a discussion of the reasons for this change.)

The Orangeline was included in the constrained project list for the Draft 2008 RTP, but was not modeled in the Draft PEIR (see discussion page 1-4 of the Draft PEIR). The CETAP Corridor B construction project was similarly included in the constrained project list for the Draft 2008 RTP. As a result, the only changes to the modeled parameters are the inclusion of the Baseline Forecast rather than the Policy Forecast. A discussion of the Baseline forecast was also included in the Draft PEIR (see pages 2-11 through 2-14). These refinements to the 2008 RTP and the resultant impacts on each issue area as compared to the project and alternative analyses presented in the Draft PEIR are discussed in Section 2 of the Final PEIR Addendum. These refinements to the RTP do not result in the discovery of any new significant impacts, and all of the impacts discussed fall within the range of those impacts already analyzed in the Draft 2008 PEIR.

The SCAG Regional Council accepts the Final 2008 RTP for adoption for the reasons discussed in the Statement of Overriding Considerations.

VII. Statement of Overriding Considerations

CEQA requires the Southern California Association of Governments (SCAG), as the lead agency under CEQA, to balance the benefits of the 2008 Regional Transportation Plan (RTP) against the unavoidable, adverse environmental effects that may be associated with implementation of the 2008 RTP. The following discussion, which is required by Section 15093 of the CEQA Guidelines, presents the reasons in support of the determination and the statement of overriding considerations.

The SCAG Regional Council has determined that the overall benefits of the proposed 2008 RTP and the economic, legal, social, technological, and other considerations outweigh and override the unavoidable adverse environmental impacts discussed in the findings. The reasons supporting this determination are as follows:

1. The 2008 RTP will increase mobility and provide congestion relief in the SCAG region. If the Plan were not implemented, the region would experience 8.4 million daily vehicle hours of delay compared to 7 million daily vehicle hours with the Plan in place.

2. The 2008 RTP provides air quality benefits. Compared to conditions without implementation of the Plan, the 2008 RTP would result in fewer or the same emissions of all criteria pollutants - reactive organic gases (ROG), oxides of nitrogen (NOx), oxides of sulfur(SOx), particulate matter (PM10), and fine particulate matter - for all six counties in the SCAG region in 2035. Failure to implement the Plan would contribute to additional health risks related to transportation-generated air contaminants.

3. Transportation conformity is required under the Clean Air Act to ensure that federally supported highway and transit project activities "conform to" the purpose of the State Implementation Plan (SIP). Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. The 2008 RTP demonstrates a positive conformity finding; failure to implement the Plan would risk non-conformance with the federal air quality mandates. Non-conformity with these mandates could lead to transportation funding sanctions that would further reduce the region's ability to effectively improve air quality and plan for transportation needs.

4. Implementation of the 2008 RTP is expected to provide economic benefits to the SCAG region. These benefits are expected to be experienced directly through the jobs created by projects included in the 2008 RTP and more importantly through the benefits of a more efficient transportation system. The transportation investments in the 2008 RTP would improve accessibility and foster economic and household growth in the region.

5. The 2008 RTP improves the time and costs associated with daily commuting. With implementation of the 2008 RTP, 75% of work trips would reach their destinations within 45 minutes travel time by auto and 44% by transit in 2035. Without the Plan, the portion of commuting trips reaching their destination within 45 minutes travel time would fall to 73% by

auto and 40% by transit in 2035. The improved accessibility provided by the Plan is an important social benefit for the SCAG region.

6. The 2008 RTP provides funding for the preservation of the existing transportation system. The 2008 RTP adds $8 billion of new funding to system preservation through 2035 relative to the No Project Alternative. Infrastructure preservation spending preserves past investments in the SCAG region and provides associated benefits to mobility, congestion relief, economic activity, safety, and accessibility.

7. Implementation of the 2008 RTP is expected to provide a substantial number of jobs from the implementation of public-sector funded infrastructure projects (estimated at about 120,000 jobs annually between 2007 and 2035). Privately funded transportation projects recommended in the RTP would also add a substantial number of jobs annually through 2035 (estimated at about 32,800 jobs per year). The average wages for jobs generated by transportation infrastructure projects is typically substantially higher than existing average salaries paid per job. The 2008 RTP is also expected to support and enable the projected growth in transportation construction and logistic industry jobs. The job growth related to the 2008 RTP would create wealth in the region, raise the income level, and enhance the region's competitiveness.

For the abovementioned reasons, the SCAG Regional Council hereby concludes that the 2008 Regional Transportation Plan's benefits outweigh and override any adverse environmental impacts associated with the 2008 RTP.

Overview of Comments Received on the Draft PEIR

At the request of the EEC, the following summary of comments was prepared. Table 1 is a lit of the comments received on the Draft PEIR with a brief description of the topics included in the comment letter. Following the table is a summary of responses that were provided to the commentor. The complete response to comments document can be found in the Final PEIR Addendum.

Table 1: Summary of Comments on the RTP PEIR

Letter Number	Organization/Commentor	Topics
1	U.S. EPA	Air quality, environmental justice, mitigation, goods movements
2	Governor's Office of Planning and Research	N/A
3	California Regional Water Quality Control Board - Lahontan Region	Water
4	California Department of Fish and Game	Alternatives, biology, mitigation measures
5	California Department of Transportation - District 7	Growth forecast, RTP model questions
6	South Coast Air Quality Management District	Air quality, health risk assessment, greenhouse gases, compass, RTP conformity
7	Metropolitan Water District	Water, SCAG authority
8	Los Angeles County Flood Control District	Water
9	Soboba Band of Luiseno Indians	Cultural resources
10	Mojave Desert Air Quality Management District	General PEIR
11	Orange County Transportation Authority	Alternatives, growth forecast, RTP modeling, air quality, greenhouse gases
14*	Western Riverside Council of Governments	RTP, greenhouse gases, growth forecast, mitigation measures, air quality, energy, hazards, land use, population and housing, alternatives, public services, water
15	City of Laguna Hills	Growth forecast, RTP, mitigation measures
16	County of Los Angeles, Fire Department	PEIR, safety

Letter Number	Organization/Commentor	Topics
17	County of Los Angeles, Department of Parks and Recreation	Open Space
18	County of Los Angeles Dept. of Regional Planning	Mineral resources
19	County of Los Angeles, Community Development Commission	RTP, cultural resources, energy
20	Endangered Habitat League	SCAG authority, RTP, growth forecast, mitigation measures, alternatives, air quality, greenhouse gases, energy, biology
21	City of Laguna Woods	Growth forecast, biology, aesthetics, energy, geology, noise, open space, hazards, population, public services, water
22	City of Laguna Woods	Growth forecast, mitigation measures, RTP
23	County of Los Angeles, Department of Public Works	PEIR general comments
24	OCCOG Members (attachments) City of Anaheim City of Brea Center for Demographic Research City of Costa Mesa City of Cypress City of Huntington Beach City of Mission Viejo OCTA City of Orange Transportation Corridor Agencies	RTP, growth forecast, mitigation measures
25	Orangeline High Speed Maglev	RTP, environmental justice, air quality
26	Sierra Club Harbor Vision Task Force	RTP, PEIR general, compass
27	Transportation Corridor Agencies	RTP, growth forecast, mitigation measures
28	City of Tustin	Growth forecast, RTP, mitigation measures
29	The City Project	RTP, environmental justice, open space

Letter Number	Organization/Commentor	Topics
30	City of Diamond Bar	RTP, PEIR, transit
31	City of Orange	Growth forecast, noise, land use
32	City of Seal Beach	Mitigation measures, air quality, pubic services, land use, RTP
33	City of Chino	PEIR, transit
34	South Pasadena Preservation Foundation	RTP, cultural resources, environmental justice
35	City of South Pasadena	RTP, cultural resources
36	City of San Clemente	Growth forecast
37	City of Mission Viejo	Growth forecast, mitigation measures, PEIR general
38	City of Anaheim Planning Department	Growth forecast, mitigation measures
39	Port of Long Beach	RTP
40	City of Irvine	Growth forecast, RTP, mitigation measures, land use, air quality, alternatives
41	Shute, Mihaly & Weinberger on behalf of El Segundo	Aviation, RTP
42	BNSF Railway Company	RTP
43	City of Cypress	Growth forecast, mitigation measures, RTP
44	Golden Rain Foundation	RTP, growth forecast, land use
45	Center for Demographic Research	Mitigation measures, RTP, growth forecast
46	Orange County Sanitation District	Growth forecast
47	City of Brea	Growth forecast
48	City of Chino Hills	PEIR, Transportation, RTP
49	Hudson, Kerrie	RTP, Aviation

Letter Number	Organization/Commentor	Topics
50	Fung, Hank	RTP, Growth Alternatives
51	Imperial County	RTP, air quality

* Letters 12 and 13 were received after the public comment period closed.

COMMENTS RECEIVED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD

The table below lists the four letters on the Draft 2008 RTP PEIR that were received after the close of the public comment period.

Letter Number	Organization	Commentor Name
52	Imperial Irrigation District	water
53	Caltrans - District 12	RTP
12	San Gabriel and Lower Los Angeles Rivers and Mountains	Open space, biology, mitigation measures
13	South Coast Wildlands	Open space, biology, mitigation measures

Overview of Responses to Comments on the Draft PEIR

The California Environmental Quality Act (CEQA) requires that SCAG evaluate and respond to comments on the Draft RTP PEIR that raise significant environmental issues. Responses must be good faith, reasoned analysis and must focus on significant environmental impacts (CEQA Guidelines 15088(b)). SCAG is not requires to comply with every recommendation from comments, but SCAG should carefully consider comments and clarify why the analysis in the PEIR is reasonable and adequate.

The purpose of this overview is to summarize responses. Responses to comments can be divided into five main categories for which SCAG prepared "master responses." These responses provide robust, detailed analysis that address the following five issue areas: 1) the growth forecast in the RTP; 2) programmatic versus project specific EIR analysis; 3) the role of SCAG and SCAG's authority; 4) mitigation measures in the PEIR; and 5) alternatives analysis. This approach is intended to provide a more comprehensive, integrated response than might be provided if the comments were addressed individually. The Master Responses are listed below.

1. Growth Forecast(s) in the RTP

The 2008 Regional Transportation Plan (RTP) includes an adopted growth forecast, pursuant to federal transportation planning requirements 23 CFR 450.322(c) and (e). As part of each RTP update process, SCAG must confirm the RTP's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. As required, SCAG based the 2008 RTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. This helps to ensure that regional transportation planning addresses anticipated growth. In preparing a detailed growth forecast for the region in accordance with the described requirements, SCAG undertakes an extensive growth forecasting process as part of the overall RTP development process.

The 2008 RTP is a transportation plan for the SCAG region. It is not a land use plan. A growth forecast is simply an estimate of future conditions.

As explained in the Draft 2008 RTP Program Environmental Impact Report (PEIR) Project Description (pp. 2-7 to 2-14), SCAG developed two major growth forecasts (both forecasts are discussed extensively throughout the Draft PEIR):

> Baseline Growth Forecast: This forecast is based on recent local input, current and expected demographic and economic trends, and previously adopted local land use policies within the SCAG region. Population, households and employment were projected using standard, high-level forecasting techniques and models. The Baseline Growth Forecast was the starting point for developing growth scenarios. These scenarios were an attempt to explore the range of future growth possibilities in the region.
>
> Policy Growth Forecast: This forecast was developed as the result of the scenario building process, including input from area planners, and represents a realistic future urban form that incorporates existing and emerging development patterns that increase the benefits of existing and planned transportation investments. The Policy Growth Forecast and Baseline Forecast are identical through 2015.

Both the Baseline Growth Forecast and Policy Growth Forecast used the latest available estimates and assumptions of population, households, employment, land use, travel, congestion, and economic activity. Trip generation and distribution were modeled to identify transportation and air quality impacts for the region. Both the Baseline Growth Forecast and the Policy Growth Forecast meet the legal requirements of the 2008 RTP regarding the use of the latest available estimates and assumptions.

Only the regional forecast totals and the county level totals have been adopted as part of the 2008 RTP growth forecast. Both forecasts have the same regional totals. Both

forecasts have been evaluated and tested for reasonableness and capacity at the small area level.

On March 6, 2008, the SCAG Regional Council adopted the Baseline Growth Forecast for the 2008 RTP. Additionally, the Regional Council determined that a statement of land use policies/strategies would remain in the 2008 RTP as advisory only. . SCAG's adopted growth forecast is not a plan indicating where growth should occur, but rather forecasts where growth is most likely to occur. SCAG does not have the authority to undertake land use planning.

The adopted, advisory land use policies/strategies in the 2008 RTP are based upon the previously adopted Compass Blueprint Principles that were included in the 2004 RTP. The Compass Principles were designed to provide planning policy guidance to SCAG member agencies and subregional organizations in order to make growth in the region more sustainable (i.e., less demand for energy and water, preservation of open space, reduced emissions including greenhouse gases, etc.). Additionally, new requirements such as the Global Warming Solutions Act (AB 32), place mandates on California to reduce greenhouse gas emissions to 1990 levels by 2020. The adopted Regional Council advisory land use policies in the 2008 RTP are intended to guide the region in addressing such requirements.

Many communities have already started incorporating sustainable planning practices into their General Plans within the past several years. The Baseline Growth Forecast will capture some of these sustainable planning activities that are already underway (e.g. more transit-oriented development resulting in fewer vehicle trips and fewer emissions). Some communities have yet to reflect these planning activities in their General Plans, resulting in a more conservative view of the region in 2035 compared to the Policy Growth Forecast. The analysis of the Baseline Forecast presented in the PEIR (for the No Project Alternative throughout the Draft PEIR and for the Final RTP in Section 2 of this Final PEIR Addendum) is conservative, since it is anticipated that the growth pattern will be more compact than anticipated by the Baseline Forecast and therefore impacts associated with the less compact growth form will not be as severe as described. SCAG seeks with the statement of advisory land use policies/strategies to encourage such communities to consider these policies/strategies as part of future, local land use development decisions.

As discussed further in Master Response 4 below, transportation planning is inextricably intertwined with land use. The 2008 RTP PEIR analyzes both the Policy Forecast (in the analysis of the RTP) and the Baseline Growth Forecast (in the comparison of impacts to the No Project Alternative) in each section of the PEIR. Modeling was performed for the Draft 2008 RTP using the Baseline Growth Forecast (as part of the No Project Alternative), and the Draft PEIR analyzed associated environmental impacts. Changing the RTP growth forecast from Policy to Baseline would not result in any substantial environmental impacts that were not previously analyzed in the Draft PEIR. See section 2 of this Final PEIR Addendum, Changes Since Publication of the draft PEIR. Changing the growth forecast to Baseline results in project impacts associated with land use

patterns similar to those described for the No Project Alternative described in each section of the PEIR as well as in the Alternatives chapter. Modeled impacts (traffic, air quality, noise) for the refined Final RTP are within the range of impacts identified for the Draft RTP and alternatives analyzed in the Draft PEIR, and/or within the error margin of the models used for the analysis. See Section 2 for a discussion of how impacts for the Final RTP would be similar to those of the Draft RTP and No Project Alternative..

2. Program EIR versus Project/Site Specific EIR

This 2008 RTP PEIR is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs, and policies included in the 2008 RTP. The California Environmental Quality Act (CEQA) allows that a Program EIR, "may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically, (2) as logical parts of the chain of contemplated actions, (3) in connection with issuance of rules, regulations plans or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways" (CEQA Guidelines § 15168). The 2008 RTP PEIR offers regional scale analysis and a framework of mitigation measures for subsequent, site specific environmental review, including project level EIRs and/or Environmental Impact Statements (EISs) prepared by implementing agencies as individual projects in the 2008 RTP are developed as well as General Plans and associated environmental documents.

The focus of the environmental analysis in the 2008 RTP PEIR is on potential regional-scale and cumulative impacts associated with implementation of the 2008 RTP as a whole. It does not include site specific analysis of any project contained in the 2008 RTP. Many of the highway, arterial, goods movement, and transit projects included in the 2008 RTP are identified at a very preliminary conceptual level, and detailed site specific analysis is not possible or appropriate at this time. This RTP PEIR addresses environmental impacts to the level that they can be assessed without undue speculation [CEQA Guidelines Section 15126.6(f)(3)]. Projects contained within the 2008 RTP will require additional site-specific environmental analysis to assess impacts at the project level. As the 2008 RTP PEIR is a programmatic, regional planning document, it is not intended to provide information in detail sufficient for project-specific analyses. Many of the projects identified in the 2008 RTP have not yet gone through a full planning process and do not have final alignments or other details of project components.

While the RTP PEIR identifies a number of significant and potentially significant impacts at the regional level, these impacts must be separately assessed for each individual project to determine whether any individual project (or General plan) would have significant or potentially significant impacts at the local or sub-regional level. Subsequent project-level environmental evaluations will determine whether or not an individual project (or plan) has significant, project-level impacts.

3. Role of SCAG and SCAG's Authority

SCAG is the federally designated Metropolitan Planning Organization (MPO) under Title 23, United States Code (USC) Section 134(d)(1) for the six county region which includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. SCAG is legally organized as a Joint Powers Authority pursuant to Government Code Section 6500 et seq. Additionally, under state law, SCAG is designated as a Council of Governments (COG) and a Multi-County Designated Transportation Planning Agency. As such SCAG has a number of formal authorities and responsibilities, including:

- Conducting comprehensive transportation planning and programming processes that result in an RTP and a Regional Transportation Improvement Program (RTIP), pursuant to federal law and regulations (23 USC 134 et seq., 23 CFR 45 et seq.) and state law (Cal. Gov. Code Sections 65080 and 65082). Together these documents serve as the legal basis for transportation decision-making in the region.

- Conducting a comprehensive environmental planning process, including a Program Environmental Impact Report (PEIR) for the RTP (SCAG is the lead agency under CEQA for the RTP).

- Reviewing and assessing Environmental Impact Reports (EIRs) for all projects of regional significance (CEQA Guidelines Sections 15125(d) and 15206).

- Determining, pursuant to the federal Clean Air Act, the conformity of SCAG's RTPs and TIPs (and amendments to RTPs and TIPs) to the state air quality implementation plan. 42 USC Sections 7401-7671(q), 40 CFR Parts 51 and 93.

- Developing demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan. Cal. Health and Safety Code Section 40460(b)-(c).

- Conducting inter-governmental review of programs proposed for federal financial assistance. (Federal Executive Order No. 12372; 47 FR 30959, Issued 7/14/82).

- Preparing and adopting the Regional Housing Needs Assessment, pursuant to California Government Code Section 65584 et seq.

SCAG has no project implementation authority, but works cooperatively with County Transportation Commissions, the Imperial Valley Association of Governments, and other implementing agencies. SCAG has no land use authority and cannot overturn local land use authority; land use planning is conducted at the local level. SCAG is a consensus-building organization that encourages and provides a forum for dialogue among its member jurisdictions about the future of the region. One such way SCAG is doing this is through the Compass Blueprint/Growth Visioning program, an advisory program that

provides local agencies tools to make changes that promote more compact landform and more sustainable development in general. See Master Response 1 above regarding how the growth forecasts were developed. SCAG cannot require cities to amend their general plans to address the RTP. SCAG is committed to working cooperatively with local governments beyond the adoption of the RTP to identify opportunities for planning and development that achieve consensus planning and mutual benefit.

SCAG has no jurisdictional authority over the marine ports, but does work cooperatively with local, state and federal agencies on a variety of issues related to the ports, including mitigation.

SCAG provides many services to its members, including: socioeconomic data, Geographic Information Systems (GIS) mapping, aerial photography, transportation and air quality modeling, and technical assistance in areas such as housing policy, land use policy, economic development policy, and legislative policy. SCAG supports its member subregions each year by funding a wide variety of subregion-sponsored transportation-related projects. SCAG's Intergovernmental Review of EIRs promotes the consideration of SCAG policies.

4. Mitigation Measures

The 2008 RTP would both accommodate growth and facilitate growth in certain areas of the region. Several of the transportation projects included in the RTP would provide access to previously inaccessible areas, or result in a shift in population due to changes in mobility and land use decisions associated with development of transportation projects. The RTP contemplates a planning horizon of more than 25 years in to the future, and as required under CEQA Guidelines §15125(a), compares the year 2035 with existing (2008) conditions. In the year 2035, the region is anticipated to experience considerable traffic congestion as a result of population growth and land use decisions, including location of transportation investments. This transportation-land use connection makes it difficult to isolate the impacts of either transportation or land use, as such, CEQA requires discussion of feasible mitigation measures to reduce impacts related to both transportation projects as well as associated growth. Since growth associated with transportation projects can not be separated from growth that may not be associated with transportation, the PEIR provides general mitigation for all growth. In addition, whether directly related to transportation projects or indirectly related by resultant growth the RTP would contribute to cumulative impacts and therefore mitigation of direct, indirect and cumulative impacts is addressed comprehensively in this EIR.

CEQA Guidelines §15091 indicates that measures are appropriate for inclusion if they are under the responsibility and jurisdiction of another public agency and have been adopted by such other agency or can and should be adopted by such other agency. SCAG staff evaluated the mitigation measures included in the 2008 RTP PEIR to determine their feasibility and reviewed each of the suggested measures for clarity. Mitigation measures have been refined in response to comments -- see Section V Corrections and Additions.

The mitigation measures in the 2008 RTP PEIR have been identified to mitigate transportation and growth related impacts associated with the 2008 RTP.
As transportation and land use are inextricably linked, transportation investments substantially impact growth patterns. Therefore mitigation of land use/growth impacts as part of mitigation of the RTP is required by CEQA. These mitigation measures are independent of the Regional Comprehensive Planning process (a separate process being undertaken by SCAG that focuses on environmental planning considerations in the region). The mitigation measures proposed would substantially lessen significant effects that could result from implementation of the RTP and associated growth.

Most land use planning in the region is influenced, at least in part, by transportation infrastructure and planning. The mitigation measures included in the 2008 RTP PEIR help inform decision-makers and the public of the potential significant effects associated with adopting the 2008 RTP and the mitigation measures available to address both direct and indirect impacts of adopting the RTP.

In general, the terms "project sponsor" and "project implementing agency" are used interchangeably in the PEIR. Both terms are intended to refer to public or private agencies or individuals authorized to implement a wide range of projects, including projects contained in the RTP, while project sponsor is intended to be more generally applicable to a wider range of projects, and possibly including private development projects. Nonetheless, both types of mitigation (those intended for RTP projects and those more generally identified) would serve to mitigate the impacts of each type of project, therefore the terms are effectively interchangeable.

The terms "project implementing agency" and "project sponsor" also apply to cities and counties when they prepare General and/or Specific (and/or other types of land use) Plans; County Transportation Commissions when they undertake transportation projects; and to developers undertaking private projects.

Many comments requested changes in language of mitigation measures; the following changes were made in response to comments received (see Section V Corrections and Additions):

- Change in language from "shall" to "should" – many measures may not be feasible in every possible case. Therefore agencies "should" consider and discuss the measures pursuant to CEQA Guidelines §15162.4.

- Where appropriate the implementing agency was clarified and a type of entity is now identified.

- The term "as practical and feasible" was added to several mitigation measures to clarify those mitigation measures that may not be feasible in l certain instances. CEQA requires implementation of measures that are feasible [CEQA Guidelines §15041 and §15126.4(a)].

5. Alternatives

CEQA §15126.6 requires that an EIR discuss a "range of reasonable alternatives to the proposed project which would feasibly attain most of the basic project objectives of the project," but would avoid or substantially lessen any of the significant effects of the project. An EIR need not consider every conceivable alternative. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible.

The 2008 RTP PEIR includes three alternatives to the proposed project: the 2004 Modified RTP, the No Project and Envision. Each Alternative includes different growth forecasts and transportation networks (the Envision Alternative includes the same transportation network as the proposed project). As a result of revisions made to the Draft 2008 RTP in response to comments and consistent with SCAG Regional Council adoption of the Baseline Growth Forecast, this Final PEIR includes discussion of the refined RTP including the Baseline Growth Forecast and final project list and transportation network. (See Section 2, Changes Since Publication of the Draft EIR and Section 6, Corrections and Additions, Response to Comments Final 2008 RTP PEIR Addendum). The refinements made to the RTP since publication of the Draft PEIR are within the range of alternatives analyzed in the Draft PEIR.

Adoption of the Baseline Growth Forecast for the RTP rather than the Policy Growth Forecast, results in project impacts associated with land use patterns similar to those described for the No Project Alternative described in each section of the PEIR as well as in the Alternatives chapter. Modeled impacts (traffic, air quality, noise) for the Final RTP are within the range of impacts identified for the project and alternatives analyzed in the Draft PEIR, and/or within the error margin of the models used for the analysis. See Section 2 for a discussion of how impacts for the Final RTP would be similar to those of the Draft RTP and No Project Alternative..

See Section 2 of this Final 2008 PEIR Addendum for a discussion of Changes Since Publication of the Draft PEIR. The PEIR is not required to discuss every conceivable alternative. A discussion of the Final RTP is included to better facilitate decision-maker understanding of the combination of Final 2008 RTP projects with the Baseline Growth Forecast.