MEMO

DATE: September 12, 2006

TO: Open Space Working Group

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

SUBJECT: 2004 RTP EIR Mitigation Measure Review

BACKGROUND:
The Southern California Association of Governments (SCAG) is the Metropolitan Planning Agency for the six-county region comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. As such, SCAG prepares a long-range Regional Transportation Plan (RTP) every three (now four) years. The RTP provides long-range (20 years) transportation planning for the region. An Environmental Impact Report (EIR) is prepared for each RTP. The last RTP and EIR were published in 2004. The next RTP EIR will be published in 2007 and will include the results of this outreach effort.

SAFETEA-LU (Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) requires expanded coordination on the topic of mitigation for the RTP. SCAG is currently examining potential deficiencies between what is included in the 2004 RTP and what is required under SAFETEA-LU. Expanded coordination undertaken by SCAG will be documented and submitted to the federal agencies, along with additional efforts on topics such as safety and security. The federal agencies will then determine if SCAG's 2004 RTP meets the new federal requirements.

SUMMARY:
The RTP EIR is a programmatic document that addresses anticipated growth in the region through 2030 and the impacts of this development at a regional scale; it also identifies programmatic mitigation for this development. As a programmatic document, the RTP EIR is intended to serve as a "first tier" of environmental review for specific projects in the region. Lead Agencies for specific projects (both planning projects and actual development projects), may use the RTP EIR to address regional scale impacts and mitigation of those impacts.

SCAG is interested in making the RTP mitigation measures as useful as possible for subsequent use in for specific projects (Tier 2 environmental documents). SCAG hopes to gain input on the following:

- How could the current mitigation measures included in the 2004 RTP EIR (attached) be written to be of more assistance when writing Tier 2 documents?
- Are there additional measures/performance standards that could reduce the number/volume of Tier 2 documents?
- Are there technical details and/or more specific performance standards for trustee and resource agencies that could be reasonably used to help identify and protect important regional resources?

Today, staff is soliciting comments from the Open Space Working Group members on the 2004 RTP EIR mitigation measures.

In addition, SCAG is contacting all the cities and counties in the region as well as federal, state and local land planning/resource, wildlife, historic, transportation and tribal agencies to specifically follow up on the mitigation measures included in the 2004 RTP EIR. To gain input from the interested parties, SCAG will be conducting two regional workshops. These workshops will focus on the 2004 RTP EIR mitigation measures and will be held at the following locations and times:

MEMO

Tuesday, October 10th, 11 am - Noon
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Thursday, October 12th, 1:30 p.m. – 2:30 p.m.
Southern California Association of Governments – Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501

ATTACHMENT:
2004 RTP PEIR Mitigation Measures

MITIGATION MEASURES
SCAG 2004 RTP EIR

Fundamentally, mitigation measures must be within the Lead Agency's jurisdiction to impose and enforce in order for the measure to be considered "feasible". See CEQA §21081.6 (b)&(c) and 2005 State CEQA Guidelines §15041(b) and §15126.4(2)]. I have identified a number of the original mitigation measures that may be beyond SCAG's jurisdictional/statutorial responsibilities to impose and/or enforce. These measures are specifically identified in the following pages.

The Mitigation Measures contained in the 2004 RTP EIR rely on a variety of terms when referring to local *Lead Agencies* or others who will be implementing specific projects contained in the RTP. Some of the terms used include:

- project implementation agencies;
- implementing agency;
- member agencies;
- member cities and counties; and,
- lead agency.

---- MITIGATION MEASURES ----

Land Use

MM 3.1-1a: 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 3.1-1b: For projects impacting agricultural land, project implementation agencies shall 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 shall be evaluated in project-specific environmental documents. The analysis shall use the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Mitigation measures may include conservation easements or the payment of in-lieu fees.

MM 3.1-1c: Project implementation agencies shall 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 3.1-1d: Prior to final approval of each project and when feasible and prudent, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.

MM 3.1-1e: Prior to final approval of each project, the implementing agency shall 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 3.1-1f: Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

MM 3.1-1g: SCAG shall encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

MM 3.1-1h: SCAG shall encourage implementation agencies to 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 or the loss of local markets.

MM 3.1-1i: SCAG shall encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.

MM 3.1-2a: Project implementation agencies shall ensure that projects are consistent with Federal, State, and local plans that preserve open space.

MM 3.1-2b: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid open space and recreation land and to reduce conflicts between transportation uses and open space and recreation lands.

MM 3.1-2c: Project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.

MM 3.1-2d: Prior to final approval of each project, the implementing agency shall conduct the appropriate project-specific environmental review, including consideration of loss of open space. Potential significant impacts to open space shall be mitigated, as feasible. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction.

MM 3.1-2e: For projects that require approval or funding by the U.S. Department of Transportation, project implementation agencies shall comply with Section 4(f) of the U.S. Department of Transportation Act.

MM 3.1-2f: Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.

MM 3.1-2g: SCAG shall 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.

MM 3.1-2h: SCAG shall encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.

MM 3.1-2i: To provide more opportunities for access to open space close to the urban core, SCAG shall encourage that multiple use of spaces be allowed as feasible and practical and encourage redevelopment activities to focus some investment on recreation uses.

MM 3.1-3a: SCAG shall encourage through regional policy comments that cities and counties in the region provide SCAG with electronic versions of their most recent general plan and any updates as they are produced.

MM 3.1-3b: SCAG shall 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 3.1-3c: SCAG shall work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.
MM 3.1-3d: Planning is an iterative process and SCAG is a consensus building organization. SCAG shall work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.

MM 3.1-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision 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.

Population, Housing and Employment
MM 3.2-1a: SCAG shall 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 2004 RTP, enhancing mobility and reducing land consumption.

MM 3.2-2a: For projects with the potential to displace homes and/or businesses, project implementation agencies shall 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 shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM 3.2-2b: Project implementation agencies shall identify businesses and residences to be displaced. As required by law, relocation assistance shall be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City, County, and Port policies.

MM 3.2-2c: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

MM 3.2-3a: Project implementation agencies shall design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities shall be identified and considered in the design of the project.

MM 3.2-3b: Project implementation agencies shall design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes shall be determined that permit connections to nearby community facilities.

MM 3.2-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision shall be used to work toward building 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.

Transportation

MM 3.3-1b: SCAG shall encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.

MM 3.3-3a: SCAG shall encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.

Air Quality

MM 3.4-1a: Additional mitigation measures are hereby incorporated by reference from the following air quality management plans:
- 2003 SCAQMP/State Implementation Plan (SIP)

- Ventura County Air Quality Management Plan (2004 AQMP – Limited SIP Updated, Scheduled for adoption in March 2004)
- Mojave Desert Air Quality Management Plan (1996)
- Antelope Valley Air Quality Management Plan (1994/97)
- Imperial County Air Quality Management Plan (1991 and 1993)
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MM 3.4-1b: The 2003 SCAQMP control measures consist of 1) SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Source Control Measures proposed by CARB; and 3) Transportation Strategy and Control measures provided by SCAG. These control measures are based on the implementation of short-term, defined measures as well as long-term measures, which will rely on new technologies to further reduce emissions. The SCAQMP includes estimated emissions reductions based on these short-term and long-term programs. The transportation improvements proposed for the short-term emissions reductions are grouped in the SCAQMP under Transportation Control Measure (TCM) project categories and include the following measures:

- High Occupancy Vehicle (HOV) Measures: New HOV lanes, HOV bypasses and connectors, interchanges, High Occupancy Toll (HOT) Lanes;
- Transit and System Management Measures: Transit, Intermodal Transfer Facilities, Non-motorized Transportation Mode Facilities
- Information-based Transportation Strategies: Marketing for Rideshare and other services, Intelligent Transportation Systems, Telecommuting Programs and Real-time rail, transit or freeway information systems.

The 2004 RTP has been prepared to facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP. The 2004 RTP incorporates both the capital and non-capital improvements recommended by the SCAQMP.

Air Resources Board's (ARB) strategy, outlined in the South Coast SIP, 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 U.S. EPA to reduce emissions from federal and state sources; and
- Pursue long-term advanced technologies measures.

MM 3.4-3a: Apply water or dust suppressants to exposed earth surfaces to control emissions.

MM 3.4-3b: All excavating and grading activities shall cease during second stage smog alerts and periods of high winds.

MM 3.4-3c: All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

MM 3.4-3d: All construction roads that have high traffic volumes, shall be surfaced with base material or decomposed granite, or shall be paved or otherwise be stabilized.

MM 3.4-3e: Public streets shall 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 3.4-3f: Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

MM 3.4-3g: Water or non-toxic soil stabilizers shall be applied as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and other unpaved surfaces.

MM 3.4-3h: Traffic speeds on all unpaved construction surfaces shall not exceed 15 mph.
MM 3.4-3i: Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

MM 3.4-3j: Deliveries related to construction activities that affect traffic flow shall 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 shall be provided to improve traffic flow (e.g., flag person).

MM 3.4-3k: To the extent possible, construction activity shall utilize electricity from the power grid rather than temporary diesel power generators and/or gasoline power generators.

MM 3.4-3l: Revegetate exposed earth surfaces following construction.

MM 3.4-3m: Encourage the incorporation of specific incentives into the contract bidding process to promote the use of clean fuel or low-emission construction equipment.

MM 3.4-3n: Require the use of Diesel Particulate Traps, where feasible and appropriate.

MM 3.4-3o: Require restrictions on truck and construction equipment idling for equipment of all fuel types.

MM 3.4-3p: Encourage the restriction of operations to alternative fuel vehicles, where feasible and appropriate.

MM 3.4-3q: Incentivize ride sharing and mass transit among construction workers to the extent possible. *(Likely infeasible as a practical matter)*

MM 3.4-3r: Water any exposed surfaces at least twice daily to maintain surface crust, where appropriate.

MM 3.4-4a: Construction equipment shall be equipped with diesel particulate traps. Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

Noise

MM 3.5-1a: Project implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.

MM 3.5-1b: In residential areas, project implementing agencies shall limit the hours of construction to 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 weekends.

MM 3.5-1c: Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.

MM 3.5-1d: Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction will 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 shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) whenever feasible.

MM 3.5-1e: Project implementing agencies shall ensure that stationary noise sources shall be located as far from sensitive receptors as possible. If they must be located near existing receptors, they shall be adequately muffled.

MM 3.5-1f: The project implementing agencies shall designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advance notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

MM 3.5-1g: Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall 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 3.5-1h: Project implementing agencies shall 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 3.5-1i: Project implementing agencies shall use portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.

MM 3.5-1j: In residential areas, pile driving will be limited to daytime working hours. No pile driving or blasting operations shall 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 shall be obtained from the project proponent and must be approved by the local jurisdiction.

MM 3.5-1k: 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 shall be provided as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor.

MM 3.5-1l: 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 3.5-1m: Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.

MM 3.5-2a: As part of the appropriate environmental review of each project, a project-specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.

MM 3.5-2b: Project implementation agencies shall 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 3.5-2c: Project implementation agencies shall, 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 3.5-2d: Project implementing agencies shall 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 that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

MM 3.5-2e: Project implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

MM 3.5-2f: The project implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems.

MM 3.5-2g: To reduce noise impacts, maximize distance of the Maglev route alignment from sensitive receptors. If the Maglev guideway were 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 3.5-2h: Reduce Maglev speed in the vicinity of sensitive receptors.

MM 3.5-2i: As a last resort, eliminate the noise-sensitive receptor by acquiring rail and freeway right-of-way. This would ensure the effective operation of all transportation modes.

MM 3.5-2j: Passenger stations, maintenance facilities, decentralized maintenance facilities and electric substations should be located away from sensitive receptors, unless this mitigation would impede implementation of architecturally acceptable Transit Oriented Development (TOD) and appropriate infill development.

MM 3.5-4a: SCAG shall encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.

Aesthetics and Views

MM 3.6-1a: Project implementation agencies shall implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.

MM 3.6-1b: Project implementation agencies shall, to the extent feasible, construct noise barriers of materials whose color and texture complements the surrounding landscape and development. Noise barriers shall 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.

MM 3.6-2a: Project implementation agencies shall, where practicable and feasible, avoid construction of transportation facilities in state and locally designated scenic highways and/or vista points.

MM 3.6-2b: Project implementation agencies shall 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 3.6-2c: If transportation facilities are constructed in state and locally designated scenic highways and/or vista points, design, construction, and operation of the transportation facility shall be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

MM 3.6-3a: Project implementation agencies develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual design guidelines shall, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods shall be employed whenever possible:

- □ Transportation systems shall be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- □ If exotic vegetation is used, it shall be used as screening and landscaping that blends in and complements the natural landscape.
- □ Trees bordering highways shall remain or be replaced so that clear-cutting is not evident.
- □ Grading shfeasible all blend with the adjacent landforms and topography.

MM 3.6-4a: Project implementation agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies shall design projects to minimize their intrusion into important view sheds and use contour grading to better match surrounding terrain.

MM 3.6-4b: Project implementation agencies shall use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural looking finished profile.

MM 3.6-5a: In visually sensitive site areas, local land use agencies shall 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.

Biological Resources

MM 3.7-1.a: Each transportation project shall assess displacement of habitat due to removal of native vegetation during route planning.Routes shall be planned in order to avoid and/or minimize removal of native vegetation.

MM 3.7-1.b: When avoidance of native vegetation removal is not possible, each transportation project shall 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), as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.jurisdiction

MM 3.7-1c: Individual transportation projects shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-2a: Individual transportation projects included in the 2004 RTP shall conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. Mitigation banking (opportunities to purchase, maintain, and/or restore offsite habitat) is one opportunity that project proponents and jurisdictions may pursue.

MM 3.7-2b: Each transportation project, including expansion and retrofitting of existing transportation structures, shall provide or rehabilitate wildlife crossings/access at locations useful and appropriate for the species of concern, as feasible and appropriate.

MM 3.7-2c: Individual transportation projects shall include analysis of wildlife corridors during project planning. These studies shall be conducted by qualified biologists with the appropriate expertise, as determined by the lead agency, and they shall be conducted using appropriate methodology over an appropriate time period, especially to account for species with large territories, seasonal variation in movement patterns, and rare or uncommon species. Impacts to these corridors shall be avoided and/or minimized and monitoring of wildlife movement and the success of constructed corridors such as undercrossings should continue for at least one year after construction.

MM 3.7-2d: Each transportation project included in the Plan shall use wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads. Inclusion of this mitigation measure shall 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.

MM 3.7-3a: Individual transportation projects shall minimize vehicular accessibility to areas beyond the actual transportation surface. This can be accomplished through fencing and signage.

MM 3.7-3b: Each project shall establish litter control programs in appropriate areas, such as trash receptacles at road turnouts and viewpoints.

MM 3.7-3c: Each project shall 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.

MM 3.7-4a: Each project shall be preceded by pre-construction monitoring to ensure no sensitive species' habitat would be unnecessarily destroyed. All discovered sensitive species habitat shall be avoided where feasible, or disturbance shall be minimized.

MM 3.7-4b: Each project shall schedule work to avoid critical life stages (e.g. nesting) of species of concern.

MM 3.7-4c: Each project shall fence and/or mark sensitive habitat to prevent unnecessary machinery or foot traffic during construction activities.

MM 3.7-4d: When removal and/or damage to sensitive species habitat is unavoidable during construction, each project shall replant any disturbed natural areas with appropriate native vegetation following the completion of construction activities.

MM 3.7-5a: Individual projects shall avoid and/or minimize construction activities that have the potential to expose species to noise, smoke, or other disturbances. Pre-construction surveys shall be conducted as appropriate to determine the presence of any species that would need to be protected from such an impact.

MM 3.7-5b: Individual projects shall be scheduled to avoid construction during critical life stages or sensitive seasons (e.g. the nesting season).
MM 3.7-6a: Construction through or adjacent to wetlands or riparian areas shall be avoided where feasible through route planning.

MM 3.7-6b: Each transportation project shall avoid removal of wetland or riparian vegetation. Specific vegetation that is not to be removed would be so marked during construction. Riparian vegetation removal shall be minimized.

MM 3.7-6c: Each transportation project shall 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 3.7-6d: When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat shall be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species) as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-7a: Individual projects near water resources shall 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 3.7-7b: Individual projects shall 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.

MM 3.7-9a: Future impacts to biological resources shall be minimized through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as U.S. Fish and Wildlife Service and California Department of Fish and Game shall be consulted during this update process.

Cultural Resources

MM 3.8-1a: As part of the appropriate environmental review of individual projects, project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether resources were identified. Preservation

MM 3.8-1b: As necessary, prior to construction activities, project implementation agencies shall 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 3.8-1c: Project implementation agencies shall comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to, the following:
Project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of any impacted historic resource, in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

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MM 3.8-1d: The project implementation agencies shall secure a qualified environmental agency and/or architectural historian, or other such qualified person, as deemed necessary, to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings.identifies

MM 3.8-2a: As part of the appropriate environmental review of individual projects, project implementation agencies shall consult with the Native American Heritage

Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.

MM 3.8-2b: Prior to construction activities, the project implementation agencies shall 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 3.8-2c: As necessary prior to construction activities, project implementation agencies shall 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 3.8-2d: If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall 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 3.8-2e: Construction activities and excavation should be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian 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.

SCAG shall encourage project implementing agencies to avoid development of geologic formations of moderate to high sensitivity for paleontological resources.

MM 3.8-3a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas.

MM 3.8-3b: Construction activities shall 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. If avoidance is not feasible, paleontological resources should be excavated by the qualified paleontologist and given to a local agency, or other applicable institution, where they could be displayed.

MM 3.8-4a: As part of the appropriate environmental review of individual projects, the 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, shall 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 3.8-4b: If the remains are of Native American origin,
□ The coroner will contact the Native American Heritage Commission in order to ascertain the descendants from the deceased individual. The coroner shall 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 is unable to identify a descendent 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 shall 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 descendant;
- 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 Native American Heritage Commission fails to provide measures acceptable to the landowner.
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MM 3.8-5a: Future impacts to cultural resources shall be minimized through cooperation, information sharing, and program development of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as the Office of Historic Preservation, during this update process.

Geology, Soils and Seismicity
MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic groundshaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.
MM 3.9-1b: Implementing agencies shall 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 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis be conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

MM 3.9-2a: The project implementing agencies shall ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.

MM 3.9-2b: Implementing agencies shall ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.

MM 3.9-2c: Where practicable, routes and project designs that would permanently alter unique geologic features shall be avoided.

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Hazardous Materials

MM 3.10-1a: SCAG shall encourage the U.S. Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-1b: SCAG shall encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-1c: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

MM 3.10-3a: SCAG shall encourage the U.S. Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-3b: SCAG shall encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-3c: Prior to approval of any RTP project, the Lead Agency for each individual project shall consider existing and known planned school locations when determining the alignment of new transportation projects and modifications to existing transportation facilities.

MM 3.10-3d: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

MM 3.10-4a: Prior to approval of any RTP project, the project implementing agency shall consult all known databases of contaminated sites in the process of planning, environmental clearance, and construction for projects included in the 2004 RTP. Where contaminated sites are identified, the project implementation agency shall 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.

MM 3.10-6a: As with new or expanded transportation projects, planners and private developers can and should check published lists of contaminated properties, which are continually updated, to identify cases where new development would involve the disturbance of contaminated properties.previous

Energy

MM 3.11-2a: Project implementation agencies shall review energy impacts as part of project-specific environmental review as required by CEQA. For any identified impacts, appropriate mitigation measures should be identified. The project implementation agency or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures.

MM 3.11-2b: For any project anticipated to require substantial electrical usage, the project implementing agency shall submit projected electricity and natural gas demand can becalculations to the local electricity or natural gas provider, respectively, for its analysis. Any infrastructure improvements necessary for project construction shall or should be completed according to the specifications of the energy provider.

MM 3.11-2c: Transit providers shall, as feasible, assure that designers of new transit stations incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.

MM 3.11-2d: SCAG shall encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.

MM 3.11-3a: SCAG shall 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 shall be

minimized through cooperative planning and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.

Water Resources

MM 3.12-1a: Transportation improvements shall 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 3.12-1b: Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff. Wherever feasible, detention basins shall be equipped with with oil and grease traps and other appropriate, effective, and well-maintained control measures.

MM 3.12-1c: Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation.

MM 3.12-1d: Storm Water Pollution Prevention Plans shall be submitted to the State Water Resources Control Board when proposed transportation improvement projects require construction activities. In these activities Best Management Practices shall be followed to manage site erosion and spill control.

MM 3.12-1e: Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall 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 3.12-1f: Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes and undeveloped areas.

MM 3.12-1g: Drainage of roadway runoff should, wherever possible, be designed to run through vegetated median strips, contoured to provide adequate storage capacity and to provide overland flow, detention and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.

MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall 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 adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.Suggest

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: 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 shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall 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 3.12-3e: Improvement projects on existing facilities shall 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. System designs shall be completed to eliminate increases in peak flow rates from current levels.

MM 3.12-4a: SCAG shall 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 shall be avoided through cooperative planning, information sharing and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur during the update of the Water Resources and Water Quality chapters of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Water Policy Task Force. This task force offers an opportunity for local jurisdictions and water agencies to share information and strategies to plan for water quality in the region.

MM 3.12-5a: SCAG shall continue to work with local jurisdictions and water agencies, through its Water Policy Task Force and other means, including the update of the Water Quality and Water Resources chapters for SCAG's Regional Comprehensive Plan and Guide, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG's Water Policy Task Force offers an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.

MM 3.12-7a: Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity.

MM 3.12-7b: Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. Through the update to the Water Quality and Water Resources chapters of SCAG's Regional Comprehensive Plan and Guide, SCAG shall provide opportunities for information sharing and program development.

MM 3.12-7c: Local jurisdictions should promote reduced wastewater system demand by:

- □ designing wastewater systems to minimize inflow 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.

MM 3.12-8a: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans.

MM 3.12-8b: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to develop supplies to meet projected demand in 2030.

MM 3.12-8c: SCAG shall facilitate information-sharing about the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable growth policies.

MM 3.12-8d: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development during the update of the Water Resources chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Water Policy Task Force. This 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 development.
The Water Policy Task Force and the update to SCAG's Regional Comprehensive Plan and Guide present an opportunity for SCAG to partner with the region's water agencies in outreaching to local government 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.

Public Services and Utilities

MM 3.13-1a: The project implementation agency shall ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency shall 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:
1. 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.
2. 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.
3. Scheduling of truck trips outside of peak morning and evening commute hours.
4. Limiting of lane closures during peak hours to the extent possible.
5. Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
6. Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
7. Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
8. 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 shall 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.
9. Storage of construction materials only in designated areas.

10. Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

MM 3.13-1b: The project implementation agency shall identify projects in the 2004 RTP that require police protection, fire service, and emergency medical service and shall coordinate with the local fire department and police department to ensure that the existing public services and utilities 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 shall be identified in each project's CEQA documentation.

MM 3.13-2a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-2b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

MM 3.13-3a: Projects identified in the 2004 RTP that require solid waste collection will 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 shall be identified in each project's CEQA documentation.

MM 3.13-3b: Each of the proposed projects identified in the 2004 RTP shall comply with applicable regulations related to solid waste disposal.

MM 3.13-3c: The construction contractor shall work with the respective County's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.

MM 3.13-3d: The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

MM 3.13-5a: SCAG shall encourage local jurisdictions to strengthen and fully enforce fire codes and regulations.

MM 3.13-5b: SCAG shall encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

MM 3.13-5c: SCAG shall 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 3.13-5d: SCAG shall help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.

MM 3.13-6a: Implementation agencies shall carefully evaluate the growth inducing potential of individual projects so that the full implications of the project are understood. Individual environmental documents shall 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 shall be communicated to SCAG.

MM 3.13-7a: Project implementation agencies shall undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies shall 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, shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SCAG shall be provided with documentation of compliance with any necessary mitigation measures.

MM 3.13-8a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-8b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

MM 3.13-9a: SCAG shall encourage the California Integrated Waste Management Board to continue to enforce solid waste diversion mandates that are enacted by the Legislature.

MM 3.13-9b: SCAG shall encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.

MM 3.13-9c: Future impacts related to management of solid waste shall be minimized through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board during this process.