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REGULAR MEETING NO. 578

REGIONAL COUNCIL

Thursday, April 7, 2016
11:00 a.m. – 2:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx

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Regional Council
Members – April 2016

	Members		Representing
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1st Vice President	**2. Hon. Michele Martinez**	***Santa Ana***	**District 16**
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	8. Hon. Jim Katapodis		OCTA
	9. Hon. Michelle Steel		Orange County
	10. Hon. Curt Hagman		San Bernardino County
	11. Hon. Linda Parks		Ventura County
	12. Hon. Chuck Washington		Riverside County
	13. Hon. Jan Harnik	*Palm Desert*	RCTC
	14. Hon. Alan Wapner	*Ontario*	SANBAG
	15. Hon. Keith Millhouse	*Moorpark*	VCTC
	16. Hon. Gregory Pettis	*Cathedral City*	District 2
	17. Hon. Jim Hyatt	*Calimesa*	District 3
	18. Hon. Clint Lorimore	*Eastvale*	District 4
	19. Hon. Randon Lane	*Murrieta*	District 5
	20. Hon. Frank Navarro	*Colton*	District 6
	21. Hon. Larry McCallon	*Highland*	District 7
	22. Hon. Deborah Robertson	*Rialto*	District 8
	23. Hon. Paul Eaton	*Montclair*	District 9
	24. Hon. Ray Marquez	*Chino Hills*	District 10
	25. Hon. Bill Jahn	*Big Bear Lake*	District 11
	26. Hon. Mike Munzing	*Aliso Viejo*	District 12
	27. Hon. Barbara Kogerman	*Laguna Hills*	District 13
	28. Hon. Steven Choi	*Irvine*	District 14
	29. Hon. Steve Nagel	*Fountain Valley*	District 15
	30. Hon. John Nielsen	*Tustin*	District 17
	31. Hon. Steve Hwangbo	*La Palma*	District 18

Regional Council
Members – April 2016

Members		**Representing**
32. Hon. Kris Murray	*Anaheim*	District 19
33. Hon. Tri Ta	*Westminster*	District 20
34. Hon. Art Brown	*Buena Park*	District 21
35. Hon. Marty Simonoff	*Brea*	District 22
36. Hon. Victor Manalo	*Artesia*	District 23
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39. Hon. José Luis Solache	*Lynwood*	District 26
40. Hon. Ali Saleh	*Bell*	District 27
41. Hon. Dan Medina	*Gardena*	District 28
42. Hon. Rex Richardson	*Long Beach*	District 29
43. Hon. Lena Gonzalez	*Long Beach*	District 30
44. Hon. Andrew Sarega	*La Mirada*	District 31
45. Hon. Margaret Clark	*Rosemead*	District 32
46. Hon. Gene Murabito	*Glendora*	District 33
47. Hon. Barbara Messina	*Alhambra*	District 34
48. Hon. Jonathan Curtis	*La Cañada/Flintridge*	District 36
49. Hon. Carol Herrera	*Diamond Bar*	District 37
50. Hon. Sam Pedroza	*Claremont*	District 38
51. Hon. James Gazeley	*Lomita*	District 39
52. Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
53. Hon. Pam O'Connor	*Santa Monica*	District 41
54. Hon. Jess Talamantes	*Burbank*	District 42
55. Hon. Steven Hofbauer	*Palmdale*	District 43
56. Hon. John Sibert	*Malibu*	District 44
57. Hon. Carmen Ramirez	*Oxnard*	District 45
58. Hon. Glen Becerra	*Simi Valley*	District 46
59. Hon. Gilbert Cedillo	*Los Angeles*	District 48
60. Hon. Paul Krekorian	*Los Angeles*	District 49 / Public Transportation Representative
61. Hon. Bob Blumenfield	*Los Angeles*	District 50

Regional Council
Members – April 2016

Members		Representing
62. Hon. David Ryu	*Los Angeles*	District 51
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70. Hon. Mitchell Englander	*Los Angeles*	District 59
71. Hon. Mitch O'Farrell	*Los Angeles*	District 60
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75. Hon. Erik Peterson	*Huntington Beach*	District 64
76. Hon. Ryan McEachron	*Victorville*	District 65
77. Hon. Michael Wilson	*Indio*	District 66
78. Hon. Antonio Lopez	*San Fernando*	District 67
79. Hon. Rusty Bailey	*Riverside*	District 68
80. Hon. Jeffrey Giba	*Moreno Valley*	District 69
81. Hon. Ross Chun	*Aliso Viejo*	TCA
82. Hon. Mary "Maxine" Resvaloso	*Torres-Martinez Desert Cahuilla Indians*	Tribal Government Representative
83. Mr. Randall Lewis	*Lewis Group of Companies*	Business Representative
84. Hon. Eric Garcetti	*Los Angeles*	(At-Large)

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REGIONAL COUNCIL
AGENDA
APRIL 7, 2016

The Regional Council may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Cheryl Viegas-Walker, President)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEMS		**Page No.**
1. Executive Director's FY 2015-16 Performance Evaluation ***(Joe Silvey, General Counsel)*** **Recommended Action:** Review materials, complete and submit evaluation for Executive Director by May 13, 2016.	**Attachment**	**1**
2. Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR) ***(Hasan Ikhrata, Executive Director)*** **Recommended Action:** Certify the Final Program Environmental Impact Report (PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Final PEIR, by adopting Resolution No. 16-578-1. The Proposed Final PEIR for the Proposed Final 2016 RTP/SCS is available for review and download at: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx	**Attachment**	**3**

REGIONAL COUNCIL
AGENDA
APRIL 7, 2016

ACTION/DISCUSSION ITEMS - *continued* **Page No.**

3. Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) **Attachment** **361**
(Hasan Ikhrata, Executive Director)

Recommended Action: Adopt Resolution No. 16-578-2, approving the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), including the associated conformity determination and the associated Consistency Amendment No. 15-12 to the 2015 Federal Transportation Improvement Program (FTIP).

The Proposed Final 2016 RTP/SCS and corresponding appendices are available for review and download at http://scagrtpscs.net/Pages/PROPOSEDFINAL2016RTPSCS.aspx.

EXECUTIVE DIRECTOR'S REPORT

PRESIDENT'S REPORT

CONSENT CALENDAR **Page No.**

Approval Items

4. Minutes of the March 3, 2016 Regional Council Meeting **Attachment** **525**

5. Contracts $200,000 or Greater: Contract No. 16-013-C1, Customer-Based Ridesharing and Transit Interconnectivity Study **Attachment** **537**

6. Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-034-C1, to provide additional services Active Transportation Safety and Encouragement Campaign (Tactical Urbanism) **Attachment** **541**

7. Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide additional services for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR) **Attachment** **545**

REGIONAL COUNCIL
AGENDA
APRIL 7, 2016

CONSENT CALENDAR - *continued*		**Page No.**
8. Contract Amendment that Exceeds $75,000: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services	**Attachment**	**551**
9. Resolution No. 16-578-3 for the United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) Clean Cities Outreach, Education, and Performance Tracking Grant	**Attachment**	**556**
10. SCAG Sponsorship	**Attachment**	**560**
11. SCAG Conflict of Interest Code	**Attachment**	**563**
12. AB 1780 (Medina) – Trade Corridor Improvement Fund (TCIF)	**Attachment**	**571**
13. AB 1813 (Frazier)- High-Speed Rail Authority: Membership	**Attachment**	**573**
14. AB 2452 (Quirk) – California Environmental Quality Act	**Attachment**	**575**
15. Approval of Additional Stipend Payments	**Attachment**	**577**
Receive & File		
16. Status Update on Transportation Control Measure (TCM) Substitutions by Los Angeles County Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)	**Attachment**	**579**
17. Save the Date: The 27th Annual SCAG/USC Demographic Workshop - June 13, 2016	**Attachment**	**581**
18. SCAG Housing Summit, October 11, 2016	**Attachment**	**583**
19. Cap-and-Trade Green House Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Concept Application Review	**Attachment**	**585**
20. 2016 Regional Council and Policy Committees Meeting Schedule	**Attachment**	**588**

REGIONAL COUNCIL
AGENDA
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Receive & File - *continued*		**Page No.**
21. Purchase Orders $5,000 but less than $200,000; Contracts $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000	**Attachment**	**589**
22. CFO Monthly Report	**Attachment**	**591**
23. April State and Federal Legislative Update	**To be distributed at the meeting**	

COMMITTEE REPORTS

General Assembly (GA) Host Committee Report
(Hon. Margaret E. Finlay, Chair)

Executive/Administration Committee (EAC) Report
(Hon. Cheryl Viegas-Walker, Chair)

Community, Economic, and Human Development (CEHD) Committee Report
(Hon. Bill Jahn, Chair)

Energy and Environment Committee (EEC) Report
(Hon. Deborah Robertson, Chair)

Legislative/Communications and Membership Committee (LCMC) Report
(Hon. Pam O'Connor, Chair)

Transportation Committee (TC) Report
(Hon. Alan Wapner, Chair)

FUTURE AGENDA ITEM/S

ADJOURNMENT

In conjunction with 2016 Regional Conference and General Assembly, the next meeting of the Regional Council is scheduled for Thursday, May 5 - 6, 2016 at the La Quinta Resort & Club, 49-499 Eisenhower Drive, La Quinta, CA 92253.

REPORT

AGENDA ITEM NO. 1

DATE: April 7, 2016

TO: Regional Council (RC)

FROM: Joseph Silvey, General Counsel, jsilvey@bwslaw.com (949) 265-3411

SUBJECT: Executive Director's FY 2015-16 Performance Evaluation

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RECOMMENDED ACTION:
Review materials, complete and submit evaluation for Executive Director by May 13, 2016.

EXECUTIVE SUMMARY:
Article V.C.(3)(b)of SCAG's Bylaws indicates that the Executive/Administration Committee (EAC) shall complete the Executive Director's Annual Performance Evaluation no later than the regularly scheduled meeting of the RC in June. The EAC undertakes its evaluation using input from members of the RC, which this year will account for eighty percent of the Executive Director's Performance Evaluation Score. Starting this year the EAC will also use input from members of the Executive Team that reports to the Executive Director and this input will account for twenty percent of the Executive Director's Performance Evaluation Score. For this year's evaluation process, Executive Director Performance Evaluation Forms will be provided electronically to the members of the RC (unless facsimile or mail is requested). The Evaluation Forms should be completed after a review by each RC member of the Executive Director's Duties and Obligations, as identified in Exhibit A of the Executive Director's Employment Agreement, and the 2015-2016 Work Plan, included as Exhibit B in his Employment Agreement. A copy of this report, along with copies of Exhibits A and B and a memorandum from the Executive Director describing his accomplishments for the 2015-2016 period will be provided electronically with each of the Evaluation Forms. Completed Evaluation Forms should be submitted in confidence using one of the procedures described at the end of this report.

Completed Evaluation Forms must be submitted no later than 5 pm on Friday, May 13, 2016, so that they may be included in the summary materials that will be provided to the EAC at its scheduled meeting on June 2, 2016.

STRATEGIC PLAN:
This activity is in accord with SCAG's Strategic Plan, Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce; Objective (d) Define the Roles and Responsibilities at all levels of the organizations.

BACKGROUND:
Each year, the EAC undertakes a Performance Evaluation of the Executive Director using input from the RC. Starting this year the EAC will also be provided with input from members of the Executive Team that reports to the Executive Director. The input from the RC will account for eighty percent of the Executive Director's Performance Evaluation Score and the input from the Executive Team will account for twenty percent of the Executive Director's Performance Evaluation Score. The Executive Director's

Performance Evaluation Score will be used in the calculation of any discretionary merit salary increase or staff bonus that may be awarded to the Executive Director.

The Executive Director Evaluation Forms provided to the members of the RC should be completed based on consideration of the Executive Director's performance compared against the Executive Director's Duties and Responsibilities and the 2015-2016 Work Plan, both of which are exhibits to his Employment Agreement.

As a member of the RC, you are being asked to complete an Evaluation Form, a copy of which will be provided to you electronically. You will also receive copies of the Executive Director's Duties and Responsibilities and his 2015-2016 Work Plan. To assist you in completing the Evaluation Form, the Executive Director has summarized his most significant accomplishments in 2015-2016 and this summary will also be provided to you.

Each completed Evaluation Form should be submitted to SCAG's General Counsel using one of the confidential methods described below. Summarized numerical results from all of the Evaluation Forms will be provided to the EAC by the General Counsel along with a summary of all written comments but without any source attribution or identification. All of the materials provided to the General Counsel and any summary materials created by the General Counsel will be considered confidential and will not be made available to the public or discussed outside of the Closed Session meeting that is used for the Executive Director's Performance Evaluation. It is expected that the EAC will meet with the Executive Director in Closed Session as part of the Performance Evaluation. It is also expected that some or all of the summary materials and results developed by the General Counsel for consideration by the EAC will be confidentially provided to the Executive Director after the Performance Evaluation is completed.

Each completed Evaluation Form should be considered confidential and may be submitted to the General Counsel using any one of the following confidential procedures:

1. Hand Deliver a hard copy of the Evaluation Form to Tess Rey-Chaput, Office of Regional Council Support, using a sealed envelope marked, "Confidential, Deliver to General Counsel;" or

2. Mail a hard copy of the Evaluation Form to Tess Rey-Chaput, Office of Regional Council Support, at SCAG's main address in a sealed envelope marked, "Confidential, Deliver to General Counsel;" or

3. Complete an electronic (fillable) version of the Evaluation Form and email to the General Counsel at his law office email address: jsilvey@bwslaw.com; or

4. Fax the Evaluation Form to the General Counsel at the following secure facsimile number: (949) 863-3350.

Questions regarding the Performance Evaluation process should be directed to the General Counsel at the email address listed above or to him by phone at (949) 265-3411.

REPORT

AGENDA ITEM NO. 2

DATE: April 7, 2016

TO: Regional Council

FROM: Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

SUBJECT: Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)

RECOMMENDED ACTION:
Certify the Final Program Environmental Impact Report (PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Final PEIR, by adopting Resolution No. 16-578-1.

EXECUTIVE SUMMARY:
The Community Economic and Human Development Committee, the Energy and Environment Committee, and Transportation Committee (collectively referred to herein as the "Policy Committees") recommends that the Regional Council certify the Proposed Final PEIR for the 2016 RTP/SCS (Proposed Final 2016 RTP/SCS PEIR or Final PEIR) and associated actions listed in the Recommended Action, as a necessary step before the adoption of the Final 2016 RTP/SCS.

After several months of development, staff presented the Proposed Final PEIR to the Policy Committee during a Special Joint Meeting held on March 24, 2016. After receiving public comments and engaging in a healthy discussion amongst members at the Joint Meeting, the Policy Committees took action to recommend to the Regional Council certification of the Proposed Final PEIR and associated actions listed in the Recommended Action. At the same meeting, the Policy Committees approved the recommendation that the Regional Council adopt the Proposed Final 2016 RTP/SCS (See the Agenda Item No. 3).

Described within this staff report is a summary of five (5) major components for the Proposed Final PEIR, including (1) Draft PEIR for the 2016 RTP/SCS; (2) Responses to Comments on the Draft PEIR, including Master Responses to recurring comments; (3) Clarifications and Revisions to the Draft PEIR; (4) the Findings of Fact and a Statement of Overriding Considerations; and (5) a Mitigation Monitoring and Reporting Program (MMRP). The complete Proposed Final PEIR, consisting of the first three major components, is posted at SCAG's website: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx. The Findings of Fact and a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP) – are attached to Resolution No. 16-578-1 as Exhibits A and B, respectively.

The Proposed Final 2016 RTP/SCS PEIR complies with all California Environmental Quality Act (CEQA) requirements, and provides the Regional Council and the public with detailed information

about the effect that the 2016 RTP/SCS is likely to have on the environment. The Findings of Fact include the rationale for each finding identified in the PEIR and for each alternative evaluated in the PEIR. The Statement of Overriding Considerations describes that the benefits of the Proposed Final 2016 RTP/SCS outweigh the significant and unavoidable environmental impacts identified in the PEIR. Based on these findings and information, SCAG's Policy Committees recommend that the Regional Council certify the Final PEIR for the Final 2016 RTP/SCS, and associated actions listed in the Recommended Action by adopting Resolution No. 16-578-1 at today's meeting.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. Under state law, SCAG is also required to prepare and adopt a Sustainable Communities Strategy (SCS) as a component of the RTP, that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

FRAMEWORK AND PURPOSE FOR A PEIR:
The California Environmental Quality Act (CEQA, Pub. Res. Code § 21000 et seq.) and its implementing regulations (CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq.) require SCAG as the Lead Agency to prepare an Environmental Impact Report (EIR) for the 2016 RTP/SCS. The 2016 RTP/SCS ("Project" or "Plan") necessitates preparation of a Program EIR (PEIR), which is a "first-tier" CEQA document designed to consider "broad policy alternatives and program-wide mitigation measures" (CEQA Guidelines §15168). As such, SCAG prepared the Draft 2016 RTP/SCS PEIR in accordance with provisions of CEQA and other applicable federal and state environmental laws and regulations.

The PEIR serves as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR is an informational document which "will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project" (CEQA Guidelines § 15121). The PEIR provides an opportunity to inform decision-makers and the public about the potential significant environmental effects of the 2016 RTP/SCS. The PEIR must evaluate region-wide, potential significant environmental effects, including

direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR considers a range of reasonable alternatives to the 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the 2016 RTP/SCS and that may be capable of avoiding or substantially lessening any of the significant environmental effects the 2016 RTP/SCS. The PEIR also evaluates proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the 2016 RTP/SCS.

SUMMARY OF OUTREACH FOR THE DRAFT PEIR AND THE PROPOSED FINAL PEIR:
As part of the scoping process required under CEQA, two NOP scoping meetings were conducted on March 17 and 18, 2015. SCAG received over twenty (20) public comments in response to the NOP, including three (3) public comments received after the NOP closed on April 7, 2015. Public comments in response to the NOP included both PEIR and RTP/SCS topics. For more information on the public comments in response to the NOP and the NOP scoping meetings, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec070215agn09_PeirUpdateRevised.pdf.

The PEIR team (comprising SCAG staff and consultants) held meetings with stakeholders on the topics of the 2016 RTP/SCS PEIR in the months of July and August 2015, including the PEIR presentations to the Technical Working Group (TWG) at its July 16, 2015 and August 20, 2015 meetings. PEIR stakeholder outreach meetings included representatives of the business and development sectors; the air districts within the SCAG region, the State Attorney General's Office and the Governor's Office of Planning and Research; and local jurisdictions. The purpose of the stakeholder outreach meetings was to solicit input on the proposed approaches to major components of the Draft PEIR for the 2016 RTP/SCS. For more information on the PEIR presentation at the July, 16, 2015 TWG meeting, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg071615fullagn.pdf. For more information on the PEIR presentation at the August 20, 2015 TWG meeting, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg082015fullagn.pdf.

Additionally, SCAG staff and consultants held two workshops for representatives of Native American tribes in the SCAG region in the month of October 2015. The purpose of the workshops was to seek participation of the tribes in the SCAG region to provide input on their priorities and comments related to the potential for the 2016 RTP/SCS to affect tribal cultural resources, and to explore opportunities to avoid or mitigate potential significant adverse effects on tribal cultural resources for purposes of the PEIR. For more information on the PEIR presentation at the Native American consultation workshops, please visit: http://scagrtpscs.net/Pages/Draft2016PEIR.aspx.

RELEASE OF THE DRAFT PEIR:
Based upon the joint recommendation of SCAG's three (3) Policy Committees, at the December 3, 2015 meeting, the Regional Council authorized the release of the Draft PEIR for a 60-day public review and comment period beginning December 4, 2015, concurrent with 60-day public review and comment period for the Draft 2016 RTP/SCS. Subsequently, SCAG released the Draft PEIR from December 4, 2015 through February 1, 2016.

During the 60-day public review and comment period, two public workshops, each providing the same information, were conducted on January 19, 2016. The purpose of the public workshops was to provide

an overview of the Draft 2016 RTP/SCS and Draft PEIR, as well as information on the schedule and how to submit comments on the Draft PEIR. For more information on the materials presented at the workshops, please visit SCAG's website, at: http://scagrtpscs.net/Pages/DRAFT2016PEIR.aspx.

Since the release of the Draft 2016 RTP/SCS PEIR, the PEIR team continued to engage in discussions with stakeholders on the topics of the Draft PEIR. Stakeholders included representatives of the business and development sectors; the air district within the SCAG region; the State Attorney General's Office; and the Technical Working Group (TWG) at its January 21, 2016 meeting. The PEIR team also provided an overview of the Draft PEIR comments to the TWG at the February 18, 2016 meeting.

To review a more detailed summary regarding the major components of the PEIR, including the performance standards-based mitigation measures component, please see SCAG staff reports from the October 8, 2015 EEC meeting and November 5, 2015 and December 3, 2015 Policy Committees and Regional Council meetings when actions were taken on the PEIR, at: http://www.scag.ca.gov/committees/Pages/COMMDL.aspx.

FIVE MAJOR COMPONENTS FOR THE PROPOSED FINAL PEIR:
Previously provided to the Policy Committees at the March 24, 2016 meeting, this staff report provides the Regional Council with five (5) major components for the Proposed Final 2016 RTP/SCS PEIR: (1) Draft 2016 RTP/SCS PEIR, including an Executive Summary, Sections 1.0 through 7.0, and Appendices A-F; (2) Section 8.0: Responses to Comments on the Draft PEIR, including Appendix G: Comments on the Draft 2016 RTP/SCS PEIR; (3) Section 9.0: Clarifications and Revisions; (4) Findings of Fact and a Statement of Overriding Considerations; and (5) Mitigation Monitoring and Reporting Program. To view the Proposed Final PEIR, please visit: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx.

A summary of these major components is provided as follows.

Component No. 1 – the Draft 2016 RTP/SCS PEIR
The seven (7) sections of the Draft 2016 RTP/SCS PEIR, inclusive of the appendices, are included in the Proposed Final PEIR. The Draft 2016 RTP/SCS PEIR includes nine (9) components: (a) Executive Summary; (b) Introduction; (c) Project Description; (d) Environmental Impact Analysis and Mitigation Measures for 18 CEQA resource categories, including the performance standards-based mitigation measures; (e) Alternatives; (f) Long-term CEQA Considerations; (g) Persons and Sources Consulted; (h) Glossary; and (i) appendices, including the health risk assessment technical report.

Component No. 2 – Section 8.0: Responses to Comments on the Draft PEIR
Section 8.0 of the Proposed Final PEIR: Responses to Comments on the Draft PEIR provides background information on the Final PEIR for the 2016 RTP/SCS and includes written comments on the Draft PEIR and responses to comments. It includes all of the public comment letters received on the Draft PEIR (Appendix G to the Proposed Final PEIR). It also includes four (4) Master Responses intended to respond to comments that raised similar and recurring points in a number of comment letters. The Plan-related comments were reviewed and addressed separately as part of the RTP/SCS process. This section includes the pertinent responses to the Plan-related comments, and specifies the

location where the 2016 RTP/SCS (Plan) document and final responses to Plan-related comments can be downloaded and viewed. Comments on the Draft 2016 RTP/SCS are included, as an appendix, to the final 2016 RTP/SCS (Plan) document.

Highlights of the Comments on the Draft PEIR

As stated above, the Draft PEIR was released for a 60-day public review and comment period from December 4, 2015 to February 1, 2016, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS. SCAG received eighty-one (81) comment letters (approximately 250 comments) on the Draft PEIR, including six (6) comment letters that were received after the closing of the 60-day public review and comment period. While some comment letters included substantively similar or duplicative comments, a broad range of Draft PEIR topic areas was raised. Staff prepared responses to each of the comment letters received on the Draft PEIR, including the six (6) comment letters that were received after the noticed public comment period. To view the Proposed Responses to C, please visit: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx.

Master Responses to Address Four Recurring Themes of the Draft PEIR Comments

Among the 81 comment letters, a number of letters provided comments on both the Draft 2016 RTP/SCS and the Draft PEIR, and many of the comments focused on three recurring themes: (1) distinctions between a Program-level EIR and a Project-level EIR; (2) technical modeling and process underlying the PEIR analysis; and (3) performance standards-based mitigation measures. In order to address these common themes that are observed among the Draft PEIR comments and provide responses to the Draft Plan comments in the PEIR document, four (4) Master Responses have been prepared and are summarized below:

1. Master Response No. 1 – Comments related to the Draft 2016 RTP/SCS explains that several of the comment letters contained only comments on the Draft PEIR, while others contained comments on both the Draft PEIR and Draft 2016 RTP/SCS or comments only on the Draft 2016 RTP/SCS. SCAG is required to evaluate comments on environmental issues received from public agencies and other interested parties who reviewed the Draft PEIR. Comments on the Draft Plan itself were re-routed to SCAG's comment response system, and the system documents and tracks all Plan-related comments. Each of the Plan-related comments has a submission ID number and has been reviewed and responded to through the Plan comments review and response process.

2. Master Response No. 2 – Comments related to the distinctions between a Program-level EIR and a Project-Level EIR explains that the 2016 RTP/SCS PEIR is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing goals, policies, strategies, programs, and projects included in the 2016 RTP/SCS, as a whole. The focus of the environmental analysis in the 2016 RTP/SCS PEIR is on the Plan's potential regional scale and cumulative impacts associated with implementation of the 2016 RTP/SCS as a whole. This type of document is allowed by CEQA for projects that constitute a series of actions that can be characterized as one large project, such as the 2016 RTP/SCS. Because the Plan and PEIR is from a regional perspective and is programmatic in nature, it does not include site-specific analysis of any

project contained in the 2016 RTP/SCS. The individual transportation projects included in the 2016 RTP/SCS are at various stages of development, and detailed project/site specific analysis is not possible or appropriate at this time. This Master Response No. 2 explains that site and project-specific analysis would be completed on a project-by-project basis by the lead agency.

3. Master Response No. 3 – Technical Process and Modeling explains the technical modeling underlying the PEIR analysis with respect to both the existing environmental conditions and impact analysis on air quality, greenhouse gas emissions and climate change, and transportation, traffic and safety. The air quality modeling uses the California Air Resources Board (ARB's) latest computer tool (EMFAC 2014). The greenhouse gas emissions modeling also uses the EMFAC 2014 model and ARB's Vision Scenario Planning Tool. The greenhouse gas emissions for the transportation sector include both on-road and off-road vehicles and report the emissions in CO_2 equivalent (CO_{2e}) estimation. As described in Master Response No. 2, it is important to emphasize that the 2016 RTP/SCS does not focus on specific or local projects, but analyzes the transportation network of the entire region and associated modeling results.

4. Master Response No. 4 – Performance Standards-Based Mitigation Measures explains that this 2016 RTP/SCS PEIR uses the performance standards-based mitigation measures in light of existing CEQA Guidelines (Section 15126.4) and recent CEQA litigation. The use of performance standards-based mitigation measures rather than prescriptive mitigation measures recognizes that SCAG has no authority to require specific mitigation measures at the project level since SCAG is not responsible for implementing projects listed in the RTP/SCS, and lead or responsible agencies have the discretion to determine which mitigation measures are applicable and feasible based on the project-specific circumstances. Identification of the performance standards along with project-level mitigation measures fulfill SCAG's responsibility, as such project-level measures (or other measures) may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Use of the word "may" or "should" in measures that include legal requirements, or measures that are otherwise committed to, should not be construed to mean that compliance with legal requirements and/or existing commitments is optional. The mitigation measures based on performance standards used in this PEIR recognize the limits of SCAG's authority; distinguish between SCAG commitments and project-level responsibilities and authorities; optimize flexibility for project implementation; and facilitate CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each lead agency. This performance standards-based mitigation approach was approved by SCAG's governing board, the Regional Council, as part of its approval to release the Draft PEIR for public review on December 3, 2015, and was based on the recommended approval of this approach by SCAG's three standing policy committees at a Joint Meeting of the Policy Committees on November 5, 2015 and by the Energy and Environment Committee (EEC) at its meeting on October 8, 2015.

Component No. 3 – Section 9.0: Clarifications and Revisions

Based on the comments received during the formal public review and comment process and input from stakeholders, interested organizations and individuals through outreach, staff undertook the following activities in preparing the clarifications and revisions to the Draft 2016 RTP/SCS PEIR:

- Reviewed the updated transportation modeling data from the travel demand model that was re-run based on the updated transportation network (projects) from the County Transportation Commissions (CTCs), and updates of socio-economic data;
- Conducted CEQA assessment to determine that the Plan updates do not change the findings in the Draft PEIR as they do not result in finding of a new impact that was not analyzed in the Draft PEIR, or result in a substantial increase in the severity of a significant impact identified in the Draft PEIR (CEQA Guidelines Section 15088.5(b)); and
- Revised the Draft PEIR and supporting appendices to incorporate the updates and appropriate revisions where appropriate.

The CEQA Guidelines permit clarifications and revisions in the EIR after public notice of its availability. As stated above, the clarifications and revisions incorporated into the Proposed Final 2016 RTP/SCS PEIR are not substantive as they are merely to clarify or make insignificant modifications to the Draft PEIR (CEQA Guidelines Section 15088.5 (b)). These revisions, as well as staff-initiated text revisions, that were made since publication of the Draft PEIR do not result in finding of a new impact that was not analyzed in the Draft PEIR, or result in a substantial increase in the severity of a significant impact identified in the Draft PEIR. Thus, the conclusions regarding the significance of the impacts in the Draft PEIR were not affected, and the Draft PEIR need not be recirculated prior to certification.

The Draft 2016 RTP/SCS PEIR is not being revised in its entirety. Instead, consistent with CEQA requirements, a "clarifications and revisions" format has been prepared, which identifies all of the clarifications and revisions including updated maps and staff-initiated text revisions between the Draft PEIR and the Proposed Final PEIR. Based on the staff's review, none of the corrections or additions constitutes significant new information that results in finding of a new mitigation measure that is not analyzed in the Draft PEIR; nor finding of a new impact or any increase in existing impacts that have been identified in the Draft PEIR; and thus, none of the corrections or additions significantly change the conclusions presented in the Draft PEIR.

Component No. 4 – Findings of Fact and a Statement of Overriding Considerations

The Findings of Fact and a Statement of Overriding Considerations are separately attached as "**Exhibit A**" to the Resolution (**See Attachment)**. The Findings of Fact is prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. The existence of significant unavoidable impacts as identified in the Findings of Fact requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Considerations is prepared in compliance with Section 21081 of Public Resources Code and CEQA Guidelines Section 15093. It describes that the economic, social, environmental and other benefits of the 2016 RTP/SCS outweigh and override the significant and unavoidable environmental impacts associated with the Plan. The Statement of Overriding Consideration "reflect[s] the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment" (CEQA Guidelines Section 15021 (d)).

Component No. 5 – Mitigation Monitoring and Report Program

The Mitigation Monitoring and Reporting Program (MMRP) is separately attached as "**Exhibit B**" to the Resolution (**See Attachment**). The MMRP is prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091(d) and Section 15097. The MMRP applies to the goals, policies, and strategies articulated in the 2016 RTP/SCS and related mitigation measures to be implemented by SCAG, and project-level performance standards-based mitigation measures which are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

MARCH 24th JOINT POLICY COMMITTEES DISCUSSION:

As described above, at the March 24th Special Joint Meeting, SCAG's Policy Committees approved the recommendation that the Regional Council certify the Proposed Final PEIR for the 2016 RTP/SCS and adopt the Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program associated with the Proposed Final PEIR at the April 7th Regional Council meeting. Additionally, at the same March 24th Special Joint Meeting, the Policy Committees recommended Regional Council approval and adoption of the Proposed Final 2016 RTP/SCS, authorizing staff to make appropriate technical corrections and administrative edits. For a summary of public comments and discussion on the Proposed Final 2016 RTP/SCS (e.g., the SR-710 North Project, and the future annual passenger forecast for LAX) at the March 24th Special Joint Meeting, please see **Agenda Item No. 3.** Public comments related to the Proposed Final PEIR were also provided at the same March 24th Special Joint Meeting. Please note that the proposed responses to these comments and the associated proposed clarifications and revisions to the Draft PEIR were already posted prior to the March 24th Special Joint Meeting. A summary of the public comments related to the Proposed Final PEIR at the March 24th Special Joint Meeting is provided below.

Air Quality (including Health Risk Assessment)

Public comments that were made at the March 24th Joint Meeting focused on the methodology for the air quality (including health risk assessment) analysis as one of the 18 CEQA resource categories in the Draft PEIR. The public comments were related to the written comments that were received on the Draft PEIR for which staff had already provided responses and posted at SCAG's website on March 14, 2016. To view the Proposed Responses to Comments on the Draft PEIR, including written comments on the Draft PEIR, please visit: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx.

As explained in the Proposed Responses to Comments as well as in the Master Response Nos. 2 and 3 above, the focus of the technical process, air quality modeling, and air quality impact analysis for the Proposed Final PEIR is on a regional scale for the entire 2016 RTP/SCS as a whole. Site-specific impacts of the projects (e.g., the SR-710 North Project) that are contained in the 2016 RTP/SCS Project List are not individually analyzed. These site- and project- specific impacts are analyzed at the project-level environmental analysis (e.g., Draft EIR/EIS for the SR-710 North Project) by project-implementing agency or other public agency serving as lead agency under CEQA.

The Health Risk Assessment Technical Report included as part of the Draft PEIR analyzes the cancer risk associated with exposures to diesel emissions. Based on the vehicle miles travelled (VMT) data that are produced by the SCAG's regional travel demand model, the daily VMT data is ranked from the highest to lowest. This data is further intersected with sensitive receptor locations data to generate a combination of the highest daily VMT and density of nearby sensitive receptors. Sixteen (16) freeway segments with the greatest combination of the highest daily VMT and density of nearby sensitive receptors were selected as part of the analysis, as they represent a conservative and worst case scenario within the region's transportation system. Among the 16 freeway segments, two are in the greater San Gabriel Valley area.

Greenhouse Gas Emissions and Climate Change

There were public comments made at the March 24th Joint Meeting regarding the methodology used for the greenhouse gas (GHG) emissions and climate change impact analysis as one of the 18 CEQA resource categories in the Draft PEIR. These public comments were related to written comments that were received on the Draft PEIR for which staff had already provided responses, and made clarifications and minor revisions to the Draft PEIR on March 18, 2016. SCAG recognizes the importance of the Global Warming Solutions Act of 2006 (also known as AB 32), Executive Order S-3-05, and Executive Order B-30-15, and the critical role of transportation emissions in meeting the state's climate policy. To this end, SCAG has complied with the Sustainable Communities and Climate Protection Act of 2008 (also known as SB 375) by developing the 2016 RTP/SCS which meets or exceeds the regional GHG reduction targets for 2020 and 2035 established by the California Air Resources Board (CARB). As such, the 2016 RTP/SCS is consistent with the GHG reduction trajectory established by Executive Orders S-3-05 and B-30-15.

As explained in the Proposed Responses to Comments, SCAG is not required to use statewide long-term GHG emissions reduction goals listed in the Executive Orders S-3-05 and B-30-15 as thresholds of significance for comparison as these Executive Orders are not codified into law. Rather, the PEIR examines the GHG emissions resulting from the 2016 RTP/SCS at a regional level. By meeting and exceeding the GHG emissions reduction targets established by the CARB, SCAG has met its obligations to satisfy AB 32 and SB 375; however, for purposes of assessing consistency with AB 32, Executive Orders S-3-05 and B-30-15, SCAG went a step further to examine the trajectory of its GHG emissions. SCAG has demonstrated, in the Proposed Clarifications and Revisions of the Proposed Final PEIR, that this trajectory is not only consistent with the goals expressed by the Executive Orders but it also demonstrates a more aggressive GHG emissions reduction pace after 2035 and beyond. Further, it should be noted that the goals set forth by AB 32 and the Executive Orders are intended to be achieved by all the responsible sectors. As such, SCAG has demonstrated that the Plan is not in conflict with state climate policy.

Furthermore, it is important to note that unlike other metropolitan planning organizations such as the San Diego Association of Governments (SANDAG) which received county-level GHG emissions inventory data during their last regional transportation plan/sustainable communities strategy development process, jurisdictional level greenhouse gas emissions data for each of the six counties and 191 cities within the SCAG region as well as a regional-level climate action plan are not currently available for this PEIR.

Additionally, the scope of the GHG impacts analysis in this PEIR is limited to analyzing impacts of the RTP/SCS at a regional/programmatic level. As explained in the Master Response No. 2, project level analysis (e.g., the SR-710 North Project) was not undertaken, as site- or project-specific analysis is appropriate for project-level environmental analysis.

Noise (Aviation)

Lastly, there were public comments provided on March 24th that focused on the passenger demand forecast for the Los Angeles International Airport, or LAX, in the Proposed Final 2016 RTP/SCS. These public comments were related to written comments that were received on the aviation noise impact analysis as one of the 18 CEQA resource categories in the Draft PEIR for which staff had already provided responses and made minor clarifications and revisions to the Draft PEIR on March 18, 2016. With respect to the forecasted passenger demand of 136.2 Million Annual Passenger (MAP) in 2040, this demand is anticipated to occur with or without the ground access projects listed in the 2016 RTP/SCS Project List. The regional aviation forecast in the Proposed Final Plan reflects that passenger demand is mainly driven by demographic trends, regional economic outlook and Global Gross Domestic Products (GDP), and airfield capacity based on current Airport Master Plan configuration. Additionally, it is important to note that technology enhancements to aircraft have proven to be effective for noise reduction. With new technology being used, jet engines are producing an ever greater amount of thrust, while creating less noise and being more reliable. Moreover, as explained in the Proposed Responses to Comments as well as in the Master Response No. 2, airport noise is addressed locally as each county and city in the SCAG region is required to adopt noise element as part of its General Plan. Airport land use plans also provide guidance and policies on noise level and land uses in adjacent areas to limit impacts from noise. This Proposed Final PEIR is a program-level EIR, and all projects listed in the 2016 RTP/SCS Project List are expected to undergo project specific environmental review.

SCHEDULE/NEXT STEPS:

As previously reported in staff report for the March 24, 2016 Joint Special Meeting, the Proposed Responses to Comments on the Draft PEIR and the Proposed Final PEIR were posted on March 14, 2016 and March 18, 2016, respectively. Since then, staff has made non-substantive and technical corrections to the documents. On March 28, 2016, the technically corrected Proposed Final PEIR, including Proposed Responses to Comments, were posted for today's Regional Council meeting. Thus, SCAG has provided written, proposed responses to a public agency on comments made by that public agency at least ten (10) days prior to the April 7, 2016 date for proposed PEIR certification, in accordance with CEQA Guidelines Section 15088. Prior to approving the Final 2016 RTP/SCS, the Final 2016 RTP/SCS PEIR must first be certified by the Regional Council, pursuant to CEQA Guidelines Section 15090.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 15/16 Overall Work Program (16-020.SCG00161.04: Regulatory Compliance).

ATTACHMENT:

Resolution No. 16-578-1, including Exhibit A and Exhibit B (relating to Certification of the Final PEIR for the 2016 RTP/SCS and associated Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program)

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RESOLUTION NO. 16-578-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (SCH# 2015031035); AND ADOPTING FINDINGS OF FACT, A STATEMENT OF OVERIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 et seq., Title 49, United States Code Section 5303 et seq., and Title 23, Code of Federal Regulations Section 450 et seq.;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code Section 65080 et seq.;

WHEREAS, the Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS") sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region through 2040;

WHEREAS, the Final 2016 RTP/SCS consists of a financially constrained plan and a 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 is for information purposes only and 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/SCS constrained plan;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG prepared a Sustainable Communities Strategy as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code § 21000 et seq.) and CEQA Guidelines (Cal. Code Regs., Tit. 14, §15000 et seq.), SCAG is the Lead Agency responsible for preparing the Final Program Environmental Impact Report for the 2016-2040 RTP/SCS;

WHEREAS, an Environmental Impact Report (EIR) is a public document used by governmental agencies to analyze the significant environmental impacts of a project. 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 or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways;

WHEREAS, the Program EIR for the 2016-2040 RTP/SCS (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 2016 RTP/SCS (including the SCS portion of the Plan);

WHEREAS, SCAG has determined that the PEIR is appropriate to assess the environmental impacts of the 2016 RTP/SCS;

WHEREAS, the PEIR undertakes quantitative modeling of projects in the 2016 RTP/SCS 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;

WHEREAS, the PEIR describes feasible, SCAG mitigation measures and specifies performance standards-based mitigation measures necessary to avoid or substantially lessen significant impacts of the Plan and a reasonable range of alternatives capable of avoiding or reducing these effects in accordance with CEQA Guidelines Sections 15126.4 and 15126.6;

WHEREAS, the PEIR is a program level document which analyzes environmental impacts of the 2016 RTP/SCS constrained plan on a regional/programmatic level, as a whole, and does not analyze project-specific impacts. These impacts would be analyzed in detail by lead agencies at the local jurisdictional level;

WHEREAS, SCAG issued a Notice of Preparation (NOP) of the Draft PEIR for the 2016 RTP/SCS ("Draft PEIR") on March 9, 2015, and circulated the NOP for a period of 30 days pursuant to CEQA Guidelines Sections 15082(a), 15103 and 15375;

WHEREAS, pursuant to CEQA Guidelines Section 15082 and Government Code Section 65080(b) et seq., SCAG publicly noticed and held two scoping meetings on March 17 and March 18, 2015 at SCAG's Main Office in Los Angeles County for the purpose of inviting comments local, state, federal agencies, and other interested agencies, organizations and individuals ("Interested Parties") on the scope and content of the environmental information to be addressed in the PEIR. At both scoping meetings, videoconferencing was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and videoconferencing locations in City of Palmdale and Coachella Valley Association of Governments (CVAG) (available for the March 17, 2015 scoping meeting);

WHEREAS, SCAG consulted with responsible and trustee agencies, regulatory agencies, and others during the preparation of the Draft PEIR and held two workshops for representatives of Native American tribes in Southern California on October 14 and 19, 2015 to provide an overview of the Draft 2016 RTP/SCS and the Draft PEIR, and to seek input. Videoconferencing was made available for the October 14, 2015 workshop from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties and from the videoconferencing location in the CVAG;

WHEREAS, SCAG provided progress updates and overview of the contents and key approaches for developing the Draft PEIR, including the performance standards-based approach to developing mitigation measures for the Draft PEIR. On October 8, 2015, SCAG's Energy & Environment Committee took action to support the guiding principles and performance standards-based mitigation measures for the Draft PEIR;

WHEREAS, on November 5, 2015, SCAG Policy Committees recommended that the Regional Council at its December 4, 2015 meeting authorize release of the Draft PEIR for a public review and comment period concurrent with the public review and comment period for the Draft 2016 RTP/SCS;

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

WHEREAS, on December 3, 2015, SCAG filed a Notice of Completion with the State Office of Planning and Research (OPR) in the manner prescribed by CEQA Guidelines Section 15085;

WHEREAS, on December 4, 2015, SCAG initiated the 60-day public review and comment period by issuing a Notice of Availability of the Draft PEIR to Interested Parties who requested such notice, and others; and on the same date, published the Notice of Availability in twelve newspapers including the Los Angeles Times with the greatest circulation in the SCAG region, to address the large geographic reach and diverse population within the SCAG region pursuant to CEQA Guidelines Section 15087(a)(1). In addition, SCAG placed paper copies of the Notice of Availability and Draft PEIR at SCAG's Main Office in Los Angeles County and SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and at the major public library in the region, and posted an electronic copy of the Draft PEIR on the SCAG website pursuant to CEQA Guidelines Section 15087 (a)(2);

WHEREAS, during the 60-day public review and comment period for the Draft PEIR, SCAG publicly noticed and held two public workshops on January 19, 2016 at SCAG's Main Office in Los Angeles County for purposes of providing an overview on the Draft 2016 RTP/SCS and Draft PEIR and information on how to submit comments on the Draft PEIR. At both scoping meetings, videoconferencing was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. In addition, during the noticed comment period for the Draft PEIR, SCAG consulted with responsible and trustee agencies, regulatory agencies, and others, pursuant to CEQA Guidelines Section 15086;

WHEREAS, the 60-day public review and comment period on the Draft PEIR ended on February 1, 2016, in compliance with CEQA Guidelines Section 15105;

WHEREAS, approximately 81 written comment letters on the Draft PEIR were received by SCAG, including six (6) comment letters that were received after the closing of the 60-day public comment period;

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), SCAG evaluated written comments received on the Draft PEIR and provided a written response to each comment, which are included in the Final PEIR, Section 8.0;

WHEREAS, the Final PEIR for the 2016 RTP/SCS ("Final PEIR") consists of: (1) the Draft PEIR, including an Executive Summary, Sections 1.0 through 7.0, and Appendices A-F; (2) Section 8.0: Responses to Comments on the

Draft PEIR; (3) Section 9.0: Clarifications and Revisions; and (4) Appendix G: Comments on the Draft PEIR;

WHEREAS, Section 8.0 of the Final PEIR includes a list of public agencies, organizations, and individuals commenting on the Draft PEIR; SCAG's written master responses to comments; SCAG's written responses to comments specific to the Draft PEIR raised during the review and consultation process; and Appendix G of the Final PEIR contains copies of comments on the Draft PEIR, as required by CEQA Guidelines Section 15132;

WHEREAS, Section 9.0 of the Final PEIR includes clarifications and revisions to the Draft PEIR in response to comments received during the public review and comment period, and staff-initiated clarifications and revisions;

WHERREAS, on March 3, 2016, the SCAG Regional Council and Policy Committees held a public, special joint meeting at which staff presented for information an overview of comments received on the Draft PEIR and received input on the intended, overall approach to address such comments;

WHEREAS, on March 14, 2016, SCAG posted on its website all comments and proposed, written responses to comments received during the 60-day review and comment period on the Draft PEIR;

WHEREAS, on March 18, 2016, SCAG posted the proposed Final PEIR on its website. Pursuant to Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAG provided written responses to all public agencies that commented on the Draft PEIR at least 10 days prior to certifying the PEIR, as part of the Final PEIR, Section 4.0;

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

WHEREAS, the clarifications and revisions to the Draft PEIR in response to comments received and staff-initiated text revisions included in the Final 2016 RTP/SCS and Final PEIR, have not produced significant new information requiring recirculation or additional environmental review under CEQA Guidelines section 15088.5(b);

WHEREAS, when making findings pursuant to CEQA Guidelines Section 15091(a)(1), SCAG must also adopt a mitigation monitoring program to ensure compliance with the mitigation measures identified in the PEIR which 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);

WHEREAS, in compliance with Public Resources Code Sections 21081 and 21081.5 and CEQA Guidelines Section 15091, CEQA Findings of Fact are required to be prepared for every significant impact of the 2016 RTP/SCS identified in the PEIR and for each alternative evaluated in the PEIR, including an explanation of the rationale for each finding. Implementation of the 2016 RTP/SCS will result in significant and unavoidable environmental impacts that cannot be fully mitigated to less than significant;

WHEREAS, the existence of significant and unavoidable impacts requires the preparation of a Statement of Overriding Considerations. A Statement of Overriding sets forth specific economic, legal, social, technological, and other benefits of the 2040 RTP/SCS that outweigh the significant and unavoidable environmental impacts identified in the PEIR pursuant to CEQA Guidelines Section 15093(b);

WHEREAS, in accordance with CEQA requirements set forth herein, SCAG has prepared "CEQA Findings of Fact and a Statement of Overriding Considerations, attached hereto and incorporated herein as "Exhibit A;"

WHEREAS, SCAG has prepared a Mitigation Monitoring and Reporting Program, attached hereto and incorporated herein as "Exhibit B," in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097;

WHEREAS, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a Final PEIR before approving the Final 2016 RTP/SCS;

WHEREAS, the Regional Council has had the opportunity to review the Final PEIR as well as the staff report related to the Final PEIR, and consideration of the certification of the Final PEIR was made by the Regional Council as part of a public meeting held on April 7, 2016; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE BE IT RESOLVED that:

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

(a) the Final PEIR prepared for the 2016 RTP/SCS was completed in compliance with CEQA;

(b) the Final PEIR was presented to SCAG's decision making body, the Regional Council, and the SCAG Regional Council has reviewed and considered the information contained in the Final PEIR prior to approving the 2016 RTP/SCS;

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

(d) the Final PEIR incorporates in full the Draft PEIR, including an Executive Summary, Sections 1.0 through 7.0 and Appendices A-F; in addition to Section 8.0: Responses to Comments on the Draft PEIR; Section 9.0: Clarifications and Revisions; and Appendix G: Comments on the Draft PEIR.

BE IT FURTHER RESOLVED that:

1. The SCAG Regional Council hereby makes and adopts the Findings of Fact, attached hereto and incorporated herein as Exhibit A, Section I- XI;

2. The SCAG Regional Council hereby adopts the Statement of Overriding Considerations, attached hereto and incorporated herein as Exhibit A, Section XII;

3. The SCAG Regional Council hereby adopts the Mitigation and Monitoring Program, attached hereto and incorporated herein as Exhibit B; and

4. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence, the SCAG Regional Council hereby certifies the Final PEIR for the 2016 RTP/SCS.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 7th day of April, 2016.

[Signatures on Following Page]

_____
Cheryl Viegas-Walker
President, SCAG
Councilmember, City of El Centro

Attest:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joanna Africa
Chief Counsel

EXHIBIT A

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

50 YEARS

PROPOSED

Findings of Fact and Statement of Overriding Considerations

MARCH 2016 | STATE CLEARINGHOUSE # 2015031035

2016 2040 RTPSCS

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

Southern California Association of Governments

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

(SCH #2015031035)

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The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification or regulation.

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SECTION I
INTRODUCTION

Section 21081 of the California Public Resources Code (PRC) and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines require that the Southern California Association of Government (SCAG), as the Lead Agency for the 2016 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS," "Plan," or "Project"), identify significant impacts on the environment and make one or more written findings for each of the significant impacts. In addition, pursuant to CEQA Guidelines Section 15093 and PRC Section 21081, the existence of significant unavoidable impacts resulting from the 2016 RTP/SCS requires SCAG to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the residual significant impacts. The CEQA Findings of Fact (Findings) reported in the following pages incorporate the facts and discussions of environmental impacts that are described in the 2016 RTP/SCS Program Environmental Impact Report (PEIR). Additionally, the Statement of Overriding Considerations set forth in Section XII, describes the economic, social, environmental, and other benefits of the 2106 RTP/SCS that override the significant environmental impacts. Combined, these documents are referred to herein as "CEQA Findings of Fact and Statement of Overriding Considerations."

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

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

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

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

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

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

SECTION II
PROJECT DESCRIPTION

II.A PROJECT LOCATION

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

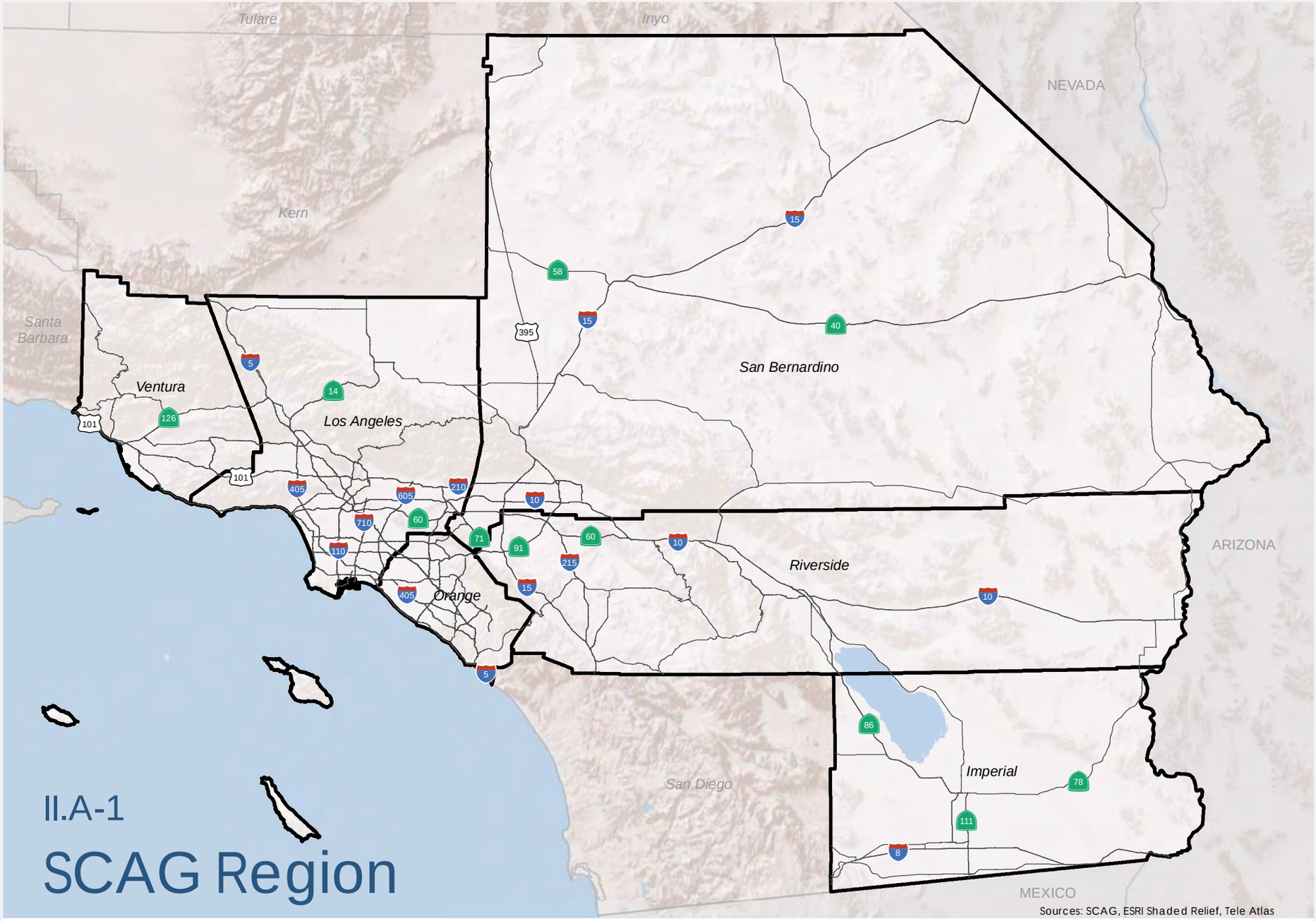
II.B REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

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



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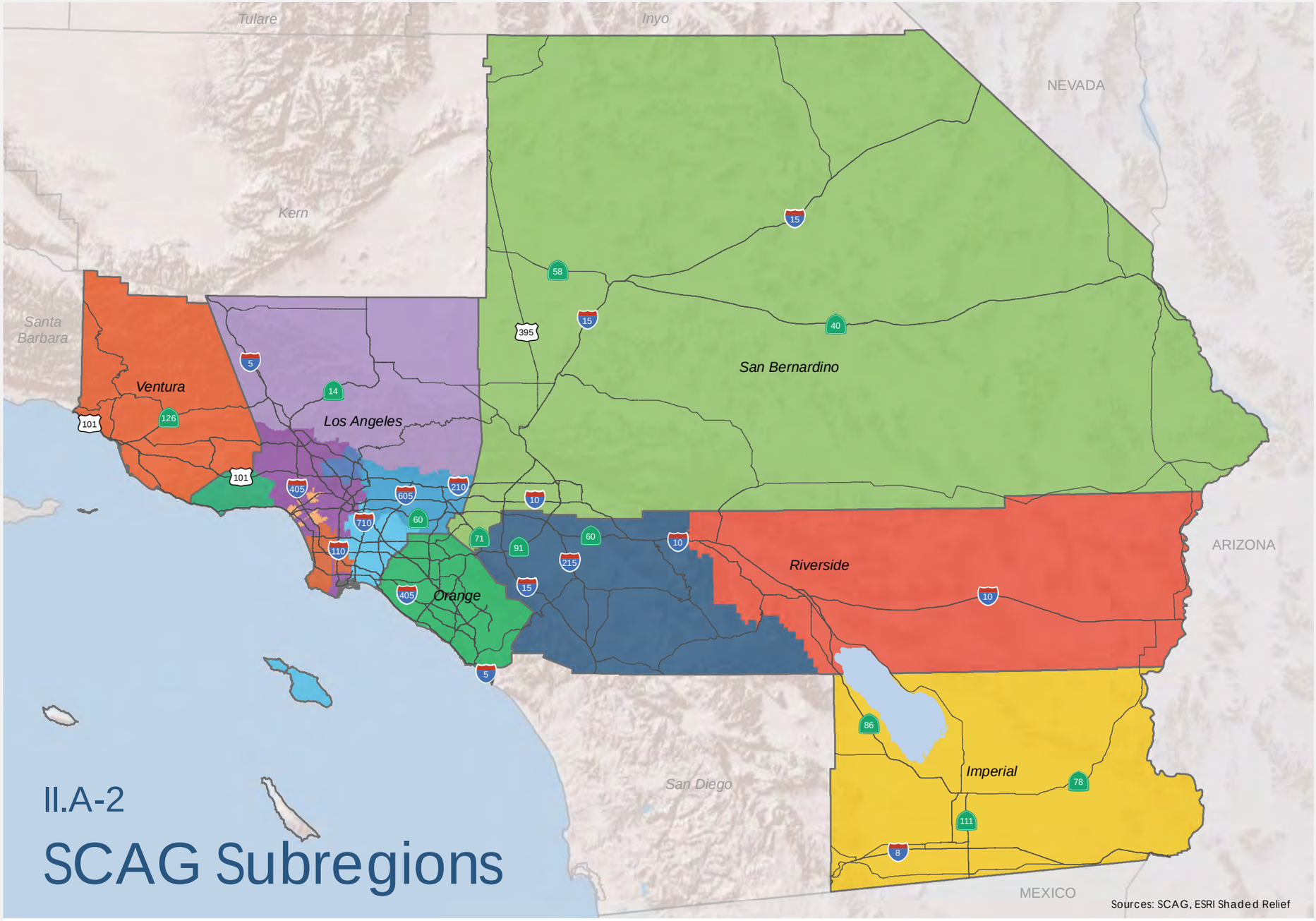

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comprehensive surface transportation legislation since SAFETEA-LU. The FAST Act provides a 5-year federal transportation authorization program. It authorizes $305 billion over fiscal years 2016 through 2020, with an average of $61 billion per year,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

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

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

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

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

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

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

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

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

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

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

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

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

II.C VISION, GOALS, GUIDING POLICIES AND PERFORMANCE MEASURES

The 2016 RTP/SCS includes a vision, goals, guiding policies, and performance measures developed through extensive outreach to the general public and stakeholders across the region. The 2016 RTP/SCS builds on the progress made since the 2012 RTP/SCS while recognizing the current conditions of land use and transportation throughout the region as well as developments and technologies since the adoption of the 2012 RTP/SCS. It responds to a changing region by meeting the challenges and creating conditions and infrastructure that motivate increased mobility and accessibility, expanded transportation options, broader economic growth, equitably distributed benefits, and sustainability.

Based on extensive local collaboration, the 2016 RTP/SCS establishes a vision for achieving a range of quality of life outcomes. It envisions vibrant, livable communities that are healthy and safe, and which offer transportation options that provide timely access to schools, jobs, services, health care, and other basic needs. It offers opportunities to communities for walking and bicycling, and offers residents improved access to parks, open space, natural lands, and recreational opportunities. Collectively, the 2016 RTP/SCS is intended to support and enhance opportunities for business, investment, and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity, and that one-size solutions are not practical or feasible.

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

TABLE II.C-1
2016 RTP/SCS GOALS

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

SOURCE:
Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy.* Chapter 4.

The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2016 RTP/SCS includes two additional guiding policies since the 2012 RTP/SCS (**Table II.C-2, *2016 RTP/SCS Guiding Policies***). The first addition (Guiding Policy 6) addresses emerging technologies and the potential for such technologies to lower the number of collisions, improve traveler information, reduce the demand for driving alone, and lessen congestion related to road incidents and other non-recurring circumstances (a car collision, for example). The second addition (Guiding Policy 7) recognizes the potential for transportation investments to improve both the efficiency of the transportation network and the environment.

TABLE II.C-2
2016 RTP/SCS GUIDING POLICIES

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

SOURCE:
Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy.* Chapter 4.

Performance measures are closely tied to the broader vision, goals, and guiding policies to ensure that the implementation of the 2016 RTP/SCS moves the region closer to achieving the vision, goals, and policies. The 2016 RTP/SCS uses a number of performance measures to help gauge progress, how well the region meets the federal air quality conformity requirements, the federal requirements of MAP-21,[4] and state requirements for reducing greenhouse gas emissions and planning for a more sustainable future. Like the 2012 RTP/SCS, performance measures continue to play a critical role in the development of the 2016 RTP/SCS. Performance measures included in the 2016 RTP/SCS are built on and updated from those developed for the 2012 RTP/SCS to ensure that there is consistency when tracking and assessing the region's performance and whether the region is progressing toward meeting and exceeding federal and state requirements. It is also intended to help quantify regional goals, estimate

[4] The FAST Act does not include additional performance measures beyond those already required by MAP-21.

potential impacts of proposed investments, and evaluate progress over time. An extended discussion on Plan performance is covered in Chapter 8, entitled "Measuring Our Progress for the Future" of the 2016 RTP/SCS.

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

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

Similar to the 2012 RTP/SCS, last adopted by SCAG's Regional Council in April 2012 and subsequently amended in September 2014 (Amendment No. 2 to the 2012 RTP/SCS),[5] the 2016 RTP/SCS is a long-range transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a minimum 20-year period. The 2016 RTP/SCS contains regional transportation investments and integrated land use strategies. It includes investments and strategies to improve the regional transportation system (e.g., highways, transit, active transportation, etc.) and land use integration strategies. It also includes transportation financial strategies based on committed, available or reasonably available funding sources, thereby constituting the 2016 RTP/SCS as a "financially constrained Plan." As part of the constrained Plan, the 2016 RTP/SCS is intended to identify reasonably available sources of funding over the Plan period, and allocate these funds to transportation projects and programs that benefit the SCAG communities and residents. The 2016 RTP/SCS is designed to ensure that, to the greatest extent possible, the money invested would have the best chance of achieving the objectives communities and residents care about.

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

This PEIR for the 2016 RTP/SCS analyzes the constrained Plan and does not analyze the Strategic Plan because the absence of committed, available, or reasonably available funding indicates that implementation of the Strategic Plan is speculative at this point. If the projects in the Strategic Plan become reasonably foreseeable, they will be included in the future RTP/SCS updates, and their impacts will be addressed in the PEIRs for future Plans.

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

II.D.1 Land Use and Transportation Strategies

The 2016 RTP/SCS envisions future regional growth that is well coordinated with the transportation system improvements, as well as anticipates new transportation projects planned by the region's CTCs and transit providers. It also incorporates best practices for increasing transportation choices; reducing dependence on personal automobiles; allowing future growth in walkable, mixed-use communities and in high-quality transit areas (HQTAs); and further improving air quality. As such, the 2016 RTP/SCS is dedicated to detailing recommended land use strategies and transportation investments.

The region's transportation network and land uses must be well integrated to ensure that the region grows in ways that enhance mobility, sustainability, and quality of life. The 2016 RTP/SCS makes a concerted effort to integrate the two, so that the region can be developed into an even more sustainable region over the coming decades. Accordingly, the following overview of regional strategies for growth and land use set the context for a comprehensive review of the region's transportation system.

Land Use Strategies

Built on the success of the 2012 RTP/SCS, the 2016 RTP/SCS includes a set of regional land use strategies that are intended to increase transportation mode choice, guide future land development patterns, and further improve air quality.[6] These land use strategies recognize a higher portion of new households and employment in areas well-served by transit, and reduce growth in high-value habitat areas along with neighborhoods that are adjacent to highways. Like the 2012 RTP/SCS, the land use strategies included in the 2016 RTP/SCS continue to focus new growth in HQTAs, existing suburban town centers, and more walkable, mixed-use communities. The 2016 RTP/SCS land use strategies also seek to balance the region's land use choices and transportation investments. Hence, the 2016 RTP/SCS includes coordinated land use strategies with the committed and projected transportation investments in the region that emphasize system preservation and enhancement, active transportation, and land use integration.

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

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

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[6] Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy.* Chapter 5.

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

- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

In support of the foundation policies and guiding principles, the 2016 RTP/SCS includes the five proposed land use strategies as follows.

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

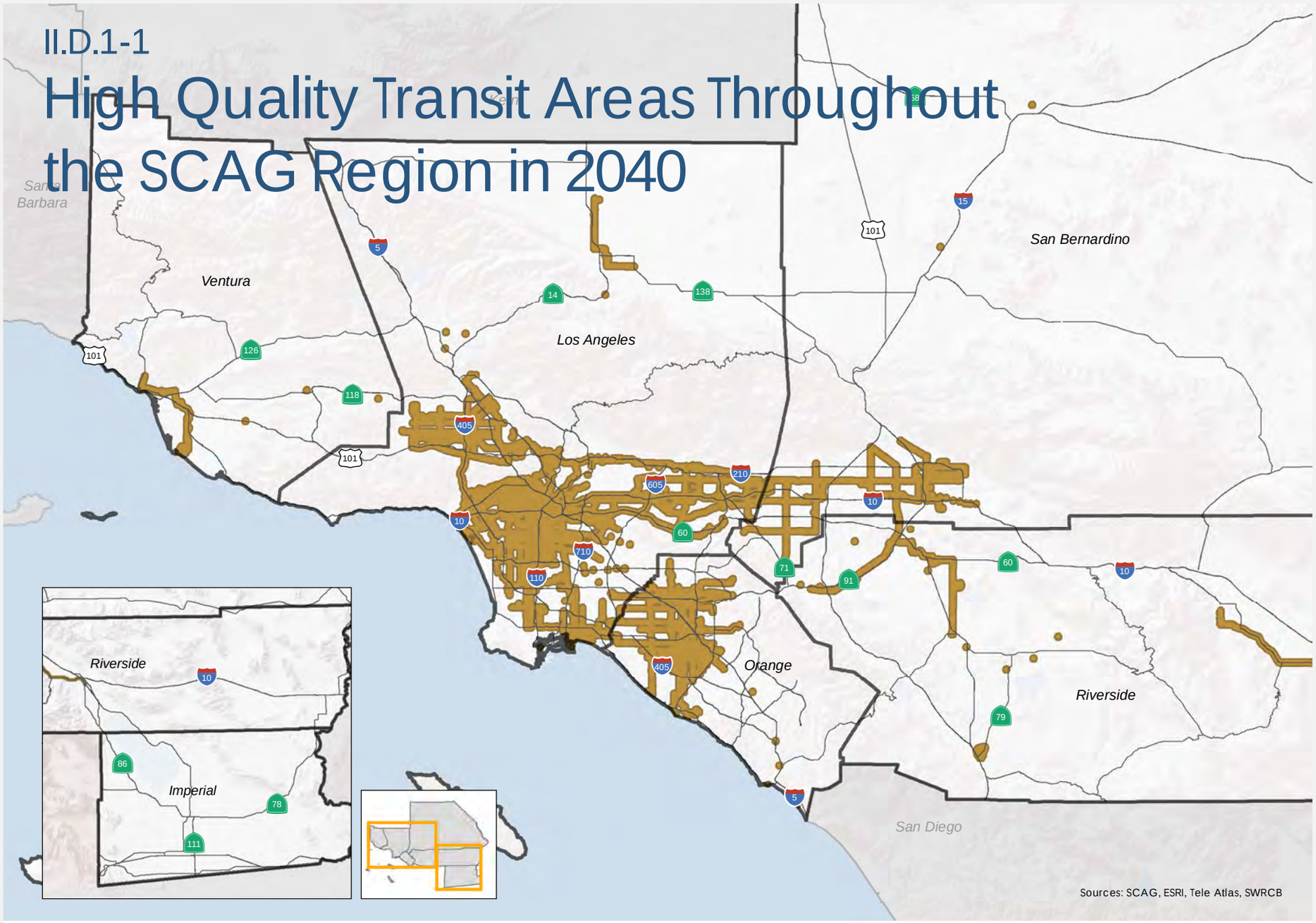
Plan for Growth Around Livable Corridors. "Livable Corridors" are arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated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

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

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

II.D.1-1

High Quality Transit Areas Throughout the SCAG Region in 2040



2040 HQTA

0 3 6 12 Miles

Q:\1315\SCAG\ArcProjects\PEIR\HQTA_PD.mxd | Date: 11/19/2015

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

Transportation Strategies

Like the proposed land use strategies, the 2016 RTP/SCS includes transportation investments that are built off the framework and strategies in the 2012 RTP/SCS. Specifically, the proposed transportation investments in the 2016 Plan recognize that the region can no longer afford to rely solely on expanding the transportation system to address the region's many changes and challenges. There is a need to use a comprehensive planning approach for a transportation system that focuses on preservation, sustainability, and productivity, as well as strategic expansion. The proposed land use patterns as part of the 2016 RTP/SCS provide a strategic opportunity to build a smart transportation system that is responsive to the region's changes and challenges. As such, the 2016 RTP/SCS includes proposed strategies for transportation investments, totaling approximately $556 billion, in nine (9) areas: 1) system preservation and maintenance; 2) highway and arterials; 3) transportation demand management (TDM) and system manage (TSM); 4) transit; 5) passenger rail including High Speed Rail; 6) goods movement; 7) active transportation; 8) aviation; and 9) debt service **(Table II.D.1-1, *2016 RTP/SCS: Proposed Allocation of Transportation Investments [Nominal Dollars, Billions]*)**

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

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

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

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

NOTE: Due to rounding, the total will not exactly match.
*Includes $4.8 billion for active transportation in addition to capital project investment level of $8.1 billion for a total of $12.9 billion for active transportation projects.
SOURCE:
Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy.* Chapter 6.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION III
FINDINGS REQUIRED UNDER CEQA

III.A PROCEDURAL FINDINGS

Less than Significant Impacts

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

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

Significant Impacts

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

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

> Overall, the transportation investments in the 2016 RTP/SCS will provide a return of $2.00 for every dollar invested. Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish the following:
>
> - The Plan would result in an 8-percent reduction in greenhouse gas emissions per capita by 2020, an 18-percent reduction by 2035, and a 21-percent reduction by 2040, when compared with 2005 levels. This would exceed the state's mandated reductions, which are 8 percent by 2020 and 13 percent by 2035.

- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies would help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.

- The combined percentage of work trips made by carpooling, active transportation, and public transit would increase by about 4 percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.

- The number of vehicle miles traveled (VMT) per capita would be reduced by nearly 7 percent and vehicle hours traveled (VHT) per capita by 16 percent (for automobiles and light/medium duty trucks) as a result of more location-efficient land use patterns and improved transit service.

- Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.

- The Plan would reduce delay per capita by 42 percent and heavy duty truck delay on highways by 40 percent. This means less time would be spent sitting in traffic and goods would move more efficiently.

- Over 351,000 additional new jobs annually would be created, due to the region's increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.

- The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

- The Plan would result in a reduction in the regional obesity rate of 2.5 percent, and a reduction in the share of the regional population that suffers from high blood pressure by 3 percent. It would also result in a reduction in the total annual health costs for respiratory disease by more than 13 percent.[1]

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

[1] Southern California Association of Governments. April 2016. *2016–2040 Regional Transportation Plan / Sustainable Communities Strategy*.

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

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

Impacts Mitigated to a Level of Less than Significant

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

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

Significant and Unavoidable Impacts

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

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

III.B RECORD OF PROCEEDINGS

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

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

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

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

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

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

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

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

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

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

[3] Southern California Association of Governments. 18 March 2016. Available at: http://scagrtpscs.net/Pages/PROPOSEDFINAL2016PEIR.aspx.

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

III.C GENERAL FINDINGS

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

1. Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint.) *See California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410.

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

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

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

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

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

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

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

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

SECTION IV
FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT

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

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

IV.A AESTHETICS

Impact AES-2

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

Impact:

Less than significant

Finding:

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

***Rationale*:**

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

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

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

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

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

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

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

5 California Department of Transportation. Accessed 11 May 2015. *Officially Designated State Scenic Highways.* Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/schwy.htm

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

7 California Department of Transportation. Accessed 8 September 2015. *Historical Significance—State Bridges*. Available at: http://www.dot.ca.gov/hq/structur/strmaint/hs_state.pdf

8 California Department of Transportation. Accessed 8 September 2015. *Historical Significance—Local Agency Bridges*. Available at: http://www.dot.ca.gov/hq/structur/strmaint/hs_local.pdf

9 California Department of Transportation. Accessed 11 May 2015. *Officially Designated State Scenic Highways.* Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/schwy.htm

IV.B AGRICULTURE AND FORESTRY RESOURCES

Impact AF-3

Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

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

[14] Orange County, CA Code of Ordinances: Article 2 – The Comprehensive Zoning Code. Accessed 25 August 2015. Available at: https://www.municode.com/library/ca/orange_county/codes/code_of_ordinances?nodeId=TIT7LAUSBURE_DIV9PL_ART2THCOZOCO

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

[16] County of Riverside. Effective 18 June 2015. Ordinance No. 348. Available at: http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord_348_clean_version.pdf

[17] Riverside County Planning Department. 9 December 2014. *County of Riverside General Plan: Chapter 3: Land Use Element.* Available at: http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/1%20General%20Plan/Chapter%203-Land%20Use_clean_120914.pdf

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

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

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

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

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

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

[22] County of Ventura Resource Management Agency, Planning Division. Amended 22 October 2013. *Ventura County General Plan Land Use Appendix.* Available at: http://www.ventura.org/rma/planning/pdf/plans/GENERAL_PLAN_Land_Use_Appendix_October_22_2013_.pdf

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

IV.C AIR QUALITY

Impact Air-1

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

Impact:

Less than significant

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.3, *Air Quality,*** of the PEIR. The federal Clean Air Act (CAA) sets the National Ambient Air Quality Standards (NAAQS) for the main criteria air pollutants: nitrogen oxides (NO_X), volatile organic compounds (VOCs), particulate matter ($PM_{2.5}$ and PM_{10}), sulfur oxides (SO_X), carbon monoxide (CO), and lead (Pb). Attainment and nonattainment of the NAAQS is variable throughout the counties within the SCAG region (1) Pb in the Los Angeles County portion of the South Coast Air Basin; (2) $PM_{2.5}$ in Imperial, Los Angeles, Orange, Riverside, and San Bernardino Counties; (3) PM_{10} in Imperial, Riverside, and San Bernardino Counties; and ozone in all counties.[24] The analysis considered a review of the California Ambient Air Quality Area Designations for the six counties in the SCAG Region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.[25] The 2016 RTP/SCS would result in a less than significant impact to air quality related to the potential to conflict with or obstruct implementation of the adopted state implementation plans (SIPs) / air quality management plans (AQMPs) / attainment plans in the SCAG region because the projected long-term emissions are in alignment with the local SIPs/AQMPs as demonstrated in the transportation conformity analysis, found in the appendices to the 2016 RTP/SCS. The emissions resulting from the Plan are within the applicable emissions budgets as stated in the SIPs/AQMPs for each nonattainment or maintenance area for all milestone, attainment, and planning horizon years.

Impact Air-3

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or California Ambient Air Quality Standards (CAAQS).

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

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

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

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

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

County		(Tons/Day)								
		ROG		NO_x			CO	PM_{10}	$PM_{2.5}$	SO_x
		Summer	Annual	Summer	Annual	Winter	Winter	Annual	Annual	Annual
Imperial	Existing	4	4	10	11	11	28	1	0	0
	Plan	2	2	3	3	3	13	1	0	0
	Difference	**–2**	**–2**	**–7**	**–7**	**–7**	**–14**	**0**	**0**	**0**
Los Angeles	Existing	103	101	179	194	190	851	17	9	1
	Plan	21	21	35	37	36	144	14	6	1
	Difference	**–81**	**–80**	**–144**	**–157**	**–154**	**-707**	**–3**	**–3**	**0**
Orange	Existing	28	28	42	46	45	225	5	2	0
	Plan	7	7	8	8	8	44	5	2	0
	Difference	**–21**	**–21**	**–34**	**–37**	**–37**	**–181**	**0**	**–1**	**0**
Riverside	Existing	26	23	66	70	69	183	5	3	0
	Plan	8	7	14	15	15	42	5	2	0
	Difference	**–18**	**–17**	**–56**	**–55**	**–55**	**–140**	**0**	**–1**	**0**
San Bernardino	Existing	32	28	81	86	84	225	6	3	0
	Plan	8	7	21	22	22	46	6	2	0
	Difference	**–24**	**–21**	**–60**	**–64**	**–63**	**–179**	**0**	**–1**	**0**
Ventura	Existing	9	8	12	14	14	70	1	1	0
	Plan	2	2	2	2	2	11	1	0	0
	Difference	**–7**	**–7**	**–10**	**–11**	**–11**	**–59**	**0**	**0**	**0**

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

Impact Air-5

Expose a substantial number of people to objectionable odors.

Impact:

Less than significant

Finding:

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

Rationale:

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

IV.D ENERGY

Impact EN-1

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

Impact:

Less than significant

Finding:

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

Rationale:

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

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

Impact EN-4

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

Impact:

Less than significant

Finding:

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

Rationale:

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

IV.E GEOLOGY AND SOILS

Impact GEO-5

Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

[27] SCAG scenario planning modeling, 2015.

Impact:

Less than significant

Finding:

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

Rationale:

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

IV.F GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact GHG-1

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

Impact:

Less than significant

Finding:

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

Rationale:

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

GHG emissions and the 38th-largest per-capita emissions for year 2010. The most recent GHG emissions data by sector for the SCAG region is from 2008.[28] Similar to the 2013 U.S. and California GHG emission profiles, transportation, industrial, and electricity are the three largest contributors to GHG emissions. Total SCAG emissions in 2008 were 230 million metric tons of carbon dioxide equivalent (MMTCO2e). Transportation emissions are most prevalent relative to all other sectors in California and specifically in the SCAG region. Transportation emissions accounted for 40 percent of total emissions in the SCAG region, compared to 27 percent of total emissions in the United States. Across the six counties in the SCAG region, the 2016 RTP/SCS would result in an approximately 21.5 percent decrease in GHG emissions from the transportation sector (both on-road and off-road vehicles[29]) by 2040, with the largest losses contributed by on-road vehicles.[30] Additionally, the building energy and water-related energy would each contribute to an approximately 7 percent and 35 percent decrease in GHG emissions, respectively. The total estimated GHG emissions reductions as a result of the 2016 RTP/SCS (inclusive of the transportation sector, building energy, and water-related energy) would be approximately 17 percent by 2040 when compared to the 2012 base year.

Impact GHG-2

Potential to conflict with SB 375 GHG emission reduction targets.

Impact:

Less than significant

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.8, *Greenhouse Gas Emissions and Climate Change*,** of the PEIR. For the SCAG region, the California Air Resources Board (CARB) set the GHG emission reduction targets at 8 percent per capita by 2020 and 13 percent per capita by 2035. The Plan's per-capita CO_2 emissions from cars and light duty trucks (only), in the SCAG Region, are calculated to be 21.4 pounds per day in 2020. The result of the Plan is an 8 percent decrease in per-capita CO_2 emissions from 2005 to 2020. The percent decrease would achieve the 8 percent emissions reduction target by 2020 for the region set by SB 375. By 2035, the 2016 RTP/SCS projects 19.6 pounds per day for per-capita CO_2 emissions from cars and light duty trucks (only). This represents an approximately 18 percent decrease in per-capita CO_2 emissions from 2005 to 2035. This 18 percent decrease would meet

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

[29] On-road vehicles include light and medium duty vehicles, heavy duty trucks, and buses. Off-road vehicles include rail, aviation, and ocean-going vessels.

[30] SCAG modeling, 2015.

and exceed the 13 percent emissions reduction target set by CARB for 2035. Furthermore, although there is no per-capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the Plan's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. The Plan would result in an estimated 19.0 pounds per day for per-capita CO_2 emissions from cars and light duty trucks (only) or an estimated 21 percent decrease in per-capita CO_2 emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21 percent decrease in per-capita GHG emissions by 2040 (an additional 3 percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the Plan is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

Impact GHG-3

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

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

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

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

IV.G HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-5

Potential for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

Impact HAZ-6

Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

IV.H HYDROLOGY AND WATER QUALITY

Impact HYD-7

Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.

Impact:

No impact

Finding:

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

Rationale:

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

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

IV.I NOISE

Impact Noise-5

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels.

Impact:

Less than significant

Finding:

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

Rationale:

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

[31] Imperial County. April 2007. *Imperial County Flood Management Plan.*

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

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

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

SOURCE:
Southern California Association of Governments. December 2011. *2012–2035 Regional Transportation Plan / Sustainable Communities Strategy: Aviation and Airport Ground Access*. Los Angeles, CA.
Southern California Association of Governments. 7 January 2008. SCAG Commercial Airport System Map. Available at: http://www.scag.ca.gov/programs/Pages/ASA.aspx

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

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

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

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

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

- Title 14 Code of Federal Regulations, Part 36, establishes maximum acceptable noise levels for specific aircraft types.

- Title 14 Code of Federal Regulations, Part 150, provides guidance for measuring noise at airports and surrounding areas, determining exposure of individuals to noise from the operations of an airport, identifying land uses that are normally compatible, and preparing and executing noise compatibility planning and implementation programs.

- As part of Title 24 Code of Federal Regulations, Part 51, Subpart B, the HUD exterior noise regulations state that noise levels of 65 dBA DNL or less are acceptable for residential land uses and noise levels exceeding 75 dBA DNL are unacceptable.

- California Government Code Section 65302 specifies that noise contours be shown for all facilities related to airport operations and be stated in terms of CNEL or Ldn. These noise contours are intended to guide how patterns of land uses are established in the land use element in order to minimize the exposure of community residents to excessive noise.

- Title 21, California Code of Regulations Section 5000 et seq., identifies a noise exposure level of CNEL 65 dB as the noise impact boundary around airports. Within this noise impact boundary, airport proprietors are required to ensure that all land uses are

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

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

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

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

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

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

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

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

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

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

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

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

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

Impact Noise-6

For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

IV.J TRANSPORTION, TRAFFIC, AND SAFETY

Impact TRA-3

Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.

Significant Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

Impact TRA-4

Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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[33] California Office of Transportation Safety (OTS), 2015.

[34] California Office of Transportation Safety (OTS), 2015.

Impact TRA-6

Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

IV.K UTILITIES AND SERVICE SYSTEMS

Impact USS-1

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

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

Impact USS-2

Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

Impact USS-5

Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's commitments.

Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

Impact USS-7

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

Significant Impact:

Less than significant

Finding:

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

Rationale:

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

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

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

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

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

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

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

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

V.A BIOLOGICAL RESOURCES

Impact Bio-3

Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact:

Less than Significant after Mitigation

Finding:

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

Rationale:

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

SCAG Mitigation Measures

MM-BIO-1(a)(1): SCAG shall facilitate reducing future impacts to species identified as a candidate, sensitive, or special status species and its habitats through cooperation, information sharing, and program development. SCAG shall consult with the resource agencies, such as the USFWS, NMFS, USACOE, USFS, BLM, and CDFW, as well as local jurisdictions including cities and counties, to incorporate designated critical habitat, federally protected wetlands, the protection of sensitive natural communities and riparian habitats, designated open space or protected wildlife habitat, local policies and tree preservation ordinances, applicable HCPs and NCCPs, or other related planning documents into SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.

MM-BIO-1(a)(2): SCAG shall develop a conservation strategy (including regional mitigation policies) in coordination with local jurisdictions and agencies, including California Transportation Commissions. The conservation strategy will build from existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas based on mitigation approaches adopted by local agencies. SCAG shall produce and maintain a list/map of potential conservation opportunity areas based on most recent land use data.

Project-Level Mitigation Measures

MM-BIO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional

compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:
    - Avoidance strategies
    - Contribution of in-lieu fees
    - Use of mitigation bank credits
    - Funding of research and recovery efforts
    - Habitat restoration
    - Conservation easements
    - Permanent dedication of habitat
    - Other comparable measures
- Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
- Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.
- Appoint an Environmental Inspector to monitor implementation of mitigation measures.
- Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
- Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.
- Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.

MM-BIO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the

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National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.
- Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.
- Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.
- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.
- Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation,* the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.
- Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.
- Revegetate with appropriate native vegetation following the completion of construction activities.
- Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).

- Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

MM-BIO-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.
- Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).
- Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
  - Permittee-responsible mitigation
  - Contribution of in-lieu fees
  - Use of mitigation bank credits
- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.

Impact Bio-6

Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact:

Less than Significant after Mitigation

Finding:

The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2),** and Project-Level Mitigation Measures **MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b),** and **MM-BIO-6(b)** would avoid or reduce the level of direct, indirect, and cumulative impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance.

Rationale:

The above finding is made based on the analysis included in **Section 3.4, *Biological Resources*,** of the PEIR. The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2),** and Project-Level Mitigation Measures **MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b),** and **MM-BIO-6(b)** would avoid or reduce the level of direct, indirect, and cumulative impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance. Any transportation improvement projects proposed for development within these HCPs and/or NCCPs would be required to comply with the provisions and policies of the respective plan. Therefore, it is expected that compliance with these provisions would be sufficient to reduce direct, indirect, and cumulative impacts related to conflicts with HCPs and NCCPs to below the level of significance.

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of

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

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.
- Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.

- Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.
- Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable:
  - Wildlife movement buffer zones
  - Corridor realignment
  - Appropriately spaced breaks in center barriers
  - Stream rerouting
  - Culverts
  - Creation of artificial movement corridors such as freeway under- or overpasses
  - Other comparable measures
- Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local

policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.
- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.
- Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.
- Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.
- Design projects to avoid conflicts with local policies and ordinances protecting biological resources.

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- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **MM-BIO-1(b)**, where applicable.

V.B HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-4

Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

Impact:

Less than Significant after Mitigation

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Finding:

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

Rationale:

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

SCAG Mitigation Measures

MM-HAZ-1(a)(1): SCAG shall work with the U.S. DOT, the OES, Caltrans, and the private sector to continue to conduct driver safety training programs and enforce speed limits on roadways. In an effort to reduce risks associated with the transport of hazardous materials in the SCAG region, SCAG shall encourage the U.S. DOT and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM-HAZ-1(a)(2): SCAG shall work with the CUPAs and counties and cities within the SCAG region to encourage education and monitoring of the use and storage of hazardous materials consistent with the provisions OSHA CPL 02-02-038.

MM-HAZ-1(a)(3): SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.

MM-HAZ-1(a)(4): SCAG shall coordinate with OES to identify any transportation infrastructure elements within the SCAG region where risks to people and property occur at an above-average incident level, potentially warranting consideration for remedial design in future RTPs.

Project-Level Mitigation Measures

MM-HAZ-4(b).

MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and

Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
    - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
    - The location of such hazardous materials.
    - An emergency response plan including employee training information.
    - A plan that describes the manner in which these materials are handled, transported and disposed.
- Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.
- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- Avoid overtopping construction equipment fuel gas tanks.
- During routine maintenance of construction equipment, properly contain and remove grease and oils.
- Properly dispose of discarded containers of fuels and other chemicals.

V.C HYDROLOGY AND WATER QUALITY

Impact HYD-1

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

Impact:

Less than Significant after mitigation

Finding:

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

Rationale:

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

SCAG Mitigation Measures

MM-HYD-1(a): SCAG shall continue to work with local jurisdictions and water quality agencies, and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG's ongoing regional planning efforts. SCAG mitigation measures include, but are not limited to, working with local jurisdictions and water quality agencies to encourage watershed management and pollution prevention, provide opportunities for information sharing and regional program development to promote Low Impact Development and reduce hydromodification.

Project-Level Mitigation Measures

MM-HYD-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.

- Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
- Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
    - U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.
    - Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
    - California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.
- Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.
- Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.
- Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.
- Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow

velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.

- Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
- Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.
- If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

Impact HYD-3

Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.

Impact:

Less than Significant after mitigation

Finding:

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

Rationale:

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

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SCAG Mitigation Measures

MM-HYD-3(a): SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.

Project-Level Mitigation Measures

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

V.D LAND USE AND PLANNING

Impact LU-3

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

Impact:

Less than Significant after Mitigation

Finding:

The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2),** Project-Level Mitigation Measures **MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b),** and **MM-BIO-6(b)** would avoid or impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance.

Facts:

The above finding is made based on the analysis included in **Section 3.11, *Land Use and Planning*,** of the PEIR. The implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2),** Project-Level Mitigation Measures **MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b),** and **MM-BIO-6(b)** would avoid or impacts related to conflicts with the provisions of adopted HCPs and NCCPs applicable to the 2016 RTP/SCS to below the level of significance. Any transportation projects proposed within these HCPs and/or NCCPs would be required to comply with the provisions and policies of the respective plan. Therefore, it is expected that compliance with these provisions would be sufficient to prevent direct, indirect, and cumulative impacts related to conflicts with HCPs and NCCPs.

SCAG Mitigation Measures

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

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Project-Level Mitigation Measures

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

MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a

broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.

- Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.
- Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.
- Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable:
    - Wildlife movement buffer zones
    - Corridor realignment
    - Appropriately spaced breaks in center barriers
    - Stream rerouting
    - Culverts
    - Creation of artificial movement corridors such as freeway under- or overpasses
    - Other comparable measures
- Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and

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

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

MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.
- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.

- Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.
- Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.
- Design projects to avoid conflicts with local policies and ordinances protecting biological resources.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **MM-BIO-1(b)**, where applicable.

V.E PUBLIC SERVICES

Impact PS-1

Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services.

Impact:

Less than Significant after Mitigation

Finding:

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

Rationale:

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

SCAG Mitigation Measures

MM-PS-1(a)(1): SCAG shall facilitate minimizing future impacts to fire protection and emergency response services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote Fire Management and Emergency Response Planning such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

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

- Provide a policy forum to help develop regional consensus and education on security policies and emergency responses.
- Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters.
- Encourage integration of transportation security measures into transportation projects early in the project development process by leveraging SCAG's relevant plans, programs,

and processes, including regional ITS architecture. SCAG also participated in the development of the draft Southern California Catastrophic Earthquake Preparedness Plan.

MM-PS-1(a)(3): SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (data regarding fire-resistant vegetation, fire-resistant materials, locations where development is potentially hazardous in regard to wildfire, and management of brush and other fire risks in the immediate vicinity of development in areas with high fire threat) with county and city planning departments.

Project-Level Mitigation Measures

MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and

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

- Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- Use alternating facades to "break up" large facades and provide visual interest.
- Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- Retain or replace trees bordering highways, so that clear-cutting is not evident.
- Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.
- Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.

MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- Design projects consistent with design guidelines of applicable general plans.

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- Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.
- Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.

MM-AES-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.
- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.
- Use unidirectional lighting to avoid light trespass onto adjacent properties.
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.
- Provide structural and/or vegetative screening from light-sensitive uses.
- Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

MM-AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the

Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- Maintain and expand agricultural land protections such as urban growth boundaries.

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)

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

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

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

A publicly owned conservation or mitigation bank:

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

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

- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- Include underpasses and overpasses at reasonable intervals to maintain property access.

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- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
- Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.

MM-AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.
- Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

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

MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general

plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.
- Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.
- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:
    - All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
    - Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.
    - Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
    - Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.
- Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.
- Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.

MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

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- Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.
- Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.
- Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
    - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
    - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
- Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.
- Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
- Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.

- Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.
- Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- If any discovered remains are of Native American origin:
  - Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
  - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
    - The Native American Heritage Commission is unable to identify a descendent;
    - The descendant identified fails to make a recommendation; or
    - The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:
    - File a Notice of Intent (NOI) with the SWRCB.
    - Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
    - Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.
    - After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.
- Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

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

MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.

Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.

MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
- Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.

- Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.

MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
  - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
  - Inclusion of a waste management plan that promotes maximum C&D diversion.
  - Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
  - Reuse of existing structure and shell in renovation projects.
  - Design for deconstruction without compromising safety.
  - Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.
  - Development of indoor recycling program and space.
  - Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
  - Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.
  - Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.
  - Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
  - Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing

opportunities to divert food waste away from landfills and toward food banks and composting facilities.

- Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
- Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- Provide recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.
- Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Impact PS-2

Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services.

Impact:

Less than Significant after mitigation

Finding:

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

Rationale:

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

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SCAG Mitigation Measures

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

MM-PS-2(a)(1): SCAG shall facilitate minimizing future impacts to public protective security services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote public protective security services planning such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

MM-PS-2(a)(2): SCAG shall help to enhance the region's ability to deter and respond to acts of terrorism and human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.

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

- SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.
- SCAG shall encourage all SCAG elected officials are educated in NIMS.
- SCAG shall work with partner agencies, federal, state and local jurisdictions to improve communications and interoperability and to find opportunities to leverage and effectively utilize transportation and public safety/security resources in support of this effort.

MM-PS-2(a)(4): SCAG shall encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.

Project-Level Mitigation Measures

MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:

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- Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.
- Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

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

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

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

Impact PS-3

Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

Impact:

Less than Significant after Mitigation

Finding:

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

Rationale:

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

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

SCAG Mitigation Measures

MM-PS-3(a): SCAG shall facilitate minimizing future impacts to school services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote school planning, such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

Project-Level Mitigation Measures

MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:

- Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b)**, and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

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

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

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

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

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

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

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

VI.A AESTHETICS

Impact AES-1

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

MM-AES-1(a): SCAG shall facilitate minimizing impacts to scenic vistas through cooperation, information sharing regarding the locations of designated scenic vistas, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Caltrans and Lead agencies, such as county and city planning departments, shall be consulted during this update process.

Project-Level Mitigation Measures

MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- Use alternating facades to "break up" large facades and provide visual interest.
- Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- Retain or replace trees bordering highways, so that clear-cutting is not evident.
- Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.
- Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.

Impact AES-3

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

Impact:

Significant and Unavoidable.

Finding:

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

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure

compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- Design projects consistent with design guidelines of applicable general plans.
- Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.
- Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.

Impact AES-4

Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

MM-AES-4(a): SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare or expanded areas of shade and shadow through cooperation, information sharing regarding the guidelines and policies, design approaches, building materials, siting, and technology, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead agencies, such as county and city planning departments, shall be consulted during this update process.

Project-Level Mitigation Measures

MM-AES-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.
- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.
- Use unidirectional lighting to avoid light trespass onto adjacent properties.
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.
- Provide structural and/or vegetative screening from light-sensitive uses.
- Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

VI.B AGRICULTURE AND FORESTRY RESOURCES

Impact AF-1

Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

Impact:

Significant and Unavoidable

Finding:

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

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

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

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

Rationale:

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

SCAG Mitigation Measures

MM-AF-1(a)(1): SCAG shall facilitate minimizing future impacts to Important Farmland resources through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

MM-AF-1(a)(2): SCAG shall work with member agencies and the region's farmland interests, through regional forums such as SCAG's Open Space Conservation Work Group, to develop regional best practices information for buffering farmland from urban encroachment, resolving conflicts that prevent farming on hillsides and other designated areas, and closing loopholes that allow conversion of farmlands to non-farm uses without a grading permit.

MM-AF-1(a)(3): SCAG shall expand on the Natural Resource Inventory Database and Conservation Framework & Assessment by incorporating strategic mapping layers to build the database and further refine the priority conservation areas by (1) further investing in mapping and farmland data tracking and (2) working with County Transportation Commissions (CTCs) and SCAG's subregions to support their county-level efforts at data building. SCAG shall encourage CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance

mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures. SCAG shall align with funding opportunities and pilot programs to begin implementation of the Conservation Plan through acquisition and restoration through (1) seeking planning funds, such as cap and trade auction proceeds that could help prepare for local action on acquisition and restoration, (2) supporting CTCs and other partners, and (3) continuing support of the State Wildlife Action Plan 2015 Update and its implementation. SCAG shall provide incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries, as detailed in the Natural & Farm Lands Appendix strategies of the 2016 RTP/SCS. HCPs and NCCPs are formal conservation plans at the federal and State level and are administered by the USFWS and CDFW. However, additional informal conservation programs and efforts at the local, regional, state, federal, and private level may exist throughout the SCAG region. Private and public lands within the SCAG region may be included within the conservation programs of private or public organizations, and the conservation programs associated with these plans should be considered during the environmental impact evaluation of projects. Any project within the SCAG region would need to demonstrate avoidance of conflict with any applicable conservation efforts including those outside of formal federal and/or State designation.

Project-Level Mitigation Measures

MM-AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- Maintain and expand agricultural land protections such as urban growth boundaries.

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)

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

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

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

A publicly owned conservation or mitigation bank:

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

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

- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- Include underpasses and overpasses at reasonable intervals to maintain property access.
- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
- Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.

Impact AF-2

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

MM-AF-2(a): SCAG shall facilitate minimizing conflicts with existing zoning for agricultural use and Williamson Act contracts through cooperation, information sharing, and regional program development as

part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

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

Project-Level Mitigation Measures

MM-AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.
- Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

Impact AF-4

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

Impact:

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

Finding:

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

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

MM-GHG-3(a)(1): SCAG shall update any future RTP/SCS to incorporate policies and measures that lead to reduced GHG emissions in accordance with AB 32.

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

MM-GHG-3(a)(3): SCAG shall continue coordination with other metropolitan planning organizations (MPOs) regarding statewide strategies to reduce GHG emissions and facilitate the implementation of SB 375.

MM-GHG-3(a)(4): SCAG shall work with utilities, sub-regions, and other stakeholders to promote accelerated penetration of zero- (and/or near zero-) emission vehicles in the region, including developing a strategy for the deployment of public charging infrastructure.

MM-GHG-3(a)(5): SCAG shall in its capacity as a Clean Cities Coalition establish coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.

MM-GHG-3(a)(6): SCAG shall work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation such as the "Go Human" Campaign.

MM-GHG-3(a)(7): SCAG shall support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.

MM-GHG-3(a)(8): SCAG shall in coordination with local jurisdictions (as practicable) support and/or sponsor a periodic Climate Protection Summits or Fairs, to educate the public on current climate science, projected local impacts, and local efforts and opportunities to reduce GHG emissions, including exhibits of the latest technology and products for conservation and efficiency.

MM-GHG-3(a)(9): Schools Programs: SCAG shall develop and implement a program in coordination with school districts to present information to students about climate change and ways to reduce GHG emissions, and will support school-based programs for GHG reduction, such as school-based trip reduction and the importance of recycling.

MM-GHG-3(a)(10): As outlined in the AHSC Action Plan approved by the Regional Council at the July 2, 2015, meeting, SCAG shall work with the Strategic Growth Council and seek legislative revisions to AHSC programs to revise the AHSC competitive grant program for future rounds.

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

- Support the planning and development of HQTAs, jobs and housing balance, transit oriented development, and infill development through transportation investments and other funding decisions.
- Offer incentives such as free or low-cost monthly transit passes to employees or free ride areas to residents and customers.
- Coordinate the funding of low carbon transportation with smart growth development.

- Promote parking management measures that encourage walking and transit use in smart growth areas.
- Develop comprehensive parking policies that encourages the use of alternative transportation .
- Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments, and create transit, bicycle, and pedestrian connections.
- Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.

MM-GHG-3(a)(12): As part of SCAG's Sustainability Program, SCAG shall assist local jurisdictions in developing Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions), as appropriate and feasible.

Project-Level Mitigation Measures

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

MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.
- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
    - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
    - Use alternative (non-petroleum based) fuels;
    - Deployment of zero- and/or near zero emission technologies as defined by CARB;

- Use lighting systems that are energy efficient, such as LED technology;
- Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
- Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
- Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
- Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
- Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
- Use lighter-colored pavement where feasible;
- Recycle construction debris to maximum extent feasible;
- Protect and plant shade trees in or near construction projects where feasible; and
- Solicit bids that include concepts listed above.

- Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.
- Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.
- Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.
- Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
- Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.
- Land use siting and design measures that reduce GHG emissions, including:
  - Developing on infill and brownfields sites;
  - Building high density and mixed use developments near transit;
  - Retaining on-site mature trees and vegetation, and planting new canopy trees;
  - Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
  - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

Impact AF-5

Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-AF-1(a)** through **MM-AF-1(a)(3)**, and **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(12)** and Project-Level Mitigation Measures **MM-AF-1(b)** and **MM-GHG-3(b)** will reduce impacts related to the potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

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

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

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

SCAG Mitigation Measures

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

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

Project-Level Mitigation Measures

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

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

V.C AIR QUALITY

Impact Air-2

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

Short Term. The 2016 RTP/SCS would result in construction of transportation projects, buildings, and general development as the region grows. These construction activities would result in short-term emissions of air pollutants including ROG, NOx, PM_{10}, $PM_{2.5}$, and fugitive dust. The sources associated with these emissions include construction equipment, employee and vendor vehicles, demolition, grading and other ground-disturbing activities, application of paint and other coatings, paving, and others. Typically larger projects are associated with larger emissions during construction.

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

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

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

SCAG Mitigation Measures

MM-AIR-2(a)(1): SCAG shall determine as part of its conformity finding pursuant to the federal CAA that the Plan and updates provide for timely implementation of transportation control measures (TCMs), as required in the CAA Section 108(f)(1)(A). TCMs are identified in the Transportation Conformity Appendix to the 2016 RTP/SCS. SCAG has identified 17 measures as illustrative of TCMs based on review information contained in CAA Section 108(f)(1)(A) and information provided by utilities that serve the SCAG region:

I. Programs for improved use of public transit;
II. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV;

III. Employer-based transportation management plans, including incentives;
IV. Trip-reduction ordinances;
V. Traffic flow improvement programs that achieve emission reductions;
VI. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
VII. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
VIII. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
IX. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
X. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
XI. Programs to control extended idling of vehicles;
XII. Programs to reduce motor vehicle emissions, consistent with Title II of the CAA, which are caused by extreme cold start conditions;
XIII. Employer-sponsored programs to permit flexible work schedules;
XIV. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
XV. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest;
XVI. Programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles;
XVII. Programs to encourage the installation of personal electric vehicle charging stations, and other alternative fuel sources.

MM-AIR-2(a)(2): During the 2016 to 2040 Planning Horizon, SCAG shall pursue activities to reduce the impacts associated with health risk for sensitive receptors within 500 feet of freeways and high-traffic volume roadways as follows:

- Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes garnering input and participation from local jurisdictions and supporting the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure.
- Continue to work with air agencies including CARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM_{10} and $PM_{2.5}$ for sensitive receptors, including schools and residents within 500 feet of freeways and high-traffic-volume roadways.
- Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors.

- Share information on all of the above efforts with stakeholders, member cities, counties, and the public.

Project-Level Mitigation Measures

MM-AIR-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.

CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling dirt.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- Ensure that all construction equipment is properly tuned and maintained.
- Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite

parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.

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

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

Impact Air-4

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

MM-AIR-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements:

- Set technology forcing new engine standards.
- Reduce emissions from the in-use fleet.
- Require clean fuels, and reduce petroleum dependency.
- Work with US EPA to reduce emissions from federal and state sources.
- Pursue long-term advanced technology measures.

Proposed new transportation–related SIP measures include:

On-Road Sources

- Improvements and Enhancements to California's Smog Check Program
- Expanded Passenger Vehicle Retirement
- Modifications to Reformulated Gasoline Program
- Cleaner In-Use Heavy-Duty Trucks
- Ship Auxiliary Engine Cold Ironing and Other Clean Technology
- Cleaner Ship Main Engines and Fuel
- Port Truck Modernization
- Accelerated Introduction of Cleaner Line-Haul Locomotives
- Clean Up Existing Commercial Harbor Craft
- Limited idling of diesel-powered trucks
- Consolidated truck trips and improve traffic flow
- Late model engines, Low emission diesel products, engine retrofit technology
- Alternative fuels for on-road vehicles

Off-Road Sources

- Cleaner Construction and Other Equipment
- Cleaner In-Use Off-Road Equipment
- Agricultural Equipment Fleet Modernization
- New Emission Standards for Recreational Boats
- Off-Road Recreational Vehicle Expanded Emission Standards

VI.D BIOLOGICAL RESOURCES

Impact Bio-1

Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-BIO-1(a)(1) and MM-BIO-1(a)(2)** and Project-Level Mitigation Measure **MM-BIO-1(b)** will reduce impacts related to the potential to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service,

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

Rationale:

The above finding is made based on the analysis included in **Section 3.4, *Biological Resources*,** of the PEIR. The potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2),** and **MM-BIO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

MM-BIO-1(a)(1): SCAG shall facilitate reducing future impacts to species identified as a candidate, sensitive, or special status species and its habitats through cooperation, information sharing, and program development. SCAG shall consult with the resource agencies, such as the USFWS, NMFS, USACOE, USFS, BLM, and CDFW, as well as local jurisdictions including cities and counties, to incorporate designated critical habitat, federally protected wetlands, the protection of sensitive natural communities and riparian habitats, designated open space or protected wildlife habitat, local policies and tree preservation ordinances, applicable HCPs and NCCPs, or other related planning documents into SCAG's ongoing regional planning

efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.

MM-BIO-1(a)(2): SCAG shall develop a conservation strategy (including regional mitigation policies) in coordination with local jurisdictions and agencies, including California Transportation Commissions. The conservation strategy will build from existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas based on mitigation approaches adopted by local agencies. SCAG shall produce and maintain a list/map of potential conservation opportunity areas based on most recent land use data.

Project-Level Mitigation Measures

MM-BIO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:
    - Avoidance strategies
    - Contribution of in-lieu fees
    - Use of mitigation bank credits
    - Funding of research and recovery efforts
    - Habitat restoration
    - Conservation easements
    - Permanent dedication of habitat
    - Other comparable measures

- Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
- Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.
- Appoint an Environmental Inspector to monitor implementation of mitigation measures.
- Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
- Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.
- Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.

Impact Bio-2

Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-BIO-1(a)(1) and MM-BIO-1(a)(2)** and Project-Level Mitigation Measures **MM-BIO-1(b**) and **MM-BIO2(b)** will reduce impacts related to the potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.4, *Biological Resources*,** of the PEIR. The potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2), MM-BIO-1(b),** and **MM-BIO-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

MM-BIO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.
- Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.
- Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.
- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.
- Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation,* the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.
- Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.
- Revegetate with appropriate native vegetation following the completion of construction activities.
- Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

Impact Bio-4

Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-BIO-1(a)(1) and MM-BIO-1(a)(2)** and Project-Level Mitigation Measures **MM-BIO-1(b**), **MM-BIO-2(b), MM-BIO-3(b),** and **MM-BIO-4(b)** will reduce impacts related to the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.4, *Biological Resources*,** of the PEIR. The potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites would be significant. Implementation of Mitigation Measures **MM-BIO-1(a)(1), MM-BIO-1(a)(2), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b),** and **MM-BIO-4(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

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

MM-BIO-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.
- Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).
- Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This

compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
  - Permittee-responsible mitigation
  - Contribution of in-lieu fees
  - Use of mitigation bank credits
- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.

MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur

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

- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.
- Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.
- Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.
- Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable:
    - Wildlife movement buffer zones
    - Corridor realignment
    - Appropriately spaced breaks in center barriers
    - Stream rerouting
    - Culverts
    - Creation of artificial movement corridors such as freeway under- or overpasses
    - Other comparable measures

- Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

Impact Bio-5

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

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

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

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

MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances,

protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.
- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.
- Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.
- Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.
- Design projects to avoid conflicts with local policies and ordinances protecting biological resources.

- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
  - Avoidance strategies
  - Contribution of in-lieu fees
  - Planting of replacement trees at a minimum ratio of 2:1
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures

VI.E CULTURAL RESOURCES

Impact Cul-1

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

MM-CUL-1(a): Impacts to cultural resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday series and sharing of associated online Training materials. SCAG shall consult with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission to identify opportunities for early and effective consultation to identify unique paleontological resources, unique geological features, archeological sites, historical resources, Tribal Cultural Resources, cemeteries, and Native American sacred sites to avoid such resources wherever practicable and feasible and reduce or mitigation for conflicts in compatible land use to the maximum extent practicable.

Project-Level Mitigation Measures

MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.

- Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.
- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:
  - All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
  - Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.
  - Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
  - Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.
- Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.
- Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.

Impact CUL-2

Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.5, *Cultural Resources*,** of the PEIR. The potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5 would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable

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

- Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.
- Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.
- Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
    - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
    - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
- Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.
- Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
- Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not

limited to grading, excavation, trenching, or removal of existing features of the subject property.

- Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.
- Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Impact Cul-3

Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.5, *Cultural Resources*,** of the PEIR. The potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5 would be significant. Implementation of Mitigation Measures **MM-CUL-1(a)** and **MM-CUL-2(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

Impact Cul-4

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.

- If any discovered remains are of Native American origin:
  - Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
  - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
    - The Native American Heritage Commission is unable to identify a descendent;
    - The descendant identified fails to make a recommendation; or
    - The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

VI.F ENERGY

Impact EN-2

Potential to increase residential energy consumption use.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

MM-EN-2(a): SCAG shall encourage energy efficient design for buildings, potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency.

MM-EN-3(a)(1): SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. SCAG's Sustainability Program works actively with Southern California communities and stakeholders to create a dynamic regional growth vision based on the principles of mobility, livability, prosperity, and sustainability.

MM-EN-3(a)(2): SCAG shall continue to pursue partnerships with SCE, municipal utilities, and the CPUC to promote energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.

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

Project-Level Mitigation Measures

MM-EN-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential

energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:
  - Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
  - Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.
  - Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.
  - Incorporate passive environmental control systems that account for the characteristics of the natural environment.
  - Use high-efficiency lighting and cooking devices.
  - Incorporate passive solar design.
  - Use high-reflectivity building materials and multiple glazing.
  - Prohibit gas-powered landscape maintenance equipment.
  - Install electric vehicle charging stations.
  - Reduce wood burning stoves or fireplaces.
  - Provide bike lanes accessibility and parking at residential developments.

Impact EN-3

Potential to increase building energy consumption in anticipated development.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

VI.G GEOLOGY AND SOILS

Impact GEO-1

Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-GEO-1(a)** and Project-Level Mitigation Measure **MM-GEO-1(b)** will reduce impacts related to the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.7, *Geology and Soils*,** of the PEIR. The potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

(i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
(ii) strong seismic ground shaking;
(iii) seismic related ground-failure, including liquefaction;
(iv) landslides.

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

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

SCAG Mitigation Measures

MM-GEO-1(a): SCAG shall facilitate minimizing future impacts to geological resources from exposure of people or structures to potential substantial adverse effects involving including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, landslides; substantial soil erosion or loss of topsoil; off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; and being located on an expansive soil through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts. Such efforts shall include web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the U.S. Geological Survey, shall be consulted during this update process.

Project-Level Mitigation Measures

MM-GEO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.
- Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC.
- Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological

Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.

Impact GEO-2

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

- Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:
  - File a Notice of Intent (NOI) with the SWRCB.
  - Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
  - Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.
  - After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.
- Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Impact GEO-3

Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.7, *Geology and Soils*,** of the PEIR. The potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

Impact GEO-4

Potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.7, *Geology and Soils*,** of the PEIR. The potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property would be significant. Implementation of Mitigation Measures **MM-GEO-1(a)** and **MM-GEO-1(b)** would reduce these impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

VI.H GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Impact GHG-3

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

Impact:

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

Finding:

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

Rationale:

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

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

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

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

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

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

SCAG Mitigation Measures

MM-GHG-3(a)(1): SCAG shall update any future RTP/SCS to incorporate policies and measures that lead to reduced GHG emissions in accordance with AB 32.

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

MM-GHG-3(a)(3): SCAG shall continue coordination with other metropolitan planning organizations (MPOs) regarding statewide strategies to reduce GHG emissions and facilitate the implementation of SB 375.

MM-GHG-3(a)(4): SCAG shall work with utilities, sub-regions, and other stakeholders to promote accelerated penetration of zero- (and/or near zero-) emission vehicles in the region, including developing a strategy for the deployment of public charging infrastructure.

MM-GHG-3(a)(5): SCAG shall in its capacity as a Clean Cities Coalition establish coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.

MM-GHG-3(a)(6): SCAG shall work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation such as the "Go Human" Campaign.

MM-GHG-3(a)(7): SCAG shall support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.

MM-GHG-3(a)(8): SCAG shall in coordination with local jurisdictions (as practicable) support and/or sponsor a periodic Climate Protection Summits or Fairs, to educate the public on current climate science, projected local impacts, and local efforts and opportunities to reduce GHG emissions, including exhibits of the latest technology and products for conservation and efficiency.

MM-GHG-3(a)(9): Schools Programs: SCAG shall develop and implement a program in coordination with school districts to present information to students about climate change and ways to reduce GHG emissions, and will support school-based programs for GHG reduction, such as school-based trip reduction and the importance of recycling.

MM-GHG-3(a)(10): As outlined in the AHSC Action Plan approved by the Regional Council at the July 2, 2015, meeting, SCAG shall work with the Strategic Growth Council and seek legislative revisions to AHSC programs to revise the AHSC competitive grant program for future rounds.

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

- Support the planning and development of HQTAs, jobs and housing balance, transit oriented development, and infill development through transportation investments and other funding decisions.
- Offer incentives such as free or low-cost monthly transit passes to employees or free ride areas to residents and customers.
- Coordinate the funding of low carbon transportation with smart growth development.
- Promote parking management measures that encourage walking and transit use in smart growth areas.
- Develop comprehensive parking policies that encourages the use of alternative transportation .
- Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments, and create transit, bicycle, and pedestrian connections.
- Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.

MM-GHG-3(a)(12): As part of SCAG's Sustainability Program, SCAG shall assist local jurisdictions in developing Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions), as appropriate and feasible.

Project-Level Mitigation Measures

MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are

within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.
- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
    - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
    - Use alternative (non-petroleum based) fuels;
    - Deployment of zero- and/or near zero emission technologies as defined by CARB;
    - Use lighting systems that are energy efficient, such as LED technology;
    - Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
    - Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
    - Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
    - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
    - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
    - Use lighter-colored pavement where feasible;
    - Recycle construction debris to maximum extent feasible;
    - Protect and plant shade trees in or near construction projects where feasible; and
    - Solicit bids that include concepts listed above.

- Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.

- Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.
- Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.
- Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
- Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.
- Land use siting and design measures that reduce GHG emissions, including:
    - Developing on infill and brownfields sites;
    - Building high density and mixed use developments near transit;
    - Retaining on-site mature trees and vegetation, and planting new canopy trees;
    - Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
    - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

VI.I HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.9, *Hazards and Hazardous Materials*,** of the PEIR. The potential to create a significant hazard to the public or the environment through reasonably

foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

MM-HAZ-1(a)(1): SCAG shall work with the U.S. DOT, the OES, Caltrans, and the private sector to continue to conduct driver safety training programs and enforce speed limits on roadways. In an effort to reduce risks associated with the transport of hazardous materials in the SCAG region, SCAG shall encourage the U.S. DOT and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM-HAZ-1(a)(2): SCAG shall work with the CUPAs and counties and cities within the SCAG region to encourage education and monitoring of the use and storage of hazardous materials consistent with the provisions OSHA CPL 02-02-038.

MM-HAZ-1(a)(3): SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.

MM-HAZ-1(a)(4): SCAG shall coordinate with OES to identify any transportation infrastructure elements within the SCAG region where risks to people and property occur at an above-average incident level, potentially warranting consideration for remedial design in future RTPs.

Project-Level Mitigation Measures

MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
    - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
    - The location of such hazardous materials.
    - An emergency response plan including employee training information.
    - A plan that describes the manner in which these materials are handled, transported and disposed.
- Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.

- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- Avoid overtopping construction equipment fuel gas tanks.
- During routine maintenance of construction equipment, properly contain and remove grease and oils.
- Properly dispose of discarded containers of fuels and other chemicals.

Impact HAZ-2

Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.9, *Hazards and Hazardous Materials*,** of the PEIR. The potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

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

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

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

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

Project-Level Mitigation Measures

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

Impact HAZ-3

Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and Project-Level Mitigation Measures **MM-HAZ-1(b**) and **MM-HAZ-2(b)** will reduce the impacts related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.9, *Hazards and Hazardous Materials*,** of the PEIR. The potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be significant. Implementation of Mitigation Measures **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4)** and **MM-HAZ-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

Impact HAZ-7

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

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

MM-TRA-5(a): SCAG shall facilitate minimizing impacts to emergency access through ongoing regional planning efforts to improve emergency access through design refinements, safety and security improvements, and collaborative planning with local, regional, and state partners such as Department of Transportation, Congestion Management Agencies, Fire Department, and other local enforcement agencies to minimize, reduce, and avoid impacts to regional transportation facilities and comply with the county and cities regional plan during development of the Regional Transportation Plan.

Project-Level Mitigation Measures

MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
  - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
  - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
  - Scheduling of truck trips outside of peak morning and evening commute hours.
  - Limiting of lane closures during peak hours to the extent possible.
  - Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
  - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
  - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
  - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the

timing, location, and duration of construction activities and the locations of detours and lane closures.
  - Storage of construction materials only in designated areas.
  - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
- Enhance emergency preparedness awareness among public agencies and with the public at large.
- Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:
  - Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.
  - Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
  - Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.

Impact HAZ-8

Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

MM-HAZ-8(a): SCAG shall facilitate minimizing future impacts from wildland fires through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.

Project-Level Mitigation Measures

MM-HAZ-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.
- Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.
- Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.
- Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.
- Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.
- Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.
- Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.
- Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

VI.J HYDROLOGY AND WATER QUALITY

Impact HYD-2

Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.10, *Hydrology and Water Quality***, of the PEIR. The potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted) would be significant. Implementation of Mitigation Measures **MM-HYD-2(a)** and **MM-HYD-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

MM-HYD-2(a): SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, including consideration of alternative recharge technologies and practices. Future adverse impacts may be avoided through cooperative planning,

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

Project-Level Mitigation Measures

MM-HYD-2(b): Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.
- Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
- Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

Impact HYD-4

Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.10, *Hydrology and Water Quality*,** of the PEIR. The potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site would be significant. Implementation of Mitigation Measures **MM-HYD-3(a)** and **MM-HYD-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

MM-HYD-3(a): SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.

Project-Level Mitigation Measures

MM-HYD-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
- Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
- Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
    - U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.
    - Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
    - California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.
- Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.
- Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.

- Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.
- Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.
- Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
- Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.
- If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

Impact HYD-5

Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.

Impact:

Significant and Unavoidable

Finding:

Implemenation of SCAG Mitigation Measures **MM-HYD-2(a)** and **MM-HYD-3(a)** and Project-Level Mitigation Measure **MM-HYD-1(b)** will reduce impacts related to the potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.10, *Hydrology and Water Quality*,** of the PEIR. The potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff would be significant. Implementation of Mitigation Measures **MM-HYD-2(a), MM-HYD-3(a),** and **MM-HYD-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

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

Project-Level Mitigation Measures

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

Impact HYD-6

Potential to otherwise substantially degrade water quality.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

Impact HYD-8

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

Impact:

Significant and Unavoidable

Finding:

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

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

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

Rationale:

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

SCAG Mitigation Measures

MM-HYD-8(a): SCAG shall continue to work with local jurisdictions and water quality agencies to encourage flood protection and prevent development in flood hazard areas that do not have appropriate protections. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for RTP projects, and regional program development as part of SCAG's ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as CA LOTS, and other GIS tools and data services. Such services would consist of an inventory of areas located near a 100-year flood hazard zone and hazard areas that would potentially be affected by a failure of a levee or dam; and or inundation by seiche, tsunami, or mudflow.

Project-Level Mitigation Measures

MM-HYD-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.
- Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Impact HYD-9

Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included **in Section 3.10, *Hydrology and Water Quality*,** of the PEIR. The potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam would be significant. Implementation of Mitigation Measures **MM-HYD-8(a)** and **MM-HYD-8(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

Impact HYD-10

Potential for inundation by seiche, tsunami, or mudflow.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

VI.K LAND USE AND PLANNING

Impact LU-1

Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.11, *Land Use and Planning*,** of the PEIR. The potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

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

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

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

SCAG Mitigation Measures

MM-LU-1(a)(1): SCAG shall encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan (and associated environmental document) and any updates as they are produced.

MM-LU-1(a)(2): SCAG shall continue to provide targeted technical services such as GIS and data support for cities and counties to update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

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

MM-LU-1(a)(4): SCAG shall coordinate with cities and counties within the region to encourage that general plans consider and reflect as appropriate RTP/SCS policies and strategies. SCAG will work to encourage consistency between general plans and RTP/SCS policies.

MM-LU-1(a)(5): SCAG shall provide technical assistance and regional leadership to encourage implementation of the RTP/SCS goals and strategies that integrate growth and land use planning with the existing and planned transportation network.

MM-LU-1(a)(6): SCAG shall provide planning services to local jurisdictions through sustainability planning programs including the Sustainability Program, and the Green Region initiative, and "Toolbox Tuesday" workshops. These projects will provide assistance to local jurisdictions to:

- Update General Plans to address sustainable communities strategies to better integrate land use and transportation planning.
- Develop specific plans, zoning overlays and other planning tools to enable and stimulate desired land use changes that are consistent with the future land development pattern in the 2016 RTP/SCS.
- Complete the economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns.
- Visualize potential changes, through innovative graphics and mapping technology to inform the dialogue about growth, development and transportation at the local and regional level.

MM-LU-1(a)(7): SCAG shall continue with a public relations strategy that emphasizes the benefits and implications of implementing sustainable growth strategies and builds a sense of common interests among Southern California communities.

MM-LU-1(a)(8): SCAG shall continue to use its Intergovernmental Review Process to provide comments to lead agencies on regionally significant projects, that may be considered for determining consistency with the 2016 RTP/SCS.

Project-Level Mitigation Measures

MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:

- Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.

Impact LU-2

Potential to physically divide an established community.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

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

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

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

SCAG Mitigation Measure

MM-LU-2(a): SCAG shall consult with Lead Agencies such as county and city planning departments to facilitate minimizing impacts to the physical division of an established community. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for Plan projects, and regional program development as part of SCAG's ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as:

- CA LOTS, and other GIS tools and data services, including but not limited to:
  - Map Gallery.
  - GIS library and GIS applications.
- Direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials.
- Sustainability Planning Grant (formerly known as Compass Blueprint Grant Program).
- Green Region initiative.
- Assistance with economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns.
- Assistance with visualization services, through innovative graphics and mapping technology to inform the dialogue about growth, development, and transportation at the local and regional level.
- Planning services for General Plan updates to assist with implementing sustainable communities strategies that integrate land use and transportation planning.

Project-Level Mitigation Measures

MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consider alignments within or adjacent to existing public rights-of-way.
- Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
- Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.

- Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
  - Alignment shifts to minimize the area affected.
  - Reduction of the proposed right-of-way take to minimize the overall area of impact.
  - Provisions for bicycle, pedestrian, and vehicle access across improved roadways.
- Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.
- Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.

VI.L MINERAL RESOURCES

Impact MIN-1

Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.12, *Mineral Resources*,** of the PEIR. The potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state would be significant. Implementation of Mitigation Measures **MM-MIN-1(a)(1), MM-MIN-1(a)(2),** and **MM-MIN-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The SCAG Regional Council further finds that

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

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

SCAG Mitigation Measures

MM-MIN-1(a)(1): SCAG shall coordinate with the Department of Conservation, California Geological Survey to maintain a database of (1) available mineral resources in the SCAG region including permitted and unpermitted aggregate resources and (2) the anticipated 50-year demand for aggregate and other mineral resources. Based on the results of this survey, SCAG shall work with local agencies on strategies to address anticipated demand, including identifying future sites that may seek permitting and working with industry experts to identify ways to encourage and increase recycling to reduce the demand for aggregate.

MM-MIN-1(a)(2): SCAG shall facilitate, encourage, and coordinate with local jurisdictions to review, identify, and update aggregate and mineral resources in their jurisdictions through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA Lots, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Compass Blueprint's Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the California Department of Conservation and the U.S. Geology Survey shall be consulted during this update process. Using the above tools, SCAG shall assist local jurisdictions with developing long range plans and strategies to meet projected demand and ensure that transportation projects and associated development do not preclude the ability to recover known aggregate resources that would be of value to the region and the residents of the state.

Project-Level Mitigation Measures

MM-MIN-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other

land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:

- Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:
    - Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
    - Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.
    - Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.
    - Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

Impact MIN-2

Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.12, *Mineral Resources*,** of the PEIR. The potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan would be significant. Implementation of Mitigation Measures **MM-MIN-1(a)(1), MM-MIN-1(a)(2),** and **MM-MIN-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Mitigation Measures

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

VI.M NOISE

Impact Noise-1

Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact:

Significant and Unavoidable

Finding:

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

Rationale:

The above finding is made based on the analysis included in **Section 3.13, *Noise*,** of the PEIR. The potential to result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be significant. Implementation of Mitigation Measures **MM-NOISE-1(a)** and **MM-NOISE-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

MM-NOISE-1(a): SCAG shall coordinate with member agencies as part of SCAG's outreach and technical assistance to local governments under Toolbox Tuesday Training series to encourage projects involving residential and commercial land uses to be developed in areas that are normally acceptable or conditionally acceptable, consistent with the Governor's Office of Planning and Research Noise Element Guidelines.

Project-Level Mitigation Measures

MM-NOISE-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Install temporary noise barriers during construction.
- Include permanent noise barriers and sound-attenuating features as part of the project design.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.
- Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.
- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.
- Designate an on-site construction complaint and enforcement manager for the project.
- Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.
- Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.
- Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.
- Use noise barriers to protect sensitive receptors from excessive noise levels during construction.
- Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.
- Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

Impact Noise-2

Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** will reduce impacts related to the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.13, *Noise*,** of the PEIR. The potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be significant. Implementation of Mitigation Measures **MM-NOISE-1(a), MM-NOISE-1(b),** and **MM-NOISE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because they require lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measures **MM-NOISE-1(b)** and **MM-NOISE-2(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-NOISE-1(a), as described for Impact Noise-1.

Project-Level Mitigation Measures

MM-NOISE-1(b), as described for Impact Noise-1.

MM-NOISE-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
- For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
- For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.
- For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

Impact Noise-3

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measure **MM-NOISE-1(b)** will reduce impacts related to the potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.13, *Noise*,** of the PEIR. The potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be significant. Implementation of Mitigation Measures **MM-Noise-1(a)** and **MM-NOISE-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

See **MM-NOISE-1(a)**, as described for Impact Noise-1.

Project-Level Mitigation Measures

MM-NOISE-1(b), as described for Impact Noise-1.

Impact Noise-4

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-NOISE-1(a)** and Project-Level Mitigation Measure **MM-NOISE-1(b)** will reduce impacts related to the potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.13, *Noise*,** of the PEIR. The potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project would be significant. Implementation of Mitigation Measures **MM-Noise-1(a)** and **MM-Noise-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-NOISE-1(b)** would reduce adverse effects on ambient noise levels to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-NOISE-1(b)** or other comparable measures to mitigate the noise impacts of the individual projects related to a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to ambient noise level at the regional level. While mitigation may provide a reduction in noise impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-NOISE-1(a), as described for Impact Noise-1.

Project-Level Mitigation Measures

MM-NOISE-2(b), as described for Impact Noise-1.

VI.N POPULATION, HOUSING, AND EMPLOYMENT

Impact PHE-1

Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact:

Significant and Unavoidable

Findings:

Implementation of SCAG Mitigation Measures **MM-LU-1(a)(1)** through **MM-LU-1(a)(8), MM-PHE-1(a)(1),** and **MM-PHE-1(a)(2)** and Project-Level Mitigation Measure **MM-PHE-1(b)** will reduce impacts related to the potential to induce substantial population growth in an area, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.14, *Population, Housing, and Employment*,** of the PEIR. The potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) would be significant. Implementation of Mitigation Measures **MM-LU-1(a)(1)** through **MM-LU-1(a)(8), MM-PHE-1(a)(1), MM-PHE-1(a)(2),** and **MM-LU-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to induce substantial population growth in an area. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-PHE-1(b)** would reduce adverse effects on growth inducement to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-**

PHE-1(b) or other comparable measures to mitigate the growth-inducing impacts of the individual projects related to inducing substantial population growth in an area, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the growth-inducing impacts, at the regional level. While mitigation may provide a reduction in growth-inducing impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

SCAG has no control over the amount of growth the region would experience during the implementation of the 2016 RTP/SCS. The regional growth and land use change forecasted in the 2016 RTP/SCS would be implemented by local jurisdictions through local plans and individual development projects. The 2016 RTP/SCS has been developed to accommodate forecasted regional growth, and failing to do so would be inconsistent with the applicable federal and state requirements for RTPs. In addition, precluding growth would conflict with the requirements to provide sufficient housing for the region's population contained in SB 375. As discussed above, Government Code Section 65080(b)(2)(B)(ii) requires that the RTP/SCS must accommodate all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. In order to avoid impacts from inducing substantial population growth in an area either directly or indirectly, SCAG shall implement the following mitigation measures:

MM-LU-1(a)(1) through **MM-LU-1(a)(8),** as described for Impact LU-1.

MM-PHE-1(a)(1): SCAG shall work with local agencies to encourage and assist in implementation of growth strategies to create an urban form designed to focus development in HQTAs and other development projects in accordance with the policies, strategies, and investments contained in the 2016 RTP/SCS, enhancing mobility and reducing land consumption.

MM-PHE-1(a)(2): SCAG's Sustainability Program shall be used to coordinate and provide information and resources to local agencies relating to changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Project-Level Implementation Measures

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

Impact PHE-2

Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.

Impact:

Significant and Unavoidable

Findings:

Implementation of SCAG Mitigation Measures **MM-PHE-2(a)(1)** and **MM-PHE-2(a)(2)** and Project-Level Mitigation Measure **MM-PHE-2(b)** will reduce the potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.14, *Population, Housing, and Employment*,** of the PEIR. The potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere would be significant. Implementation of Mitigation Measures **MM-PHE-2(a)(1), MM-PHE-2(a)(2),** and **MM-PHE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

MM-PHE-2(a)(1): SCAG's Sustainability Program shall be used to build consensus in the region relating to changes in land use to accommodate future population growth while maintaining the quality of life in the region.

MM-PHE-2(a)(2): SCAG shall work with neighboring planning agencies and MPOs to ensure that plans and strategies can accommodate future population growth beyond SCAG's borders.

Project-Level Implementation Measures

MM-PHE-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.
- Prioritize the use existing ROWs, wherever feasible.
- Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Impact PHE-3

Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact:

Significant and Unavoidable

Findings:

Implementation of SCAG Mitigation Measures **MM-PHE-2(a)(1)** and **MM-PHE-2(a)(2)** and Project-Level Mitigation Measure **MM-PHE-2(b)** will reduce the potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.14, *Population, Housing, and Employment*,** of the PEIR. The potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere would be significant. Implementation of Mitigation Measures **MM-PHE-2(a)(1), MM-PHE-2(a)(2),** and **MM-PHE-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

SCAG Mitigation Measures

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

Project-Level Implementation Measures

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

VI.O RECREATION

Impact REC-1

Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-REC-1(a)(1), MM-REC-1(a)(2), MM-REC-1(a)(3),** and **MM-REC-1(a)(4)** and Project-Level Mitigation Measure **MM-REC-1(b)** will reduce impacts related to the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.16, *Recreation*,** of the PEIR. The potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated would be significant. Implementation of Mitigation Measures **MM-REC-1(a)(1), MM-REC-1(a)(2),** and **MM-REC-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.
The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-REC-1(b)** would reduce adverse effects related to the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-REC-1(b)** or other comparable measures to mitigate the impacts of the individual projects on designated recreation facilities, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to recreation at the regional level. While mitigation may provide a reduction in recreation impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-REC-1(a)(1): SCAG shall facilitate reducing future impacts as a result of increased use of existing neighborhood and regional parks or other facilities from population growth through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for expansion of and new neighborhood parks within or in nearby accessible locations to HQTAs and other applicable development projects in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this process.

MM-REC-1(a)(2): SCAG shall work with local jurisdictions to facilitate planning freeway caps, which are decks built over freeway trenches to create new public spaces, by continuing to provide technical assistance and planning support through its Sustainability Program for freeway cap planning projects and other adaptive urban park planning activities. SCAG shall make past documentation on freeway cap plans available on SCAG's Sustainability Program website to serve as examples for future freeway cap planning projects and activities.

Project-Level Mitigation Measures

MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.
- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:
    - Increasing the accessibility to natural areas for outdoor recreation.
    - Promoting infill development and redevelopment to revitalize existing communities.

  - Utilizing "green" development techniques.
  - Promoting water-efficient land use and development.
  - Encouraging multiple uses.
  - Including trail systems and trail segments in General Plan recreation standards.
- Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.

- Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

Impact REC-2

Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-REC-2(a)** and Project-Level Mitigation Measure **MM-REC-2(b)** will reduce impacts related to the potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.16, *Recreation,*** of the PEIR. The potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment would be significant. Implementation of

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

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-REC-2(b)** would reduce adverse effects related to the potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-REC-2(b)** or other comparable measures to mitigate the impacts of the individual projects on designated recreation facilities, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to recreation at the regional level. While mitigation may provide a reduction in recreation impacts, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-REC-2(a): SCAG shall facilitate reducing future impacts as a result of the construction or expansion of recreational facilities which might have an adverse physical effect on the environment through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for construction and expansion of parks to minimize adverse physical effects on the environment in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.

Project-Level Mitigation Measures

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

VI.P TRANSPORTATION, TRAFFIC, AND SAFETY

Impact TRA-1

Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit

and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and Project-Level Mitigation Measure **MM-TRA-1(b)** will reduce impacts related to the potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.17, *Transportation, Traffic, and Safety*,** of the PEIR. The potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit would be significant. Implementation of Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and **MM-TRA-1(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

MM-TRA-1(a)(1): SCAG shall facilitate minimizing VMT and related vehicular delay by minimizing impacts to circulation and access, improve mobility, and encourage transit and Active Transportation by conducting and participating in workshops (i.e., Mobility 21 workshop and Regional Transportation Workgroups) and web-based planning tools for local governments, forums with policy makers, and County Transportation Planning Agencies, member cities, and state partners during consultation on development and implementation of the Plan.

MM-TRA-1(a)(2): SCAG shall establish transportation infrastructure practices that identify and prioritize the design, retrofit, hardening, and stabilization of critical transportation infrastructure to prevent failure, to minimize loss of life and property, injuries, and avoid long term economic disruption.

MM-TRA-1(a)(3): SCAG shall identify further reduction in VMT, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs with linkage to public transportation, additional vanpools, additional bicycle sharing and parking programs, and implementation of a universal employee transit access pass (TAP) program.

MM-TRA-1(a)(4) SCAG shall help ensure the rapid repair of transportation infrastructure in the event of an emergency. This will be accomplished by SCAG, in cooperation with local and state agencies, identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, SCAG shall establish transportation infrastructure practices that promote and enhance security.

MM-TRA-1(a)(5): SCAG shall provide the means for collaboration in planning, communication, and information sharing before, during, or after a regional emergency. This will be accomplished by the following:

- SCAG shall develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.
- SCAG shall offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
- SCAG shall enter into mutual aid agreements with other MPOs (as feasible) to provide this data, in coordination with the California OES in the event that an event disrupts SCAG's ability to function.

MM-TRA-1(a)(6): SCAG shall continue to analyze and develop potential implementation strategies for a regional, market-based system to price or charge for auto trips during peak hours.

MM-TRA-1(a)(7): SCAG shall develop a vanpool program for its employees for commute trips.

MM-TRA-1(a)(8): SCAG shall encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.

Project-Level Mitigation Measures

MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.

- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.

- Provide a vanpool for employees.

- Fund capital improvement projects to accommodate future traffic demand in the area.

- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
  - Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
  - Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)
  - Signage and striping onsite to encourage bike safety
  - Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials
  - Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.
  - Direct transit sales or subsidized transit passes
  - Guaranteed ride home program
  - Pre-tax commuter benefits (checks)
  - On-site car-sharing program (such as City Car Share, Zip Car, etc.)
  - On-site carpooling program
  - Distribution of information concerning alternative transportation options
  - Parking spaces sold/leased separately

  - Parking management strategies; including attendant/valet parking and shared parking spaces.

- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.

- Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.

- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.

- Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.

- Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.

- Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.

- Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.

- Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.

- Purchase, or create incentives for purchasing, low or zero-emission vehicles.

- Create local “light vehicle” networks, such as neighborhood electric vehicle systems.

- Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.

- Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.

- Project Selection:
  - Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
  - Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.

- Public Involvement:
  - Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.

- Transit and Multimodal Impact Fees:
  - Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.
  - Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.

- System Monitoring:
  - Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.

- Arterial Traffic Management:
  - Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.

- Signal Synchronization:
  - Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.

- HOV Lanes:
  - Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.

- Delivery Schedules:
  - Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.
  - Implement and supporting trip reduction programs.
  - Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.

- Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.

- Bicycle and Pedestrian Trails:
  - Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.

- Bicycle Safety Program:
  - Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.

- Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.

- Bicycle Parking:
  - Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).

- Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:
  - Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;
  - Eliminate or reduce minimum parking requirements for new buildings;
  - "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);
  - Use parking pricing to discourage private vehicle use, especially at peak times;
  - Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;
  - Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;
  - Encourage shared parking programs in mixed-use and transit-oriented development areas.

- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:
  - Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;
  - Encourage special event center operators to advertise and offer discounted transit passes with event tickets;
  - Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking;

  - Promote the use of bicycles by providing space for the operation of valet bicycle parking service.

- Parking "Cash-out" Program:
  - Require new office developments with more than 50 employees to offer a Parking "Cash-out" Program to discourage private vehicle use.

- Pedestrian and Bicycle Promotion:
  - Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.

- Fleet Replacement:
  - Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.

Impact TRA-2

Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8)** and **MM-TRA-2(a)** and Project-Level Mitigation Measure **MM-TRA-2(b)** will reduce impacts related to the potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.17, *Transportation, Traffic, and Safety*,** of the PEIR. The potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways would be significant. Implementation of Mitigation Measures **MM-TRA-1(a)(1)** through **MM-TRA-1(a)(8), MM-TRA-2(a)(1),** and **MM-TRA-2(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-TRA-2(b)** would reduce adverse effects on transportation, traffic, and safety, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-TRA-2(b)** or other comparable measures to mitigate the impacts of the individual projects related to the potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to transportation, traffic, and safety, at the regional level. While mitigation may provide a reduction in related to transportation, traffic, and safety, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

See **MM-TRA-1(a) through TRA-1(a)(8)**, as described for Impact TRA-1.

MM-TRA-2(a)(1): SCAG shall facilitate minimizing impacts related to traffic congestion by complying with County Congestion Management Plans and via ongoing regional planning efforts, workshops, and web-based planning tools with County Congestion Management Agencies, member agencies, and state partners during consultation on development and maintenance of the Plan. Congestion relief efforts shall be in accordance with the approach outlined in the SCAG Congestion Management Appendix of the 2016 RTP/SCS.

Project-Level Mitigation

MM-TRA-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation

mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:

- Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:
  - Advocate for a regional, market-based system to price or charge for auto trips during peak hours.
  - Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.
  - Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.
  - Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.
  - Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.

- Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:
  - A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
  - Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
  - Location of construction staging areas for materials, equipment, and vehicles at an approved location.
  - A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.
  - Provision for accommodation of pedestrian flow.
  - As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.
  - Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of

the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.

- Any heavy equipment brought to the construction site shall be transported by truck, where feasible.
- No materials or equipment shall be stored on the traveled roadway at any time.
- Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.
- All equipment shall be equipped with mufflers.
- Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.
- Promote “least polluting” ways to connect people and goods to their destinations.

- Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:
  - Ensure transportation centers are multi-modal to allow transportation modes to intersect.
  - Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.
  - To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges.
  - Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.
  - Coordinate schedules and routes across service lines with neighboring transit authorities.
  - Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles).
  - Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.
  - Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.
  - Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.
  - Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.

- Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:
  - Ensure transit stops and bus lanes are safe, convenient, clean and efficient.
  - Ensure transit stops have clearly marked street-level designation, and are accessible.
  - Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.
  - Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.

- Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:
  - Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.
  - Implement "Smart Bus" technology, using GPS and electronic displays at transit stops to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).
  - Investigate the feasibility of an on-line trip-planning program.

- Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:
  - Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.
  - Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.

- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:
  - Designate a certain percentage of parking spaces for ride-sharing vehicles.
  - Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.
  - Provide a web site or message board for coordinating shared rides.
  - Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.
  - Hire or designate a rideshare coordinator to develop and implement ridesharing programs.

- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:
  - Provide assistance to regional and local ridesharing organizations.
  - Advocate for legislation to maintain and expand incentives for employer ridesharing programs.
  - Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.
  - Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.

- Implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.

- Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.

- Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.

- Work with existing shuttle service providers to coordinate their services.

- Facilitate employment opportunities that minimize the need for private vehicle trips, including:
  - Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.
  - Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

- Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.

- Organize events and workshops to promote GHG-reducing activities.

- Implement a Parking Management Program to discourage private vehicle use, including:
  - Encouraging carpools and vanpools with preferential parking and a reduced parking fee.
  - Institute a parking cash-out program.
  - Renegotiate employee contracts, where possible, to eliminate parking subsidies.
  - Install on-street parking meters with fee structures designed to discourage private vehicle use.
  - Establish a parking fee for all single-occupant vehicles.

- Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.

- Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.

- Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.

- Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.

- Synchronize traffic signals to reduce congestion and air quality.

- Work with community groups and business associations to organize and publicize walking tours and bicycle evens.

- Support legislative efforts to increase funding for local street repair.

Impact TRA-5

Potential to result in inadequate emergency access.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-TRA-5(a)** and Project-Level Mitigation Measure **MM-TRA-5(b)** will reduce impacts related to the potential to result in inadequate emergency access, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.17, *Transportation, Traffic, and Safety,*** of the PEIR. The potential to result in inadequate emergency access would be significant. Implementation of Mitigation Measures **MM-TRA-5(a)** and **MM-TRA-5(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

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

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

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

SCAG Mitigation Measures

MM-TRA-5(a): SCAG shall facilitate minimizing impacts to emergency access through ongoing regional planning efforts to improve emergency access through design refinements, safety and security improvements, and collaborative planning with local, regional, and state partners such as Department of Transportation, Congestion Management Agencies, Fire Department, and other local enforcement agencies to minimize, reduce, and avoid impacts to regional transportation facilities and comply with the county and cities regional plan during development of the Regional Transportation Plan.

Project-Level Mitigation Measures

MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
    - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
    - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
    - Scheduling of truck trips outside of peak morning and evening commute hours.
    - Limiting of lane closures during peak hours to the extent possible.
    - Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
    - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
    - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
    - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access,

affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
  - Storage of construction materials only in designated areas.
  - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.

- Enhance emergency preparedness awareness among public agencies and with the public at large.

- Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:
  - Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.
  - Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
  - Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.

VI.Q UTILITIES AND SERVICE SYSTEMS

Impact USS-3

Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-HYD-5(a)** and Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** will reduce impacts related to the potential to require or result in construction of new storm water drainage facilities or expansion of existing facilities, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.18, *Utilities and Service Systems*,** of the PEIR. The impact to require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects would be significant. Implementation of Mitigation Measures **MM-HYD-5(a), MM-USS-3(b),** and **MM-HYD-5(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to require or result in construction of new storm water drainage facilities or expansion of existing facilities. The SCAG Regional Council further finds that Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** would reduce adverse effects on stormwater drainage systems to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measures **MM-HYD-5(b)** and **MM-USS-3(b)** or other comparable measures to mitigate the impacts of the individual projects on stormwater drainage systems, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to stormwater drainage systems at the regional level. While mitigation may provide a reduction in impacts related to utilities and service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

See **MM-HYD-5(a),** as described for Impact HYD-5.

Project-Level Mitigation Measures

MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.

Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.

See **MM-HYD-5(b),** as described for Impact HYD-5.

Impact USS-4

Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measures **MM-USS-4(a)(1), MM-USS-4(a)(2),** and **MM-USS-4(a)(3)** and Project-Level Mitigation Measure **MM-USS-4(b)** will reduce impacts related to the potential have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.18, *Utilities and Service Systems*,** of the PEIR. The impact to have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements would be significant. Implementation of Mitigation Measures **MM-USS-4(a)(1), MM-USS-4(a)(2), MM-USS-4(a)(3),** and **MM-USS-4(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to the authority of a public agency, to have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-USS-4(b)** would reduce adverse effects on regional and local water supplies to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-USS-4(b)** or other comparable measures to mitigate the impacts of the individual projects on regional and local water supplies, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to water supplies at the regional level. While mitigation may provide a reduction in impacts related to utilities and

service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-USS-4(a)(1): SCAG, in coordination with regional water agencies and other stakeholders, shall encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable water supply management policies in accommodating growth. In particular, SCAG will coordinate with local water agencies to evaluate future water demands and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.

MM-USS-4(a)(2): SCAG, in coordination with regional water agencies and other stakeholders, shall facilitate information sharing about the management and status of the Sacramento River Delta, the Colorado River Basin, and other water supply source areas of importance to local water supply.

MM-USS-4(a)(3): SCAG shall encourage regional water agencies, to the greatest extent feasible, to consider potential climate change and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health. As the methodology and base data for such decisions is still developing, SCAG shall encourage public agencies to use the best available science in decision-making regarding future water supply and reliability.

Project-Level Mitigation Measures

MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.

- Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
- Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.
- Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.

Impact USS-6

Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Impact:

Significant and Unavoidable

Finding:

Implementation of SCAG Mitigation Measure **MM-HYD-6(a)** and Project-Level Mitigation Measure **MM-USS-6(b)** will reduce impacts related to the potential to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

Rationale:

The above finding is made based on the analysis included in **Section 3.18, *Utilities and Service Systems*,** of the PEIR. The impact to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs would be significant. Implementation of Mitigation Measures **MM-USS-6(a)** and **MM-USS-6(b)** would reduce impacts; however, direct, indirect, and cumulative impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the potential for significant and unavoidable impacts is generally related to the potential for subsequent transportation improvement and development projects, subject to

the authority of a public agency, to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. The SCAG Regional Council further finds that Project-Level Mitigation Measure **MM-USS-6(b)** would reduce adverse effects on landfill capacity, to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. Because project-mitigation activities are within the responsibility and jurisdiction of local and other agencies, the Regional Council hereby finds that such agencies "can and should" consider Project-Level Mitigation Measure **MM-USS-6(b)** or other comparable measures to mitigate the impacts of the individual projects on landfills, as applicable and feasible. The Regional Council further finds that the project-level mitigation measures imposed by local agencies would collectively reduce the impacts related to exceeding available landfill capacity at the regional level. While mitigation may provide a reduction in impacts related to utilities and service systems, it is uncertain that that all future project-level impacts can be mitigated to a less than significant level.

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

SCAG Mitigation Measures

MM-USS-6(a): During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall facilitate waste management agencies and the appropriate local and regional jurisdictions shall develop measures to facilitate and encourage diversion of solid waste such as recycling and composting programs. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.

Project-Level Mitigation Measures

MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
  - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
  - Inclusion of a waste management plan that promotes maximum C&D diversion.
  - Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional

planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).

- Reuse of existing structure and shell in renovation projects.
- Design for deconstruction without compromising safety.
- Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.
- Development of indoor recycling program and space.
- Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
- Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.
- Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.
- Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
- Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
- Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
- Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- Provide recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.
- Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling

services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

SECTION VII
FINDINGS REGARDING ALTERNATIVES

Background

CEQA requires that an EIR describe a reasonable range of alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the proposed project and provides a qualitative analysis of each alternative and a comparison of each alternative to the proposed project. Key provisions of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.

- The discussion of alternatives shall focus on alternatives to the project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The No Project Alternative shall be evaluated along with its potential impacts. The No Project Alternative analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects can be reasonably ascertained and whose implementation is remote and speculative.

PROJECT OBJECTIVES AND LEGAL REQUIREMENTS

At the time of project approval, the lead agency's decision-making body must determine whether the alternatives are feasible or not -- a task it cannot delegate. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998-1000; and CEQA Guidelines §§ 15025(b)(2), 15091(a)(3).) The lead agency must consider whether specific "economic, legal, social, technological, and other considerations . . . make infeasible mitigation measures or alternatives identified in the environmental impact report." (Pub. Res. Code, § 21081(a)(3); CEQA Guidelines § 15091(a)(3)).

“Feasible” means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.” CEQA Guidelines § 15364; see also CEQA Guidelines § 15021(b). The concept of “feasibility” under CEQA also encompasses “desirability” to the extent that desirability is based on a reasonable balancing of all relevant factors. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Additionally, “policy considerations,” may also be taken into account because they are “permissible” under CEQA as “other considerations” that make infeasible mitigation measures or alternatives identified in the EIR. (See *California Native Plant Society,* 177

Cal.App.4th at 1001 (An agency may reject project alternatives if found to be impracticable or undesirable from a policy standpoint.).) Finally, an alternative or measure is legally infeasible if "there is no way to legally implement it." *Sequoyah Hills Homeowners Assn. v. City of Oakland*, 23 Cal.App.4th 704, 714 (1993).

Importantly, CEQA gives lead agencies the authority to approve a project notwithstanding its significant environmental impacts, if the agency determines it is not "feasible" to lessen or avoid the significant effects. (Pub. Res. Code, § 21002). If specifically identified benefits of the project outweigh the significant unavoidable environmental impacts, the adverse impacts may be considered "acceptable," thereby allowing for lead agency approval of the project, notwithstanding such adverse impacts, provided the agency adopts a statement of overriding considerations. (Pub. Res. Code, § 21081.1(b); CEQA Guidelines § 15093).

As called for by the CEQA Guidelines, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The proposed project's (the 2012-2035 RTP/SCS or the Plan) objectives and goals include:

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

CEQA does not require adoption of an alternative that does not adequately meet project objectives as determined by the lead agency decision-makers. A feasible alternative must meet most, if not all, of these project objectives. In addition, while not specifically required under CEQA, other parameters may be used to further establish criteria for selecting alternatives such as adjustments to phasing, and other "fine-tuning" that could shape feasible alternatives in a manner that could result in reducing identified environmental impacts.

The SCAG Regional Council finds that the Plan meets all of the above objectives and is feasible. With the exception of the No Project Alternative, the other alternatives considered herein meet some but not all of these objectives. SCAG has evaluated three alternatives, including two Action Alternatives and the No-Project Alternative and determined that none of the alternatives were able to avoid the significant impacts associated with the proposed Project. The SCAG Regional Council further finds that the other alternatives are infeasible due to economic, legal, social, technological, and other considerations including policy considerations as discussed in more detail below.

Overview

Alternatives were analyzed in the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS," "Plan," or "Project") consistent with the recommendations of § 15126.6 of the State California Environmental Quality Act (CEQA) Guidelines, which require evaluation of a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant Project effects.

The analysis of alternatives is limited to those that SCAG has determined could feasibly attain most of the basic objectives of the 2016 RTP/SCS. Section 15126.6(f) of the CEQA Guidelines describes feasibility as being dependent on site suitability, economic viability, availability of infrastructure, general plan consistency, consistency with other plans or regulatory limitations, jurisdictional boundaries, and the ability of the project proponent to gain access to or acquire an alternative site. As a result of the analysis contained in the PEIR regarding the environmental, health, and social characteristics of the Project and alternatives, SCAG recommends approval of the 2016 RTP/SCS. Support for the 2016 RTP/SCS is directly responsive to the ability to attain all of the objectives of the Project and minimize significant impacts. Therefore, the 2016 RTP/SCS will meet all objectives and reduce the identified significant environmental impacts to the maximum extent feasible.

The alternatives were identified during the 2016 RTP/SCS scenario planning development process as having the potential to avoid significant effects of the Project. § 15126.6(e) of the State CEQA Guidelines requires that a "No Project" Alternative must be evaluated. In addition to the No Project Alternative required to be considered pursuant to CEQA, this PEIR evaluates two other alternatives: (1) 2012 RTP/SCS Updated with Local Input Alternative and (2) Intensified Land Use Alternative. Each of the three alternatives including the No Project Alternative, consists of a transportation network element and a land use pattern element, and is substantively aligned with the scenarios for developing the Plan.[1] The No Project Alternative is based on and aligned with the 2016 RTP/SCS Scenario 1 ("No Build/Baseline: No build network and trend SED"[2]). The 2012 RTP/SCS Updated with Local Input Alternative is based on and aligned with the 2016 RTP/SCS Scenario 2 ("Updated 2012 Plan/Local Input: Updated growth forecast") of the Draft Scenario Planning Matrix. The Intensified Land Use Alternative is based on a combination of a transportation network of the 2016 RTP/SCS Scenario 3 and land use pattern of the 2016 RTP/SCS Scenario 4.

The effectiveness of each of the alternatives to achieve the basic objectives of the Plan (see **Table VII-1, *Summary of Adequacy of Project and Alternatives to Attain Project Goals***) has been evaluated in relation to the statement of vision, goals, guiding policies, and performance measures established for the 2016 RTP/SCS (please see **2016 RTP/SCS Chapter 2** for Vision; **RTP/SCS Chapter 4** for Goals; and **RTP/SCS Chapter 8** for performance measures). The Project would meet all of the goals of the Plan (**Table VII-1**).

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[1] Southern California Association of Governments. Accessed 7 November 2015. *2016-2040 RTP/SCS Draft Scenario Planning Matrix*. Available at: http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg021915draftscenario.pdf

[2] SED is social-economic data.

TABLE VII-1
SUMMARY OF ADEQUACY OF PROJECT AND ALTERNATIVES TO ATTAIN PROJECT GOALS

Goals	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Align the Plan investments and policies with improving regional economic development and competitiveness	Yes	No	Yes	Yes
Maximize mobility and accessibility for all people and goods in the region	Yes	No	Yes	No
Ensure travel safety and reliability for all people and goods in the region	Yes	No	Yes	No
Preserve and ensure a sustainable regional transportation system	Yes	No	Yes	Yes
Maximize the productivity of our transportation system	Yes	No	Yes	Yes
Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Yes	No	No	Yes
Actively encourage and create incentives for energy efficiency, where possible	Yes	No	No	Yes
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Yes	No	No	Yes
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Yes	No	Yes	Yes

SOURCE:
Southern California Association of Governments. April 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy.* Chapter 4.

The alternatives are evaluated at a comparative level of detail, consistent with the provisions of § 15126.6(d) of the State CEQA Guidelines (**Table VII-2, *Summary of Project and Alternatives***). Concentration of development to improve the transportation network and accommodated anticipated population growth are among the guiding principles for the 2016 RTP/SCS. Development of greenfields varies widely among the alternatives (**Table VII-2)**. At approximately 154 square miles of greenfield land consumption, the No Project Alternative has the greatest anticipated conversion of greenfields, while Alternative 3: Intensified Land Use Alternative would reduce that development of greenfields to approximately 91 square miles.

TABLE VII-2
SUMMARY OF PROJECT AND ALTERNATIVES

Elements	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Greenfield Land Consumption	118 square miles	154 square miles	138 square miles	91 square miles
Highway Network	78,712 lane mile 1.9 billion capacity mile	71,864 lane mile 1.7 billion capacity mile	78,712 lane mile 1.9 billion capacity mile	78,712 lane mile 1.9 billion capacity mile
Transit Network (route mile)	15,202	13,870	14,616	15,202
Transit Boarding (daily)	4.5 million	3.4 million	4.1 million	4.6 million
Congestion (speed)	35.5 (AM Peak) 33.6 (PM Peak)	30.5 (AM Peak) 29.2 (PM Peak)	35.1 (AM Peak) 33.2 (PM Peak)	35.6 (AM Peak) 33.6 (PM Peak)
Vehicle Miles Traveled (VMT)[1]	510,825,644 (total) 23.08 (VMT per capita)	546,637,388 (total) 24.70 (VMT per capita)	518,229,699 (total) 23.41 (VMT per capita)	505,287,503 (total) 22.83 (VMT per capita)
Vehicle Hours Traveled (VHT)[1]	13,223	15,768	13,522	13,103
Vehicle Hours Delay[1] (1,000 hours)	2,264 (total) 6.14 (Delay per capita)	3,875 (total) 10.51 (Delay per capita)	2,381 (total) 6.45 (Delay per capita)	2,094 (total) 5.68 (Delay per capita)
Active Transportation Strategies	12,700 miles local, regional and greenway networks; First mile/last mile strategy at and around 224 rail or fixed-guide way bus stations; 670 miles livable corridors; 880 stations and 8,800 bicycles for bike share services; 10,500 new or improved sidewalks; 50% of schools covered for Safe Routes to School (SRTS) programs and projects (approx. $280 million)	7,042 mile local bikeway network; Remaining as 755 greenways; Limited First mile/last mile strategy; No Livable Corridors; SRTS not available	10,000 mile local bikeway network; 1,8000 mile greenways; Limited First mile/last mile strategy; No Livable Corridors; 40% of schools covered for SRTS programs and projects	Same as the Plan 12,702 Local, regional, and greenway network; 880 stations for bike share services; 670 miles of Livable Corridors; 50% of schools covered for SRTS programs and projects
Active Transportation (billions of dollars)	12.9	0.520	6.7	12.9
Land Use and Transit Coordination (HQTAs)	46% homes 55% employees	36% homes 44% employees	39% homes 48% employees	51% homes 60% employees
Land Pattern Focus	13% urban infill 49% compact walkable 38% standard suburban	3% urban infill 11% compact walkable 86% standard suburban	13% urban infill 32% compact walkable 56% standard suburban	13% urban infill 52% compact walkable 35% standard suburban
Housing Mix	41% Multifamily 8% Townhome 19% Single Family (SF) small lot 32% SF large lot	36% Multifamily 7% Townhome 18% SF small lot 39% SF large lot	39% Multifamily 8% Townhome 18% SF small lot 36% SF large lot	42% Multifamily 9% Townhome 19% SF small lot 31% SF large lot
Cumulative Residential and Commercial Building Energy Consumed and Energy Costs	19,563 trillion Btu $735 billion	20,311 trillion Btu $762 billion	19,987 trillion Btu $750 billion	19,360 trillion Btu $728 billion
Cumulative Residential and Commercial Building Water Use and Water Costs	133,159,398 acre-feet $185 billion	134,021,274 acre-feet $186 billion	133,490,682 acre-feet $185 billion	132,743,551 acre-feet $184 billion
Per Household Total Cost (driving + utilities)	$13,994	$15,969	$14,681	$13,342

NOTE:
1. This includes light and medium-duty vehicles, and heavy-duty trucks.
SOURCE:
SCAG Modeling, 2015.

Consistent with the requirements of § 15126.6(d) of the State CEQA Guidelines, the PEIR analysis provides information for the alternatives, including the No Project Alternative to allow meaningful evaluation, analysis, and comparison with the Project, inclusive of direct, indirect, and cumulative impacts (**Table VII-3, *Summary of Impacts for Project and Alternatives***). The evaluation demonstrates if the alternative is able to avoid or reduce the significant and unavoidable effects of the Project.

TABLE VII-3
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Aesthetics				
Scenic Vistas	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Scenic Highways	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Significant and Unavoidable)
Visual Character or Quality	Significant and Unavoidable	Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Light and Glare/Shade and Shadow	Significant and Unavoidable	Greater (Light & Glare)/Less (Shade & Shadow) (Significant and Unavoidable)	Greater (Light & Glare)/Less (Shade & Shadow) (Significant and Unavoidable)	Similar (Light & Glare)/Greater in Urban Areas (Shade & Shadow) (Significant and Unavoidable)
Agriculture and Forestry Resources				
Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Conflict with zoning for agricultural use, or a Williamson Act contract	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Conflict with zoning for forest land, timberland, or Timberland Production	Less than Significant	Similar (Less than significant)	Similar (Less than Significant)	Similar (Less than Significant)
Loss or conversion of forest land	Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Conversion of Farmland to non-agricultural or forest land to non-forest use	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Air Quality				
Conflict with or obstruct implementation of an air quality plan	Less than Significant	Greater (Significant and Unavoidable)	Similar (Less than Significant)	Similar (Less than Significant)
Violate any air quality standard	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Cumulatively considerable net increase for pollutants in nonattainment	Less than Significant	Greater (Significant and Unavoidable)	Greater (Less than Significant)	Less (Less than Significant)
Sensitive receptors and public health	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater in some areas (Significant and Unavoidable)
Objectionable odors	Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Biological Resources				
Listed, Sensitive, special status species	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Riparian habitat	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Federally protected wetlands	Less than Significant after Mitigation	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Less (Less than Significant after Mitigation)
Wildlife movement and corridors	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)

TABLE VII-3
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Conflict with local policies and ordinances	Significant and Unavoidable	Somewhat Greater (Significant and Unavoidable)	Somewhat Greater (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)
Conflict with HCP or NCCP	Less than Significant after Mitigation	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Greater (Less than Significant after Mitigation)	Somewhat Less (Less than Significant after Mitigation)
Cultural Resources				
Historical Resources	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Archeological Resources	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Paleontological Resources	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Human Remains	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Energy				
Non-renewable energy consumption	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Residential energy consumption	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Building energy consumption	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Water and water-energy consumption	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Geology /Soils				
Seismicity	Significant and Unavoidable	Similar Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Soil Erosion and Loss of Topsoil	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Unstable soil, landslide, lateral spreading, subsidence, liquefaction	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Expansive soils	Significant and Unavoidable	Less Significant and Unavoidable	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Suitability of soils for septic tanks	Less than Significant	Less than Significant	Less than Significant	Less than Significant
Greenhouse Gas Emissions and Climate Change				
GHG Emissions compared to existing conditions (2015)	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Conflict with SB 375	Less than Significant	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Less than Significant)
Conflict with AB 32 or other applicable plans, policy, or regulation adopted for the purpose of reducing GHG emissions	Significant and unavoidable (cumulative impacts)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Hazards & Hazardous Materials				
Routine transport, use, or disposal of hazardous materials	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)

TABLE VII-3
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Accidental release of hazardous materials	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Hazardous emissions or materials emission or handling near a school	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Hazardous sites database	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Airport hazards within an airport land use plan	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Private airstrip safety hazard	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Interference with an emergency response or emergency evacuation plan	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Expose people or structures to wild land fires	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Greater (Less than Significant after Mitigation)	Less (Less than Significant after Mitigation)
Hydrology / Water Quality				
Violate water quality or waste discharge standards	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Greater (Less than Significant after Mitigation)	Less (Less than Significant after Mitigation)
Deplete groundwater supplies or interfere with groundwater recharge	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)
Alter existing drainage pattern	Less than Significant after Mitigation	Greater (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
create or contribute to runoff water	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Degrade water quality	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Place housing in a 100-year flood plain	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
place structures in a 100-year flood hazard area	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Expose people or structures to loss and flooding from dam or levee failure	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Inundation by seiche, tsunami, or mudflow	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Land Use and Planning				
Conflict with an applicable land use plan, policy, or regulation	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Physically divide an established community	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Conflict with HCP or NCCP	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Mineral Resources				
loss of availability of a known mineral resource	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)

TABLE VII-3
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Result in the loss of availability of a locally important mineral resource	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Noise				
Exposure to or generation of noise in excess of standards	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Ground borne vibration	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Increase in ambient noise levels	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Temporary or periodic increase in ambient noise levels	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Airport noise levels	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Private airstrip noise levels	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Population. Housing, and Employment				
Induce population growth	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Displace existing housing	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Displace people requiring construction of replacement housing	Significant and Unavoidable	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Public Services				
Require additional Fire Protection and Emergency Response Service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
Require additional Public Protective Security Service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
Require additional School service facilities	Less than Significant after Mitigation	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)	Similar (Less than Significant after Mitigation)
Recreation				
Increase use of existing recreational facilities	Significant and Unavoidable	Somewhat Less (Significant and Unavoidable)	Somewhat Less (Significant and Unavoidable)	Greater in urban areas (Significant and Unavoidable)
Require expansion or construction of recreation facilities	Significant and Unavoidable	Similar (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Transportation, Traffic, and Safety				
Conflict with a plan, ordinance, or policy	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Conflict with a congestion management plan	Significant and Unavoidable	Greater Significant and Unavoidable)	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Change in air traffic patterns	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)

TABLE VII-3
SUMMARY OF IMPACTS FOR PROJECT AND ALTERNATIVES

Issue Area	Project: 2016 RTP/SCS	Alternative 1: No Project	Alternative 2: 2012 RTP/SCS Updated with Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Increase hazards due to design features	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
Inadequate emergency access	Less than Significant with Mitigation	Greater (Less than Significant with Mitigation)	Greater (Less than Significant with Mitigation)	Greater (Less than Significant With Mitigation)
Conflict with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Utilities and Service Systems				
Exceed RWQCB wastewater treatment requirements	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Significant and Unavoidable)
Construction of new water or wastewater treatment facilities	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Greater (Significant and Unavoidable)
Construction of new or expansion of existing stormwater drainage facilities	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Water supply	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Determination by wastewater treatment provider of inadequate capacity	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Landfill capacity and solid waste	Significant and Unavoidable	Greater (Significant and Unavoidable)	Greater (Significant and Unavoidable)	Less (Significant and Unavoidable)
Noncompliance with federal, state, and local statutes and regulations related to solid waste	Less than Significant	Greater (Less than Significant)	Greater (Less than Significant)	Less (Significant and Unavoidable)

TABLE VII-4
SUMMARY OF COMPARATIVE IMPACTS BETWEEN ALTERNATIVES AND THE PROPOSED PROJECT

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

VII.A ALTERNATIVE 1: NO PROJECT ALTERNATIVE

Description of Alternative

The No Project Alternative is required by § 15126.6(e)(2) of the CEQA Guidelines and assumes that the Plan would not be implemented. The No Project Alternative allows decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative evaluates "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Guidelines § 15126.6(e)(2)).

For purposes of this document, the No Project Alternative is aligned with the 2016 RTP/SCS "Baseline" scenario (Scenario 1 in the Draft Scenario Planning Matrix[3]). The No Project Alternative includes those transportation projects that are in place at the time of preparation of the 2016 RTP/SCS and that are included in the first year of the previously conforming transportation plan and/or transportation improvement program (TIP), or have completed environmental review by December 2014. "Exempt projects" that include safety projects and certain mass transit projects, transportation control measures (TCMs) that are approved by the State Implementation Plan, and project phases that were authorized by the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) prior to expiration of SCAG's conformity finding for the adopted 2012 RTP/SCS, would also be included in the No Project Alternative since they could move forward in the absence of an adopted 2016 RTP/SCS.[4] These reasonably foreseeable projects fulfill the definition of the CEQA-mandated "No Project Alternative."

The land use strategies included in the No Project Alternative are based on the trending socioeconomic growth projection to the future (2040) using data from 1990 to the present, and updated with the same jurisdictional local input population, household and employment data as those in the 2016 RTP/SCS to reflect the most recent local input growth estimates in the region. This "trend baseline" is a "no build" scenario.

Effectiveness in Meeting Project Objectives

Although the No Project Alternative is not capable of meeting any of the goals of the Project, it has been analyzed, as required by CEQA (**Table VII-1**).

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[3] Southern California Association of Governments. Accessed 7 November 2015. *2016-2040 RTP/SCS Draft Scenario Planning Matrix*. Available at: http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg021915draftscenario.pdf

[4] Federal Highway Administration. *Transportation Conformity: A Basic Guide for State and Local Officials (Revised 2010), FHWA-HEP-11-001*. Available at: http://www.fhwa.dot.gov/environment/air_quality/conformity/guide/guide10.cfm

Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS

The No Project Alternative does not avoid the significant and unavoidable impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 1, the No Project Alternative, would result in *greater* impacts than the 2016 RTP/SCS in 11 resource areas: (1) Agriculture and Forestry Resources; (2) Air Quality (Criteria Pollutants, Health Risk Assessment); (3) Biological Resources; (4) Cultural Resources (Archaeological, Paleontological, and Human Remains); (5) Energy; (6) Geology and Soils; (7) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (8) Hazards and Hazardous Materials; (9) Hydrology and Water Quality; (10) Transportation, Traffic, and Safety; and (11) Utilities and Service Systems.

Alternative 1 would result in *similar* impacts as the Plan in three resource areas: (1) Aesthetics, (2) Public Services, and (3) Recreation.

Alternative 1 would result in less severe impacts compared to the Plan for four resource areas: (1) Land Use and Planning; (2) Mineral Resources; (3) Noise; and (4) Population, Housing, and Employment.

On balance, the Project is environmentally superior compared to Alternative 1, the No Project Alternative.

Findings and Rationale

SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 1 infeasible, and rejects this Alternative for the following reasons.

Reason 1. Alternative 1 fails to meet all of the Project objectives as follows:

- **Align the Plan investments and policies with improving regional economic development and competitiveness**
  - Alternative 1 does not align plan investments and policies with improving regional economic development and competitiveness because it would not use transportation investments to create economic benefits; nor would it enhance the goods movement system to support economic development to the same degree as the 2016 RTP/SCS.

- **Maximize mobility and accessibility for all people and goods in the region**
  - Alternative 1 does not maximize mobility and accessibility for all people and goods in the region because it would not create equitable transportation opportunities for all communities of concern or ensure access to jobs, services, and recreation for populations with fewer transportation choices as would the 2016 RTP/SCS.

- **Ensure travel safety and reliability for all people and goods in the region**
  - Alternative 1 does not ensure travel safety and reliability for all people and goods in the region because the improved operations and new technologies that make travel safer and more reliable would not be employed; nor would the efficiency of the transportation system be managed to improve traffic flow to the same degree as the 2016 RTP/SCS. Furthermore, Alternative 1 would not maintain the transportation system in a good state of repair or improve emergency preparedness as would the 2016 RTP/SCS.

- **Preserve and ensure a sustainable regional transportation system**
  - Alternative 1 does not preserve and ensure a sustainable regional transportation system because (1) all transit improvements associated with the 2016 RTP/SCS would not be available; (2) efficient management of the transportation system and demands on the system would not be provided to the same degree as the 2016 RTP/SCS; (3) SB 375 GHG emissions targets for passenger cars and light trucks would not be met; (4) regional air quality would not improve to the same degree as the 2016 RTP/SCS; and (5) land use strategies identified in the SCS, which calls for a more compact, efficient land use pattern would not be sufficiently employed to achieve the benefits of compact development achieved by the Plan.

- **Maximize the productivity of our transportation system**
  - Alternative 1 does not maximize the productivity of the transportation system in the SCAG region, because it does not provide a transportation system that offers efficient and affordable travel options for people and goods. It would not make system improvements that are needed to better connect people with jobs and other activities as would the 2016 RTP/SCS.

- **Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)**
  - Alternative 1 does not protect the environment and health for SCAG region residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) because Alternative 1 does not employ the land use strategies in the SCS that encourage increased density and a compact land form in High Quality Transit Areas (HQTAs) that would facilitate active transportation opportunities and promote walking, biking and other recreational activities in urban environment that would help improve public health. Nor does Alternative 1 make system improvements to better connect people with jobs and other activities through active transportation as would the 2016 RTP/SCS. In addition, Alternative 1 lacks sufficient funding to support active transportation as compared to the Plan. The Plan includes $12.9 billion in funding for expanded and maintenance of active transportation networks throughout the region. Alternative 1 would not meet the GHG emissions targets for passenger cars and light trucks and therefore, air quality would not be improved to the same degree as the 2016 RTP/SCS.

- **Actively encourage and create incentives for energy efficiency, where possible**
  - Alternative 1 does not actively encourage and create incentives for energy efficiency, where possible, because Alternative 1 does not encourage or provide for such incentives. The 2016 RTP/SCS actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, water consumption-related energy, and natural gas. The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation fuel costs and residential energy bills. The 2016 RTP/SCS also acknowledges local and subregional energy efficiency and alternative fueled vehicle programs that reduce the region's energy consumption, improve the air quality, and contribute to decreases in greenhouse gases emissions.

- **Encourage land use and growth patterns that facilitate transit and non-motorized transportation**
  - Alternative 1 does not encourage sufficient land use and growth patterns to facilitate transit and non-motorized transportation because it does not employ the same level of commitment to the land use and transportation strategies in the SCS that encourage increased density and a compact land form and facilitates transit and non-motorized transportation.

- **Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.**
  - Alternative 1 does not maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies because the improved operations and new technologies that make the regional transportation system more secure would not be employed.

Reason 2.

Alternative 1 does not avoid or substantially lessen the significant and unavoidable environmental impacts for the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources. The Project would have less than significant impacts in relation to cumulatively considerable air quality impacts in non-attainment areas. However, the No Project Alternative would have significant and unavoidable air quality impacts in non-attainment areas.

Reason 3.

Alternative 1 is legally infeasible. It does not meet the requirements of federal transportation planning law. Pursuant to 23 USC §134(i), SCAG is required to “prepare and update” its RTP every four years if it encompasses an area designated as nonattainment under the federal Clean Air Act. Nor would Alternative 1 include the SCS as a component to the RTP as required pursuant to SB 375 (California Government Code

§65080(b)(2)(B)). Alternative 1 also does not meet the requirements of 23 USC §134(h)(1), which requires that the RTP contain projects and strategies that will:

(A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(B) Increase the safety of the transportation system for motorized and non-motorized users;
(C) Increase the security of the transportation system for motorized and non-motorized users;
(D) Increase the accessibility and mobility of people and for freight;
(E) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) Promote efficient system management and operation; and
(H) Emphasize the preservation of the existing transportation system.

Reason 4.

The No Project Alternative does not avoid the significant and unavoidable impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources. The 2016 RTP/SCS would have less than significant impacts when compared to the No Project Alternative.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 1 infeasible for consideration.

VII.B ALTERNATIVE 2: 2012 RTP/SCS UPDATED WITH LOCAL INPUT ALTERNATIVE

Description of Alternative

For purposes of this document, the 2012 RTP/SCS Updated with Local Input Alternative is aligned with Scenario 2 in the Draft Scenario Planning Matrix.[5] It retains transportation investments and land use strategies of the 2012 RTP/SCS, updated with the same local input incorporated in the 2016 RTP/SCS to reflect the most recent local input growth estimates in the region. This Alternative does not include land use strategies included within the 2016 RTP/SCS, but includes all of the modifications and projects in the 2012

[5] Southern California Association of Governments. Accessed 7 November 2015. 2016-2040 RTP/SCS Draft Scenario Planning Matrix. Available at: http://www.scag.ca.gov/committees/CommitteeDocLibrary/oscwg021915draftscenario.pdf

RTP/SCS through Amendment 2. This Alternative will consider continued implementation of the policies, strategies, and projects included in the 2012 RTP/SCS.[6]

Effectiveness in Meeting Project Objectives

Alternative 2 meets some, but not all, of the Project goals (**Table VII-1**). Specifically, it is less effective than the Plan in meeting three goals:

- Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS

Alternative 2 does not avoid or substantially lessen the significant and unavoidable impacts of the 2016 RTP/SCS.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 2, 2012 RTP/SCS Updated with Local Input Alternative, would result in *greater* impacts than the 2016 RTP/SCS in eight (8) resource areas: (1) Agriculture and Forestry Resources; (2) Biological Resources; (3) Energy; (4) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (5) Hazards and Hazardous Materials; (6) Hydrology and Water Quality; (7) Transportation, Traffic and Safety; and (8) Utilities and Service Systems.

Alternative 2 would result in *similar* impacts as the Plan in seven (7) resource areas: (1) Aesthetics; (2) Air Quality (Criteria Pollutants, Health Risk Assessment/Population Adjacent to Freeways); (3) Cultural Resources (Archaeological, Paleontological, and Human Remains); (4) Geology and Soils; (5) Mineral Resources; (6) Population, Housing, and Employment; and (7) Public Services.

Alternative 1 would result in less severe impacts compared to the Plan for three (3) resource areas: (1) Land Use and Planning, (2) Noise, and (3) Recreation.

On balance, the Project is environmentally superior compared to Alternative 2, the 2012 RTP/SCS Updated with Local Input Alternative.

[6] Southern California Association of Governments. Adopted April 2012. *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: http://scagrtpscs.net/Pages/2012RTPSCS.asp

Findings and Rationale

SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 2 infeasible and rejects this Alternative for the following reasons:

Reason 1.

Alternative 2, meets some but not all the Project objectives. Specifically, it is less effective than the Project in meeting the three goals as follows:

- **Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)**
  - Alternative 2 is not as effective as the Project in protecting the environment and health for residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) because Alternative 2 does not employ the land use strategies in the SCS of the Project that encourage increased density and a compact land form in HQTAs and enhance a regional planning approach to providing more opportunities and facilities for walking, biking, and other recreational activities. In addition, Alternative 2 does not employ the investment strategies for active transportation. Alternative 2 lacks sufficient funding to support active transportation as compared to the Plan. The Plan includes $12.9 billion ($8.1 for capital projects and $4.8 for operations and maintenance) in funding for expanded active transportation networks throughout the region. Finally, Alternative 2 would not meet the GHG emissions targets for passenger cars and light trucks, and therefore, air quality would not be improved to the same degree as the 2016 RTP/SCS.

- **Actively encourage and create incentives for energy efficiency, where possible**
  - Alternative 2 does not create incentives for energy efficiency unlike the Plan, which actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, water consumption-related energy, and natural gas. The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation fuel costs and residential energy bills. The 2016 RTP/SCS also acknowledges local and subregional energy efficiency and alternative fueled vehicle programs that reduce the region's energy consumption, improve the air quality, and contribute to decreases in greenhouse gases emissions.

- **Encourage land use and growth patterns that facilitate transit and non-motorized transportation**
  - Alternative 2 does not encourage land use and growth patterns that facilitate transit and non-motorized transportation because it does not employ the land use and transportation strategies in the SCS of the Project which encourage increased

density and a compact land form in HQTAs and facilitate transit and non-motorized transportation.

Reason 2.

Alternative 2 does not avoid or substantially lessen the significant and unavoidable environmental impacts of the 2016 RTP/SCS, and in several instances the impacts would be more adverse due to the failure to achieve reductions in the consumptive use of land, energy, and water resources achieved through the policies and program embedded in the 2016 RTP/SCS that facilitate a more efficient use of these resources.

Reason 3.

Alternative 2 would not meet the GHG emissions targets for passenger cars and light trucks as required by SB 375, is therefore, legally infeasible.

Reason 4.

The level of impact for Alternative 2 varies in relation to the land use development pattern, but is not capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population that is anticipated for the SCAG region. Alternative 2 requires implementation of the same mitigation measures required for the 2016 RTP/SCS but would not resolve any of the significant and unavoidable impacts of the Plan.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 2 infeasible for consideration.

VII.C ALTERNATIVE 3: INTENSIFIED LAND USE ALTERNATIVE (Environmentally Superior Alternative)

Description of Alternative

This Intensified Land Use Alternative is based on a transportation network for the 2016 RTP/SCS (Scenario 3 in the Draft Scenario Planning Matrix), plus more aggressive densities and land use patterns of Scenario 4 in the Draft Scenario Planning Matrix. The land use pattern in this Alternative builds on and pushes the land use strategies as described in the 2016 RTP/SCS and beyond. Specifically, it increases densities and intensifies land use patterns of the Project in some major parts of the region, especially in and around some HQTAs in an effort to maximize transit opportunities. The growth pattern associated with this Alternative optimizes urban areas and suburban town centers, transit oriented developments (TODs), HQTAs, livable corridors, and neighborhood mobility areas. It also includes a greater progressive job-housing distribution optimized for TODs and infill in HQTAs. This Alternative considers the basis of the Project with enhancements to increase benefits related to the region's accelerated SB 375 GHG emissions reduction trend into 2040 and beyond, and related improvements for air quality, livability, public health, active

transportation opportunities, Environmental Justice, and affordability benefits. This Alternative also assumes the enhanced benefits from technology over the 25-year planning horizon.

Of the three alternatives, Alternative 3, Intensified Land Use Alternative, would be considered the environmentally superior alternative because it uses a more compact land use pattern (**Table VII-4, *Summary of Comparative Impacts between Alternatives and the Project***). Alternative 3 would result in somewhat less adverse impacts for nine out of the 18 environmental resource areas that were analyzed pursuant to Appendix G of the State CEQA Guidelines (agriculture and forestry resources; biological resources; cultural resources; energy, greenhouse gas emissions and climate change; hazards and hazardous materials; hydrology and water quality; transportation, traffic, and safety; and utilities and service systems.

More specifically, Alternative 3 would be considered the environmentally superior alternative from the perspective of fewer impacts to natural lands and reduced GHG emissions because it substantially restricts the use of land for single-family development and concentrates development in existing urban centers around transit stations and activity centers. Therefore, Alternative 3 has less impact on rural and undeveloped areas. The more intensified and compact land use development pattern would result in somewhat less adverse impacts to energy, land, and water resources due to the more densified pattern of development. Alternative 3 would also achieve greater overall reductions in criteria air pollutants and greenhouse gas emissions, as a result of the more compact pattern of land use development. However, Alternative 3 would have more severe impacts on the built environment (i.e., seven CEQA impact categories: localized air quality, land use; noise and vibration, displacement, public services, traffic delay, and existing overtaxed recreation facilities in the vicinity of HQTAs).

Effectiveness in Meeting Project Objectives

Alternative 3 is capable of meeting most but not all of the Project goals (**Table VII-1**). Specifically, it is less effective in meeting two goals:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.

Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the 2016 RTP/SCS

Of the three alternatives, Alternative 3, Intensified Land Use Alternative, would be considered the environmentally superior alternative because it uses a more compact land use pattern (**Table VII-4, *Summary of Comparative Impacts between Alternatives and the Project***). More specifically, Alternative 3 would be considered the environmentally superior alternative from the perspective of fewer impacts to natural lands and reduced GHG emissions because it substantially restricts the use of land for single-family development and concentrates development in existing urban centers around transit stations and activity centers. Therefore, Alternative 3 has less impact on rural and undeveloped areas. The more intensified and compact land use development pattern would result in somewhat less adverse impacts to energy, land, and water resources due to the more densified pattern of development. Alternative 3 would also achieve greater overall reductions in criteria air pollutants and greenhouse gas emissions, as a result of the more

compact pattern of land use development. However, Alternative 3 would result in more severe impacts on the built environment (i.e., seven CEQA impact categories: localized air quality, land use; noise and vibration, displacement, public services, traffic delay, and existing overtaxed recreation facilities in the vicinity of HQTAs). However, Alternative 3 does not avoid or substantially lessen the significant and unavoidable impacts of the 2016 RTP/SCS.

As set forth in detail in **Section 4.0** of the PEIR, Alternative 3, Intensified Land Use Alternative, would result in *greater* impacts than the Project in four (4) resource areas: (1) Land Use and Planning; (2) Noise; (3) Recreation; and (4) Transportation, Traffic, and Safety.

Alternative 3 would result in *similar* impacts as the Project in eight (8) resource areas: (1) Aesthetics; (2) Agriculture and Forestry Resources (3) Air Quality (Criteria Pollutants, Health Risk Assessment/Population Adjacent to Freeways); (4) Cultural Resources (Archaeological, Paleontological, and Human Remains); (5) Geology and Soils; (6) Mineral Resources; (7) Population, Housing, and Employment; and (8) Public Services.

Alternative 3 would result in less severe impacts compared to the Project for seven (7) resource areas: (1) Biological Resources; (2) Cultural Resources; (3) Energy; (4) Greenhouse Gas Emissions and Climate Change (including cumulative impacts); (5) Hazards and Hazardous Materials; (6) Hydrology and Water Quality; and (7) Utilities and Service Systems.

On balance, Alternative 3, the Intensified Land Use Alternative, is environmentally superior compared to the Project.

Findings and Rationale

The SCAG Regional Council finds that specific economic, financial, legal, social, technological, or other considerations, including policy considerations, make Alternative 3 infeasible and rejects this Alternative for the following reasons:

Reason 1.

Alternative 3 meets some but not all of the Projects objectives. It is less effective than the Project with respect to the following two objectives:

- **Maximize the mobility and accessibility for all people and goods in the region**
  - Alternative 3 does not maximize mobility and accessibility for all people and goods in the region, as a whole, to the extent of the 2016 RTP/SCS because it results in more and greater <u>localized</u> impacts in some major parts of the region by including more aggressive densities and land use development patterns in these areas compared to the Project. In these more compactly developed areas, greater localized concentrations of criteria pollutants and toxics, when exposed to sensitive receptors of these pollutants such as children and the elderly, can result in greater significant health consequences. These localized adverse impacts typically occur on major roadways at heavily travelled intersections. The potential for a greater significant localized carbon monoxide impact is present when intersections with

heavy traffic are located in proximity to sensitive receptors, resulting in more severe localized and concentrated traffic conditions with adverse mobility and reliability consequences for goods and people (increased vehicle and truck delay). In contrast, for the same areas, the Project (2016 RTP/SCS) will not result in as great localized air quality impacts and health risks as the Alternative 3. Overall, with the Project, exposure to and risk of localized air emissions and traffic are less compared to a more aggressive development scenario with a denser concentration of people at some HQTAs and TPAs. In contrast to Alternative 3, the Project will improve mobility and provide congestion relief across the entire SCAG region. The Project also increases accessibility to jobs by improving the time and costs associated with daily commuting.

- **Ensure travel safety and reliability for all people and goods in the region**
  - Alternative 3 does not ensure travel safety and reliability for all people and goods in the region because it includes more aggressive densities and land use development pattern in some of the opportunity areas such as the HQTAs. In these more compactly developed areas, they are more concentrated environments for all modes of travel of people and goods. Such environments may result in more localized travel safety concerns such as more potential pedestrian and bicycle collisions and adverse reliability consequences for some people and goods travelling in and through these areas. In contrast, implementation of the Project would generally improve travel safety and reliability of people and goods across the region.

Reason 2.

Although Alternative 3 would result in fewer impacts to natural lands and require less extension of infrastructure, it would result in greater localized impacts in air quality, health and safety to some urban areas and people. The more aggressive densities and land use development patterns in Alternative 3 pushes the local land use plans to an extent that may not be socially feasible and acceptable by citizens, cities and/or counties in the SCAG region. Also, Alternative 3 is not be consistent with SCAG policies on land use and growth forecast development framework. This Alternative is much more extreme and deviates from the bottom-up local review and input process than the Project (Plan). This Alternative's datasets were not part of the datasets extensively reviewed by SCAG's local jurisdictions, and as such, is not consistent with the local review input process that the SCAG's Regional Council adopted to develop the land use and growth forecasts for the Plan. SCAG cannot adopt land use and growth forecasts which were not developed in accordance with the bottom-up local review and input process that was directed by the SCAG's Community, Economic and Human Development (CEHD) Committee. The CEHD took action to support and direct SCAG to implement this local review and input process in June 2013[7] and subsequently, SCAG's Regional Council

[7] Southern California Association of Governments 6 June 2013. *Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development*. Available at:
http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd060613fullagn.pdf

took the same action in August 2013[8]. The process was initiated with communication with all SCAG region local jurisdictions in September 2013[9]. As such, Alternative 3 is also infeasible for policy considerations.

Reason 3.

The level of impact for Alternative 3 varies in relation to the land use development pattern, but is not capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population that is anticipated for the SCAG region. Alternative 3 requires implementation of the same mitigation measures required for the 2016 RTP/SCS but would not resolve any of the significant and unavoidable impacts of the Plan.

For the reasons described above, SCAG Regional Council finds that the specific economic, legal, social, technological, and environmental consideration summarized herein make Alternative 3 infeasible for consideration.

[8] Southern California Association of Governments 1 August 2013. *Bottom-up Local Input Process for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Growth Forecast Development*. Available at: http://scag.granicus.com/GeneratedAgendaViewer.php?view_id=9&clip_id=477

[9] Southern California Association of Governments 12 September 2013. *Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)*. Available at: http://scag.granicus.com/GeneratedAgendaViewer.php?view_id=9&clip_id=496

SECTION VIII
FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PROGRAM

VIII.A REQUIREMENTS OF MITIGATION MONITORING AND REPORTING PROGRAM

According to Section 21081.6 of the Public Resources Code, the California Environmental Quality Act requires that when a public agency is making the findings required by Sections 21081, the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment.

The Southern California Association of Governments (SCAG) through its governing body, the Regional Council, hereby finds that the Mitigation Monitoring and Reporting Program (MMRP) meets the requirements of Section 21081.6 of the Public Resources Code by providing a monitoring program designed to ensure compliance during implementation of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The MMRP monitors the mitigation measures to be implemented by SCAG, and the performance standards-based mitigation measures that can and should be considered lead agencies at the individual project-level, as applicable and feasible. Project-level mitigation may be required as a result of evaluation and entitlement of subsequent transportation and developments projects during implementation of the 2016 RTP/SCS and are wholly within the authority, responsibility, and/or jurisdiction of project-level lead agencies or other agencies serving as lead agencies under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes.

SECTION IX
FINDINGS REGARDING LOCATION AND CUSTODIAN OF DOCUMENTS

IX.A LOCATION AND CUSTODIAN OF DOCUMENTS

Section 15091(e) of the California Code of Regulations, California Environmental Quality Act Guidelines, requires the public agency to specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which the decision is based. Section 6.1 of the Program Environmental Impact Report (PEIR) contains a list of all references used in the preparation of the environmental analysis. Unless otherwise noted, reference materials are located at the Southern California Association of Governments (SCAG) Main Office, which shall also serve as the custodian of the documents constituting the record of proceedings upon which the Regional Council, the governing board for SCAG, has based its decision related to the project. The designated location and custodian of documents is as follows:

Southern California Association of Governments
Attn: Ms. Lijin Sun
818 W. 7th Street, 12th Floor
Los Angeles, California 90017
Telephone: (213) 236-1882
E-Mail: sunl@scag.ca.gov

For purposes of CEQA, the Record of Proceedings for the 2016-2040 RTP/SCS consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by SCAG and in conjunction with the 2016-2040 RTP/SCS.
- The Draft and Final PEIRs, including appendices and technical studies included or referenced in the Draft and Final PEIRs.
- All comments submitted by agencies or members of the public during the 60-day public comment period on the Draft PEIR.
- The MMRP for the 2016-2040 RTP/SCS.
- All Findings and resolutions adopted by the SCAG Regional Council in connection with the 2016-2040 RTP/SCS, and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the 2016-2040 RTP/SCS.
- All documents and information submitted to SCAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the 2016-2040 RTP/SCS, up through the date the SCAG Regional Council approved the 2016-2040 RTP/SCS.

- Minutes and/or summary transcripts of all public meetings and public hearings held by SCAG, in connection with the 2016-2040 RTP/SCS.

- Any documentary or other evidence submitted to SCAG at such public meetings and public hearings.

- Matters of common knowledge to SCAG, including, but not limited to federal, state, and local laws and regulations.

- Any documents expressly cited in these Findings, in addition to those cited above.

- Any other materials required to be in the Record of Proceedings by Public Resources Code Section 21167.6(e).

References associated with the PEIR, and technical analysis related to the PEIR for this project that are not available from the SCAG, are located at Sapphos Environmental, Inc.:

Sapphos Environmental, Inc.
Attn: Ms. Lucy Lin
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SECTION X
CERTIFICATION REGARDING INDEPENDENT JUDGMENT

Pursuant to Section 21082.1(c) of the Public Resources Code, the Southern California Association of Governments (SCAG) certifies that the Regional Council, as the governing body for SCAG, has independently reviewed and analyzed the Final Program Environmental Impact Report (Final PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS," "Plan," or "Project") on behalf of SCAG. SCAG's Energy and the Environment Committee (EEC), Joint Policy Committees, Technical Working Group (TWG), and Staff have provided input and/or reviewed the Draft PEIR including supporting technical appendices prior to circulation for public review. The Final PEIR similarly has been subject to review by the EEC, Joint Policy Committees, TWG, and Staff.

It is the finding of the SCAG Regional Council that the Final PEIR fulfills environmental review requirements for the 2016 RTP/SCS, that the document constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and reflects the independent judgment of the SCAG Regional Council.

SECTION XI
SUMMARY OF FINDINGS

Based on the information contained in the record, the Southern California Association of Governments (SCAG) Regional Council incorporates the foregoing findings herein and provides this summary of findings with respect to the significant impacts on the environment resulting from the 2016 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS," "Plan," or "Project") pursuant to Section 15091 of the State California Environmental Quality Act (CEQA) Guidelines.

- Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effects as identified in the Final Program Environmental Impact Report (PEIR).

- Some changes and alterations are within the responsibility and jurisdiction of another public agency that can and should be adopted by such other agency; and SCAG has no concurrent jurisdiction with the other agency to deal with the identified project-level mitigation measures.

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

- Pursuant to Section 15091(c) of the State CEQA Guidelines, SCAG has adopted a Mitigation Monitoring and Reporting Program which identifies responsible agencies for the mitigation measures.

- The mitigation measures to be implemented by SCAG as identified in the Final PEIR are feasible and are required as conditions of approval of the 2016 RTP/SCS.

Based on the foregoing findings and the substantial evidence contained in the record, and as conditioned by the foregoing findings:

- All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.

- Any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding concerns set forth in the Statement of Overriding Considerations.

SECTION XII
STATEMENT OF OVERRIDING CONSIDERATIONS

Findings of Fact and Statement of Overriding Considerations Regarding the Final Program Environmental Impact Report for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (State Clearinghouse Number 2015031035)

The Southern California Association of Governments (SCAG) hereby adopts this Statement of Overriding Considerations concerning the significant and unavoidable environmental impacts of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("2016 RTP/SCS," "Plan," or "Project") to explain why the benefits of the 2016 RTP/SCS outweigh and override its significant and unavoidable environmental impacts.

The Final Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS has identified and discussed significant environmental impacts that may occur as a result of implementation of the 2016 RTP/SCS (without the Plan, however, the impacts would be greater). SCAG made specific Findings pursuant to the California Environmental Quality Act (CEQA), on each of the significant environmental impacts of the 2016 RTP/SCS and on mitigation measures and alternatives (please see **Sections IV**, **V**, **VI**, and **VII** of this combined **Findings of Fact and Statement of Overriding Considerations**). Nevertheless, even with implementation of feasible mitigation measures, many of the impacts may remain significant and unavoidable.

In accordance with Section 15093 of the CEQA Guidelines, the SCAG Regional Council hereby finds that the following economic, legal, social, technological, environmental and other benefits of the 2016 RTP/SCS outweigh its unavoidable, adverse environmental impacts discussed in the Findings, based on the considerations set forth herein:

Benefits of the 2016 RTP/SCS

The 2016 RTP/SCS recognizes the continuous growth in the region and balances and meets all of the region-wide policy goals established by SCAG and legal requirements for a long-range regional transportation plan and sustainable communities strategy better than the alternatives (see **Section VII, *Findings Regarding Plan Alternatives***). The transportation and land use strategies (including the policy growth forecast (PGF) that serves as a basis for the 2016 RTP/SCS), and performance measures in the 2016 RTP/SCS were derived from an extensive process with public participation and consultation efforts led by the SCAG Regional Council and reflect broad agency and public support. As indicated in the **Executive Summary** of the 2016 RTP/SCS, the Plan will provide a return of $2.00 for every dollar invested. The 2016 RTP/SCS provides $275 billion of funding commitments for the preservation of the existing transportation system. Greater commitments in infrastructure preservation spending will ensure maintaining and even improving the productivity of our transportation system, thereby accruing greater benefits associated with mobility, congestion relief, economic activity, safety, and accessibility.

The development pattern in the 2016 RTP/SCS accommodates the forecasted population, housing, and employment growth while improving access to employment and services throughout the region. The 2016 RTP/SCS focuses over 47 percent of the total housing (783,000 households) and 56 percent of the total job growth (562,500 jobs) in areas served by high-quality transit. Over twice as many households will live in high-quality transit opportunity areas under the Plan compared with existing conditions. Of the 1.52 million

new housing units expected in 2040, approximately 41 percent will be multi-family units; 8 percent on townhome; and 19 percent on single family (small lot). This focus on development in high-quality transit and other existing opportunity areas, as well as the focus on multi-family, townhome, and single family (small lot) development will collectively help the region accommodate its projected housing demand. The compact land use patterns described in the 2016 RTP/SCS, combined with the transportation network improvements and strategies identified in the Plan, would result in improved pedestrian and bicycle access to community amenities, shorter average trip length, and reduced vehicle miles traveled per person.

Compared with an alternative of not adopting the Plan, the 2016 RTP/SCS would accomplish nine major benefits:

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

   The Plan would achieve the greenhouse gas (GHG) emissions reduction targets required under California's Sustainable Communities and Climate Protection Act (Senate Bill 375). Although there is no per capita GHG emission reduction targets for automobiles and light trucks set by CARB for 2040, the Plan's GHG emission reduction trajectory shows that more aggressive GHG emission reductions, on an accelerated pace, are projected for 2040 - an estimated 21 percent decrease in per capita GHG emissions by 2040 (an additional 3 percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]). As required by SB 375, the Plan includes effective transportation strategies (which manage transportation demand and make certain transportation system improvements) and sets forth the land use development pattern for the region, which, if effectuated, will help the SCAG region exceed the SB 375 GHG emissions reduction targets, and beyond. While recognizing that the region will continue to grow (**Table XI.A-1, *2014–2040 Population***), the Plan is in alignment with California Global Warming Solutions Act of 2006 (AB 32) and State long-term GHG emissions reduction goals as set forth in Executive Orders.

TABLE XI.A-1
2014–2040 POPULATION

County	Population 2014	Projected Population 2020	Projected Population 2035	Projected Population 2040
Imperial	180,672	234,475	272,330	282,024
Los Angeles	10,041,797	10,326,083	11,145,051	11,514,403
Orange	3,113,991	3,270,858	3,431,223	3,461,285
Riverside	2,279,967	2,480,037	3,055,025	3,183,389
San Bernardino	2,085,669	2,197,158	2,637,556	2,731,321
Ventura	842,967	886,429	944,931	965,567
SCAG region	**18,545,063**	**19,395,040**	**21,486,116**	**22,137,989**

SOURCE:
SCAG modeling, 2015.

2. Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.

   The 2016 RTP/SCS provides air quality and public health benefits. The Plan focuses on reducing emissions from mobile sources through improvements in vehicle technology (including goods movement) and by increasing the number of trips by transit and encouraging active transportation through land use changes and transportation investments. A reduction in air pollution will directly affect public health by boosting productivity and reducing health costs and number of sick days. Compared to conditions without implementation of the Plan, the 2016 RTP/SCS would result in less emissions of all criteria pollutants (and greenhouse gases): 8.4 percent reduction in reactive organic gases (ROG), 9.1 percent reduction in carbon monoxide (CO), 8.5 percent reduction in oxides of nitrogen (NOx) and particulate matter (PM_{10}), 5.5 percent reduction in fine particulate matter ($PM_{2.5}$) and sulfur dioxide (SOx), 8.2 percent in nitrogen dioxide (NO_2), and 21 percent reduction in greenhouse gases ($CO_{2equivalent}$). Mobile source emissions of criteria pollutants near freeways and high volume roadways are also expected to improve relative to without the Plan, in the region as a whole. The 2016 RTP/SCS results in a 13 percent reduction in health incidences related to regional emissions compared to the No Project Alternative. Failure to implement the Plan would result in higher health risks related to transportation-generated air contaminants.

3. The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.

4. The number of Vehicle Miles Traveled (VMT) per capita would be reduced by nearly ten percent and Vehicle Hours Traveled (VHT) per capita by 18 percent (for automobiles and

light trucks) as a result of more location efficient land use patterns and improved transit service.

The 2016 RTP/SCS also increases accessibility to jobs by reducing the time and costs associated with daily commutes. The Plan improves the travel time distribution for transit, single-occupancy vehicle (SOV), and high-occupancy modes for work and nonwork trips (**Table XI.A-2, *2016 RTP/SCS Performance Results in the SCAG Region***). If the Plan were not implemented, the region would experience a total of 3.875 million daily vehicle hours of delay compared to the total of 2.264 million daily vehicle hours of delay with the Plan in place. With implementation of the 2016 RTP/SCS, there would be a 23.15 percent reduction in daily minutes of delay per capita (6.14 minutes) versus a 31.54 percent increase in daily minutes of delay per capita (10.51 minutes) in the no-project scenario. With implementation of the 2016 RTP/SCS would increase PM work trips completed within 45 minutes by transit by 4 percent [30.1 percent increase in PM transit trips < 45 minutes with the Plan versus 26.2 percent increase without the Plan]. Additionally, the Plan will increase the percent of PM work trips completed within 45 minutes for both single occupancy vehicle (SOV) and high occupancy vehicle (HOV) (**Table XI.A-2**). The improved accessibility provided by the Plan is an important social benefit for the SCAG region. With the Plan's strategies for active transportation, transit, and land use to accommodate more walking, biking, and transit riding, daily vehicle miles travelled per capita would be reduced by 5.89 percent from the baseline conditions, while the no-plan scenario will increase daily vehicle miles travelled per capita by 1.06 percent from the baseline conditions. The Plan also prioritizes safety and mobility of residents, including users and passengers, transit riders, pedestrians, and bicyclists, and has reported a fatality rate of 0.83 per 100 million Vehicle Miles Traveled (VMT), which is lower than the California facility rate of 0.91 per 100 million VMT and significantly lower than the national rate of 1.09. Therefore, the plan has substantial benefit to lower fatality in the region.[1]

[1] SCAG 2016-2040 RTP/SCS. Transportation Safety and Security Appendices. http://scagrtpscs.org/Pages/DRAFT2016RTPSCS.aspx. Accessed March 15, 2016.

TABLE XI.A-2
2016 RTP/SCS PERFORMANCE RESULTS IN THE SCAG REGION

Elements	Proposed Project: 2016 RTP/SCS	Alternative 1: No Project
Travel time distribution for transit, single occupancy vehicle (SOV), and high occupancy vehicle (HOV) modes for work and nonwork trips	30.1% increase in PM transit trips <45 minutes 88.6% increase in PM SOV trips <45 minutes 78.4 % increase in PM HOV trips <45 minutes	26.2% increase in PM transit trips <45 minutes 82.2 % increase in PM SOV trips <45 minutes 72.9 % increase in PM HOV trips <45 minutes
Daily vehicle hours delay (1,000 hours)	2,264 (total)	3,875 (total)
Daily vehicle miles traveled per capita	23.08 miles (–5.89% from baseline conditions of 24.44 miles per capita)	24.70 miles (+1.06% from baseline conditions of 24.44 miles per capita)
Daily minutes of delay per capita	6.14 (–23.15% over baseline conditions of 7.99 minutes)	10.51 (+31.54% over baseline conditions of 7.99 minutes)

5. Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.

6. The Plan would reduce delay per capita by 45 percent and heavy duty truck delay on highways by nearly 40 percent. This means we would spend less time sitting in traffic and our goods would move more efficiently.

   The 2016 RTP/SCS will improve overall mobility and provide needed congestion relief in the SCAG region. The 2016 RTP/SCS contains numerous transportation improvements to the region's multimodal transportation system, including strategies for system preservation based on a "fix it first" principle and strategic expansion of the system to accommodate the current and future travel needs of the region's continuous growth and population, forecasted to grow by approximately 3.6 million people by 2040 (**Table XI.A-1**).

7. Over 351,000 additional new jobs annually would be created, due to the region's increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.

   Implementation of the 2016 RTP/SCS, when completed, translates into job growth from building, operating, maintaining the transportation infrastructure projects, averaging over 188,000 jobs per year. As many as an additional 351,000 annual jobs will be created with the 2016 RTP/SCS by increasing the region's competitiveness and efficiency. The 2016 RTP/SCS improves the region's economic performance by improving regional amenities and providing congestion relief benefits. Infrastructure improvements, including the "fix it first" system preservation principle, together with the Comprehensive Regional Goods Movement Plan and Implementation Strategy to enhance the regional freight system, are expected to contribute to the overall increased economic competitiveness of the SCAG region,

supported by the expanded timeliness and efficiency of the region's goods movement throughput. Amenities and infrastructure system operations also contribute to job growth, averaging an additional 47,000 jobs per year. The 2016 RTP/SCS is also expected to support and enable the projected growth in highway and rail construction, operation, and maintenance jobs. The job growth related to the 2016 RTP/SCS would create wealth in the region, raise the household income level, and enhance the region's competitiveness.

8. The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

   The 2016 RTP/SCS results in substantially less new land consumption in greenfield areas compared to the No Project Alternative (118 square miles of new development on greenfield lands such as vacant, open space/recreation and agricultural lands compared to 154 square miles, respectively). Compact and urban infill development patterns under the 2016 RTP/SCS would result in a 0.6 percent total reduction in regional water usage (compared to without the Plan). Furthermore, the conservation planning policy and strategies contained in the Plan would support natural land restoration, conservation, protection and acquisition offering GHG emission reduction benefits.

9. The Plan would result in a reduction of the obesity rate of 2.5 percent, and a reduction in the population that suffers from high blood pressure of 3 percent for the approximately 2.5 million new adults expected in the region by 2040. It would also result in a reduction in the total annual health costs for respiratory disease of more than 13 percent.[2]

Other Environmental and Economic Benefits

- The 2016 RTP/SCS promotes active transportation modes (i.e., bicycling and walking) by providing $8.0 billion in capital funding for expanded active transportation networks and $4.8 billion for operations and maintenance throughout the region. The Plan calls for over 10,500 miles of new or improved sidewalks, including provisions for ADA compliance, and additional amenities such as no-maintenance exercise spots and rest seats for older walkers, with a projected 28 percent increase in walking regionwide. Active transportation spending is expected to increase the local bikeway network by 6,016 miles. This is in addition to 2,760 additional bikeway miles incorporated in other transportation strategies, bringing total regional, local, and greenway bikeway mileage to 12,700, with a projected 71 percent increase in biking region-wide. The Plan calls for a Regional Greenway Network, integrated with watershed planning, river rehabilitation, and bicyclist/pedestrian access, to create open space/greenways/wetlands to appeal to walking, biking, and other recreational activities for urban environments. The Plan further calls for a Regional Bikeway Network to serve as the connecting basis to link local (cities and counties) bikeway routes with the

[2] Southern California Association of Governments. April 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*.

Regional Greenway Network. The Plan's emphasis on transit and active transportation will allow the region's residents to lead a healthier and active lifestyle.

- The 2016 RTP/SCS actively encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, and natural gas. The Plan results in an approximately 3.7 percent reduction in cumulative energy consumption for residential and commercial buildings.

- The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation consumptions (–6 percent) and reduces annual household costs associated with driving and utilities (e.g., residential energy and water use) from $15,969 without the Plan to $13,944 with the Plan in 2040, thus providing a total savings of $2,000 per household (–12.7 percent).

- The Plan would reduce cumulative building water costs (residential and commercial buildings) from $186 billion without the Plan to $185 billion with the Plan in 2040, thus providing a total savings of $1 billion (–0.5 percent).

- The 2016 RTP/SCS will align Plan investments and policies with regional economic goals by providing reduced costs to taxpayers and in everyday housing and transportation costs for families. The development pattern of the Plan would reduce costs in capital infrastructure and operations and maintenance costs from $40.7 billion without the Plan to $37.4 billion with the Plan, thus providing a total savings of $3.3 billion (–8.1 percent).

For the above-mentioned reasons, the SCAG Regional Council hereby concludes that the benefits of the 2016 RTP/SCS outweigh and override any adverse environmental impacts associated with the Plan.

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EXHIBIT B

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

50 YEARS

PROPOSED Mitigation Monitoring and Reporting Program

MARCH 2016 | STATE CLEARINGHOUSE # 2015031035

2016 2040 RTPSCS

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

Southern California Association of Governments

MITIGATION MONITORING AND REPORTING PROGRAM

FOR THE
2016-2040 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY PROGRAM ENVIRONMENTAL IMPACT REPORT

(SCH #2015031035)

PREPARED FOR:

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MARCH 18, 2016

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The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification or regulation.

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1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring and Reporting Program (MMRP) prior to approving a project that includes mitigation measures. This MMRP has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

The purpose of this MMRP is to ensure compliance with the adopted mitigation measures included in the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy ("2016 RTP/SCS," "Plan," or "Project") Program Environmental Impact Report (PEIR) in accordance with CEQA requirements. The 2016 RTP/SCS PEIR evaluates the transportation plan and land use strategies on a system-wide, regional scale, and includes feasible mitigation measures to reduce environmental impacts.

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

The PEIR identified mitigation measures designed to help avoid or minimize significant environmental impacts. These mitigation measures are organized in two categories:

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

(2) Feasible mitigation measures that may be considered in conjunction with evaluation and consideration of individual projects.

The PEIR serves as a first-tier document for later CEQA review of individual projects included and envisioned in the Plan. These project-specific CEQA reviews will focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the PEIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the … program, leaving project-specific details to subsequent EIRs when specific projects are considered" (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174). As such, the focus of the environmental

analysis in the PEIR is on regional-scale and cumulative impacts of implementation of the Plan, as a whole, and the alternatives.

The long-range planning horizon of more than 20 years necessitates that many of the individual projects included and envisioned in the Plan are identified at the conceptual level. This document addresses environmental impacts to the level that they can be assessed without undue speculation (CEQA Guidelines § 15145). The Project is the long-term Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS).

2 PROJECT DESCRIPTION

Similar to the 2012 RTP/SCS, last adopted by SCAG's Regional Council in April 2012 and subsequently amended in September 2014 (Amendment No. 2 to the 2012 RTP/SCS),[1] the 2016 RTP/SCS is a long-range transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a minimum 20-year period. The 2016 RTP/SCS contains regional transportation investments and integrated land use strategies. The land use strategies reflect the changing population and demands by focusing new growth around transit; planning for growth around livable corridors; providing more options for short trips; supporting local sustainability planning; and protecting natural and farm lands in the region. The transportation strategies includes investments and strategies to improve the regional transportation system (e.g., highways, transit, active transportation, etc.) and land use integration strategies. It also includes transportation financial strategies based upon committed, available or reasonably available funding sources, thereby constituting the 2016 RTP/SCS as a "financially constrained Plan." As part of the financially constrained Plan, the 2016 RTP/SCS identifies committed, available, or reasonably available sources of revenues over the Plan period and allocates these revenues to transportation projects and programs that benefit the SCAG communities and residents. The 2016 RTP/SCS is designed to ensure that, to the greatest extent possible, the money invested would have the best chance of achieving the objectives communities and residents care about.

The last chapter of the 2016 RTP/SCS, entitled "Looking Ahead," serves as a Strategic Plan and discusses which projects, programs, or initiatives the region should pursue in the coming decades. Unlike the constrained Plan, the Strategic Plan of the 2016 RTP/SCS presents a vision for regional improvements beyond committed, available, or reasonably available funding sources. It identifies additional projects that may require study and consensus building before the decision can be made as to whether to commit the funding to include these projects in a future RTP/SCS constrained plan. These are projects for which funding sources have not been identified, but the implementation of which would provide transportation, air quality, and health benefits to the region.

3 VISION, GOALS, GUIDING POLICIES, AND PERFORMANCE MEASURES

The 2016 RTP/SCS includes a vision, goals, guiding policies, and performance measures developed through extensive outreach to the general public and stakeholders across the region. The 2016 RTP/SCS builds upon the progress made since the 2012 RTP/SCS while recognizing the current conditions of land use and transportation throughout the region as well as emerging developments and technologies since the adoption of the 2012 RTP/SCS. The 2016 RTP/SCS responds to a changing region by meeting the

[1] Southern California Association of Governments. September 2014. Amendment No. 2 to 2012 Regional Transportation Plan/Sustainable Communities Strategy. Available at: http://scagrtpscs.net/Pages/2012RTPSCS.aspx

challenges and creating conditions and infrastructure that motivate increased mobility and accessibility, expanded transportation options, broader economic growth, equitably distributed benefits, and sustainability.

Based upon extensive local collaboration, the 2016 RTP/SCS provides a vision for achieving a range of quality of life outcomes. It envisions vibrant, livable communities that are healthy and safe and that offer transportation options that provide timely access to schools, jobs, services, health care, and other basic needs. It offers opportunities to communities for walking and bicycling, and offers residents improved access to parks, open space, natural lands, and recreational opportunities. Collectively, the 2016 RTP/SCS supports and enhances opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity, and that one-size solutions are not practical or feasible. The Plan's goals are intended to help carry out the vision for improved mobility, a strong economy and sustainability. The 2016 RTP/SCS goals remain unchanged from those adopted in the 2012 RTP/SCS (**Table 3-1, *2016 RTP/SCS Goals*)**.

TABLE 3-1
2016 RTP/SCS GOALS

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

SOURCE:
Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,* Chapter 4.

The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system (**Table 3-2, *2016 RTP/SCS Guiding Policies***).

TABLE 3-2
2016 RTP/SCS GUIDING POLICIES

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

SOURCE:
Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,* Chapter 4.

Performance measures are closely tied to the broader vision, goals, and guiding policies to ensure that the implementation of the 2016 RTP/SCS moves the region closer to achieving these visions, goals, and policies. The 2016 RTP/SCS uses a number of performance measures to help gauge progress, how well the region meets the federal air quality conformity requirements, the new federal requirements of MAP-21, and state requirements for reducing greenhouse gas emissions and planning for a more sustainable future. Like the 2012 RTP/SCS, performance measures continue to play a critical role in the development of the 2016 RTP/SCS.

4 LAND USE AND TRANSPORTATION STRATEGIES

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

Land Use Strategies

The 2016 RTP/SCS includes a set of regional land use strategies that are intended to increase transportation mode choice, guide future land development patterns, and further improve air quality.[2]

[2] Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 5.

These land use strategies recognize a higher portion of new households and employment in areas well served by transit, and reduce growth in high value habitat areas along with neighborhoods that are adjacent to highways. The land use strategies included in the 2016 RTP/SCS focus new growth in high-quality transit areas (HQTAs), existing suburban town centers, and more walkable, mixed-use communities (for a detailed description of these land use strategies, please refer to Chapter 5 of the 2016 RTP/SCS[3]).

The 2016 RTP/SCS includes the following foundational polices established to guide the development of the proposed land use strategies:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[4]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

In support of the foundation policies and guiding principles, the 2016 RTP/SCS includes land use strategies in the following areas:

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

Transportation Strategies

The 2016 RTP/SCS transportation investments recognize that the region can no longer afford to rely solely on expanding the transportation system to address the region's many changes and challenges. There is a need to use a comprehensive planning approach for a transportation system that focuses on preservation, sustainability, and productivity, as well as strategic expansion. The 2016 RTP/SCS land use patterns provide an opportunity to build a smart transportation system that is responsive to the region's changes and challenges.

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[3] Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 5.

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

The 2016 RTP/SCS includes strategies (for a detailed description of these transportation strategies, please refer to Chapter 6 of the 2016 RTP/SCS[5]) for transportation investments, totaling approximately $556 billion, in nine areas: (1) system preservation and maintenance; (2) highway and arterials; (3) transportation demand management (TDM) and system manage (TSM); (4) transit; (5) passenger rail including High Speed Rail; (6) goods movement; (7) active transportation; (8) aviation and (9) debt service **(Table 4-1, *2016 RTP/SCS: Allocation of Transportation Investments [in Billions]*)**.

TABLE 4-1
2016 RTP/SCS: ALLOCATION OF TRANSPORTATION INVESTMENTS
(IN BILLIONS)

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

NOTE: Due to rounding, the total does not exactly match.
*Includes $4.8 billion for active transportation in addition to capital project investment level of $8.1 billion for a total of $12.9 billion for active transportation projects.
SOURCE:
Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 6.

5 TRANSPORTATION FUNDING

In accordance with federal fiscal constraint requirements, the 2016 RTP/SCS is a financially constrained Plan. The financial plan for the 2016 RTP/SCS identifies the amount of funding that is reasonably expected to be available to build, operate, and maintain the region's surface transportation system through the forecast horizon year of 2040.[6]

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

The financial plan's forecast of expenditure needs totals approximately $556 billion. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total $275 billion (49

[5] Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 6.

[6] Southern California Association of Governments. March 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 6.

percent). O&M includes $66 billion in state highway O&M, $157 billion in transit O&M, $16 billion in passenger rail O&M, and $37 billion in regionally significant local streets and roads O&M. Capital project expenditures total $247 billion (44 percent) and debt service totals $34 billion (6 percent).[7]

The 2016 Plan includes reasonable available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees were included to fill the gap.

The following key guiding principles were used to develop transportation funding strategies:[8,9]

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

Based on these guiding principles, the 2016 RTP/SCS includes both near-term transitional strategies and long-term initiatives to fill the approximately $200-billion funding gap (**Table 5-1, *Reasonably Available Revenue Sources and Innovative Funding Strategies: $200 Billion [in Nominal Dollars]***).[10]

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

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

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

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

TABLE 5-1
REASONABLY AVAILABLE REVENUE SOURCES AND INNOVATIVE FUNDING STRATEGIES: $200 BILLION (IN NOMINAL DOLLARS)

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

SOURCE:
Southern California Association of Governments. March 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*, Chapter 6.

6 PLAN PERFORMANCE

The 2016 RTP/SCS uses a number of performance measures to gauge progress toward meeting the Plan's goals. Plan performance is shown by performance outcomes in seven categories, and these performance outcomes are tied to the 2016 RTP/SCS goals. Within each category of the performance outcomes, there are performance measures.[11] To determine how effective the Plan's land use and transportation strategies would be, Chapter 8 of the 2016 RTP/SCS includes a "Plan" versus "Baseline" analysis—essentially comparing what the region would look like with and without implementation of the Plan in 2040.[12]

7 SOCIAL EQUITY

The 2016 RTP/SCS places an important emphasis on social equity. The 2016 RTP/SCS includes an analysis on environmental justice.[13] The concept of environmental justice is about equal and fair access to a healthy environment, with the goal of protecting underrepresented and poorer communities from incurring disproportionate environmental impacts. Consideration of environmental justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. The understanding of civil rights has been expanded to include low-income communities. In addition to federal requirements, SCAG must comply with California Government Code Section 11135, which states that, "no person in the State of California

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

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

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

shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state."

8 PUBLIC HEALTH

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

9 SUMMARY OF IMPACTS AND MITIGATION MEASURES

The PEIR identifies mitigation measures that have been incorporated into the project to avoid, reduce, and mitigate significant impacts for the project. As required by Section 15126 of the State CEQA Guidelines, the determination of impacts in the 2016 RTP/SCS PEIR is based on a comparison of the 2040 planning horizon for the Project (i.e., the 2016 RTP/SCS) to existing conditions. Section 15125(a) of the State CEQA Guidelines specifies that the environmental baseline conditions are the existing condition as they exist at the time of publication of the NOP for the PEIR (March 2015). In most instances, the most recent complete data sets are for 2014, and in some instances they are for 2012. In accordance with Section 15123 of the State CEQA Guidelines, for each of the 18 environmental issue areas that are evaluated, a significance determination has been made (**Table 9-1, *Summary of Findings within the Impact Analysis***). For each significant impact, feasible mitigation measures are identified, consistent with the provisions of Section 15126.4 of the State CEQA Guidelines (**Table 9-2, *Mitigation Measures***). The Project-Level Mitigation Measures are provided as suggested approaches to help jurisdictions and project proponents achieve the collective goal of mitigating impacts at the project level. These are not intended to be exclusive nor prescriptive in nature or application.

TABLE 9-1
SUMMARY OF FINDINGS WITHIN THE IMPACT ANALYSIS

CEQA Issue Area	Significant	Number of SCAG Mitigation Measures	Number of Project-Level Mitigation Measures
Aesthetics	Yes	2	3
Agriculture and Forestry Resources	Yes	16	4
Air Quality (Including Health Risk Assessment)	Yes	2	2
Biological Resources	Yes	2	6
Cultural Resources	Yes	1	3
Energy	Yes	4	1
Geology and Soils	Yes	1	2
Greenhouse Gas Emissions and Climate Changes (cumulative impacts only)	Yes	12	1
Hazards and Hazardous Materials	Yes	6	4
Hydrology and Water Quality	Yes	4	3
Land Use and Planning	Yes	11	8
Mineral Resources	Yes	2	1
Noise	Yes	1	2
Population, Housing, and Employment	Yes	10	2
Public Services	Yes	8	21
Recreation	Yes	3	1
Transportation, Traffic and Safety	Yes	11	3
Utilities and Service Systems	Yes	5	4

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
Aesthetics			
AES-1: Potential to have a substantial adverse effect on a scenic vista.	***SCAG Mitigation Measures*** **MM-AES-1(a):** SCAG shall facilitate minimizing impacts to scenic vistas through cooperation, information sharing regarding the locations of designated scenic vistas, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Caltrans and Lead agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-AES-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. • Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. • Use alternating facades to "break up" large facades and provide visual interest. • Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. • Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. • Retain or replace trees bordering highways, so that clear-cutting is not evident. • Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. • Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.	Lead Agency	Ongoing over the life of the Plan
AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation required.	N/A	N/A
AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings.	***SCAG Mitigation Measures*** See **MM-AES-1(a)**.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-AES-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	measures identified by the Lead Agency: • Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. • Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. • Design projects consistent with design guidelines of applicable general plans. • Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable. • Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.		
AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.	***SCAG Mitigation Measures*** **MM-AES-4(a):** SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare or expanded areas of shade and shadow through cooperation, information sharing regarding the guidelines and policies, design approaches, building materials, siting, and technology, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-AES-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. • Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations. • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Use unidirectional lighting to avoid light trespass onto adjacent properties. • Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. • Provide structural and/or vegetative screening from light-sensitive uses. • Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. • Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
Agriculture and Forestry Resources			
AF-1: Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	***SCAG Mitigation Measures***		
	MM-AF-1(a)(1): SCAG shall facilitate minimizing future impacts to Important Farmland resources through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	MM-AF-1(a)(2): SCAG shall work with member agencies and the region's farmland interests, through regional forums such as SCAG's Open Space Conservation Work Group, to develop regional best practices information for buffering farmland from urban encroachment, resolving conflicts that prevent farming on hillsides and other designated areas, and closing loopholes that allow conversion of farmlands to non-farm uses without a grading permit.	SCAG	Ongoing over the life of the Plan
	MM-AF-1(a)(3): SCAG shall expand on the Natural Resource Inventory Database and Conservation Framework & Assessment by incorporating strategic mapping layers to build the database and further refine the priority conservation areas by (1) further investing in mapping and farmland data tracking and (2) working with County Transportation Commissions (CTCs) and SCAG's subregions to support their county-level efforts at data building. SCAG shall encourage CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures. SCAG shall align with funding opportunities and pilot programs to begin implementation of the Conservation Plan through acquisition and restoration through (1) seeking planning funds, such as cap and trade auction proceeds that could help prepare for local action on acquisition and restoration, (2) supporting CTCs and other partners, and (3) continuing support of the State Wildlife Action Plan 2015 Update and its implementation. SCAG shall provide incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries, as detailed in the Natural & Farm Lands Appendix strategies of the 2016 RTP/SCS. HCPs and NCCPs are formal conservation plans at the federal and State level and are administered by the USFWS and CDFW. However, additional informal conservation programs and efforts at the local, regional, state, federal, and private level may exist throughout the SCAG region. Private and public lands within the SCAG region may be included within the conservation programs of private or public organizations, and the conservation programs associated with these plans should be considered during the environmental impact evaluation of projects. Any project within the SCAG region would need to demonstrate avoidance of conflict with any applicable conservation efforts including those outside of formal federal and/or State designation.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible: • For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act). • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	"A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permitees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. A privately owned conservation or mitigation bank is a free-market enterprise that: • Offers landowners economic incentives to protect natural resources; • Saves permitees time and money by providing them with the certainty of pre-approved compensation lands; • Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values; • Provides for long-term protection and management of habitat. A publicly owned conservation or mitigation bank: • Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance." In 2013, the University of California published an article entitled "Reforms could boost conservation banking by landowners" that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs. • Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. • Include underpasses and overpasses at reasonable intervals to maintain property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. • Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. • Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.		
AF-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.	***SCAG Mitigation Measures***		
	MM-AF-2(a): SCAG shall facilitate minimizing conflicts with existing zoning for agricultural use and Williamson Act contracts through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	MM-AF-1(a)(2) and **MM-AF-1(a)(3).**	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. • Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.		
AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	No mitigation required.	N/A	N/A
AF-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.	***SCAG Mitigation Measures*** **MM-AF-1(a)(1)** through **MM-AF-1(a)(3).** **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(11).** ***Project-Level Mitigation Measures*** **MM-AF-1(b)** and **MM-GHG-3(b).**	 SCAG SCAG Lead Agency	 Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan
AF-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	***SCAG Mitigation Measures*** **MM-AF-1(a)(1)** through **MM-AF-1(a)(3).** **MM-GHG-3(a)(1)** through **MM-GHG-3(a)(11).** ***Project-Level Mitigation Measures*** **MM-AF-1(b)** and **MM-GHG-3(b).**	 SCAG SCAG Lead Agency	 Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan
Air Quality			
AIR-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	N/A	
AIR-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	***SCAG Mitigation Measures*** **MM-AIR-2(a)(1):** SCAG shall determine as part of its conformity finding pursuant to the federal CAA that the Plan and updates provide for timely implementation of transportation control measures (TCMs), as required in the CAA Section 108(f)(1)(A). TCMs are identified in the Transportation Conformity Appendix to the 2016 RTP/SCS. SCAG has identified 17 measures as illustrative of TCMs based on review information contained in CAA Section 108(f)(1)(A) and information provided by utilities that serve the SCAG region:	SCAG	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	I. Programs for improved use of public transit; II. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV; III. Employer-based transportation management plans, including incentives; IV. Trip-reduction ordinances; V. Traffic flow improvement programs that achieve emission reductions; VI. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service; VII. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use; VIII. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans; IX. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place; X. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas; XI. Programs to control extended idling of vehicles; XII. Programs to reduce motor vehicle emissions, consistent with Title II of the CAA, which are caused by extreme cold start conditions; XIII. Employer-sponsored programs to permit flexible work schedules; XIV. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; XV. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; XVI. Programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles; XVII. Programs to encourage the installation of personal electric vehicle charging stations, and other alternative fuel sources.		
	MM-AIR-2(a)(2): During the 2016 to 2040 Planning Horizon, SCAG shall pursue activities to reduce the impacts associated with health risk for sensitive receptors within 500 feet of freeways and high-traffic volume roadways as follows: • Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes garnering input and participation from local jurisdictions and supporting the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure. • Continue to work with air agencies including CARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM_{10} and $PM_{2.5}$ for sensitive receptors, including schools and residents within 500 feet of freeways and high-traffic-volume roadways. • Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors. • Share information on all of the above efforts with stakeholders, member cities, counties, and the public.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-AIR-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible. CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. • On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. • Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. • Ensure that all construction equipment is properly tuned and maintained. • Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. • Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. • Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. • As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. • Implement EPA's National Clean Diesel Program. • Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible. • On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity. • If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines. • Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines • Convert part of the construction truck fleet to natural gas. • Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts • Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road) • Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas • Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation • Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation • Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary • Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit. • Prohibit diesel idling within 1,000 feet of sensitive receptors. • Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest		

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	practical number is operating at any one time. • The engine size of construction equipment shall be the minimum practical size. • Catalytic converters shall be installed on gasoline-powered equipment. • Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit. • Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite. • Use new or rebuilt equipment. • Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated. • Use low rolling resistance tires on long haul class 8 tractor-trailers. • Suspend all construction activities that generate air pollutant emissions during air alerts. • Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.		
AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS.	No mitigation required.	N/A	N/A
AIR-4: Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.	***SCAG Mitigation Measures*** See **MM-AIR-2(a)(1) and MM-AIR-2(a)(2).**	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-AIR-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements: • Set technology forcing new engine standards. • Reduce emissions from the in-use fleet. • Require clean fuels, and reduce petroleum dependency. • Work with US EPA to reduce emissions from federal and state sources. • Pursue long-term advanced technology measures. Proposed new transportation–related SIP measures include: On-Road Sources o Improvements and Enhancements to California's Smog Check Program o Expanded Passenger Vehicle Retirement o Modifications to Reformulated Gasoline Program o Cleaner In-Use Heavy-Duty Trucks o Ship Auxiliary Engine Cold Ironing and Other Clean Technology o Cleaner Ship Main Engines and Fuel	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	o Port Truck Modernization o Accelerated Introduction of Cleaner Line-Haul Locomotives o Clean Up Existing Commercial Harbor Craft o Limited idling of diesel-powered trucks o Consolidated truck trips and improve traffic flow o Late model engines, Low emission diesel products, engine retrofit technology o Alternative fuels for on-road vehicles Off-Road Sources o Cleaner Construction and Other Equipment o Cleaner In-Use Off-Road Equipment o Agricultural Equipment Fleet Modernization o New Emission Standards for Recreational Boats o Off-Road Recreational Vehicle Expanded Emission Standards		
AIR-5: Expose a substantial number of people to objectionable odors.	No mitigation required.	N/A	N/A
Biological Resources			
BIO-1: Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	***SCAG Mitigation Measures*** **MM-BIO-1(a)(1):** SCAG shall facilitate reducing future impacts to species identified as a candidate, sensitive, or special status species and its habitats through cooperation, information sharing, and program development. SCAG shall consult with the resource agencies, such as the USFWS, NMFS, USACOE, USFS, BLM, and CDFW, as well as local jurisdictions including cities and counties, to incorporate designated critical habitat, federally protected wetlands, the protection of sensitive natural communities and riparian habitats, designated open space or protected wildlife habitat, local policies and tree preservation ordinances, applicable HCPs and NCCPs, or other related planning documents into SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.	SCAG	Ongoing over the life of the Plan
	MM-BIO-1(a)(2): SCAG shall develop a conservation strategy (including regional mitigation policies) in coordination with local jurisdictions and agencies, including California Transportation Commissions. The conservation strategy will build from existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas based on mitigation approaches adopted by local agencies. SCAG shall produce and maintain a list/map of potential conservation opportunity areas based on most recent land use data.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-BIO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. • Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: o Avoidance strategies o Contribution of in-lieu fees o Use of mitigation bank credits o Funding of research and recovery efforts o Habitat restoration o Conservation easements o Permanent dedication of habitat o Other comparable measures • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance. • Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.		
BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	*SCAG Mitigation Measures* **MM-BIO-1(a)(1) and MM-BIO-1(a)(2).** *Project-Level Mitigation Measures* **MM-BIO-1(b)**. **MM-BIO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act. • Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

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MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. • Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds. • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season. • Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. • Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation,* the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate. • Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. • Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats. • Install fencing and/or mark sensitive habitat to be avoided during construction activities. • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area. • Revegetate with appropriate native vegetation following the completion of construction activities. • Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). • Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.		
BIO-3: Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	***SCAG Mitigation Measures*** **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2).** ***Project-Level Mitigation Measures*** **MM-BIO-1(b)** and **MM-BIO-2(b).** **MM-BIO-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible. • Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). • Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: o Permittee-responsible mitigation o Contribution of in-lieu fees o Use of mitigation bank credits • Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.		
BIO-4: Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	***SCAG Mitigation Measures*** **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2).** ***Project-Level Mitigation Measures*** **MM-BIO-1(b)**, **MM-BIO-2(b)**, and **MM-BIO-3(b)**. **MM-BIO-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur. • Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. • Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement. • Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. • Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible. • Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31. • Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. • Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. • Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation. • Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). • Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible. • Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern. • Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. • Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas. • Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable: o Wildlife movement buffer zones o Corridor realignment o Appropriately spaced breaks in center barriers o Stream rerouting o Culverts o Creation of artificial movement corridors such as freeway under- or overpasses o Other comparable measures • Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. • Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species. • Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.		
BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	***SCAG Mitigation Measures*** **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2).** ***Project-Level Mitigation Measures*** **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, and **MM-BIO-4(b)**. **MM-BIO-5(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

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MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. • Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist. • If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species. • Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. • Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. • Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. • Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration. • If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. • Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. • Design projects to avoid conflicts with local policies and ordinances protecting biological resources. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: o Avoidance strategies o Contribution of in-lieu fees o Planting of replacement trees at a minimum ratio of 2:1 o Re-landscaping areas with native vegetation post-construction o Other comparable measures		
BIO 6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	***SCAG Mitigation Measures*** See **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2).** ***Project-Level Mitigation Measures*** See **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, and **MM-BIO-5(b)**. **MM-BIO-6(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs. • Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **MM-BIO-1(b)**, where applicable.		
Cultural Resources			
CUL 1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.	***SCAG Mitigation Measures*** **MM-CUL-1(a):** Impacts to cultural resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as Toolbox Tuesday series and sharing of associated online Training materials. SCAG shall consult with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission to identify opportunities for early and effective consultation to identify unique paleontological resources, unique geological features, archeological sites, historical resources, Tribal Cultural Resources, cemeteries, and Native American sacred sites to avoid such resources wherever practicable and feasible and reduce or mitigation for conflicts in compatible land use to the maximum extent practicable.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-CUL-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. • Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources. • Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: o All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. o Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP. o Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. o Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance. • Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.		

CUL-2: Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.	***SCAG Mitigation Measures***
	
	MM-CUL-1(a).
	
	Project-Level Mitigation Measures
	
	MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:
	
	• Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.
	• Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.
	• Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
	  o Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
	  o Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
	• Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
	• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.
	• Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
	• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
	• If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
	• Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be
		SCAG
		
		Lead Agency
			Ongoing over the life of the Plan
			
			Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. • Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.		
CUL-3: Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.	***SCAG Mitigation Measures*** **MM-CUL-1(a)**.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures See **MM-CUL-2(b)**	Lead Agency	Ongoing over the life of the Plan
CUL-4: Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.	***SCAG Mitigation Measures*** See **MM-CUL-1(a)**.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-CUL-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. • If any discovered remains are of Native American origin: o Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. o If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur: ▪ The Native American Heritage Commission is unable to identify a descendent; ▪ The descendant identified fails to make a recommendation; or ▪ The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
Energy			
EN-1: Potential to increase petroleum and non-renewable fuel consumption in the regional transportation system.	No mitigation required.	N/A	
EN-2: Potential to increase residential energy consumption use.	***SCAG Mitigation Measures*** **MM-EN-2(a):** SCAG shall encourage energy efficient design for buildings, potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency. See also **MM-EN-3(a)(1), MM-EN-3(a)(2), MM-GHG-3(a)(12).** ***Project-Level Mitigation Measures*** **MM-EN-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: o Use energy efficient materials in building design, construction, rehabilitation, and retrofit. o Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. o Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. o Incorporate passive environmental control systems that account for the characteristics of the natural environment. o Use high-efficiency lighting and cooking devices. o Incorporate passive solar design. o Use high-reflectivity building materials and multiple glazing. o Prohibit gas-powered landscape maintenance equipment. o Install electric vehicle charging stations. o Reduce wood burning stoves or fireplaces. o Provide bike lanes accessibility and parking at residential developments.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
EN-3: Potential to increase building energy consumption in anticipated development.	***SCAG Mitigation Measures*** **MM-EN-3(a)(1):** SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. SCAG's Sustainability Program works actively with Southern California communities and stakeholders to create a dynamic regional growth vision based on the principles of mobility, livability, prosperity, and sustainability. **MM-EN-3(a)(2):** SCAG shall continue to pursue partnerships with SCE, municipal utilities, and the CPUC to promote energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.	SCAG SCAG	Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Mitigation Measures **MM-EN-2(b).**	Lead Agency	Ongoing over the life of the Plan
EN-4: Potential to increase water consumption and energy use related to water in anticipated development.	No mitigation required.	N/A	N/A
Geology and Soils			
GEO-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.	***SCAG Mitigation Measures*** **MM-GEO-1(a):** SCAG shall facilitate minimizing future impacts to geological resources from exposure of people or structures to potential substantial adverse effects involving including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, landslides; substantial soil erosion or loss of topsoil; off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; and being located on an expansive soil through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts. Such efforts shall include web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the U.S. Geological Survey, shall be consulted during this update process. ***Project-Level Mitigation Measures*** **MM-GEO-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault. • Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC. • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.		
GEO-2: Potential to result in substantial soil erosion or the loss of topsoil.	***SCAG Mitigation Measures*** **MM-GEO-1(a)**. ***Project-Level Mitigation Measures*** **MM-GEO-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following: o File a Notice of Intent (NOI) with the SWRCB. o Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. o Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. o After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. • Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	***SCAG Mitigation Measures*** **MM-GEO-1 (a)**. ***Project-Level Mitigation Measures*** **MM-GEO-1(b)**	SCAG SCAG	Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
GEO-4: Potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	***SCAG Mitigation Measures*** **MM-GEO-1 (a)**. ***Project-Level Mitigation Measures*** **MM-GEO-1(b)**	 SCAG Ongoing over the life of the Plan	 Ongoing over the life of the Plan Ongoing over the life of the Plan
GEO-5: Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No mitigation required.	N/A	
Greenhouse Gas Emissions and Climate Change			
GHG-1: Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).	No mitigation required.	N/A	
GHG-2: Potential to conflict with SB 375 GHG Emission Reduction Targets.	No mitigation required.	N/A	
GHG-3: Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.	No mitigation required.	N/A	
GHG Cumulative Impacts	***SCAG Mitigation Measures*** **MM-GHG-3(a)(1):** SCAG shall update any future RTP/SCS to incorporate policies and measures that lead to reduced GHG emissions in accordance with AB 32. **MM-GHG-3(a)(2):** SCAG shall coordinate with CARB and air districts in efforts to implement the AB 32 Scoping Plan. **MM-GHG-3(a)(3):** SCAG shall continue coordination with other metropolitan planning organizations (MPOs) regarding statewide strategies to reduce GHG emissions and facilitate the implementation of SB 375. **MM-GHG-3(a)(4):** SCAG shall work with utilities, sub-regions, and other stakeholders to promote accelerated penetration of zero- (and/or near zero-) emission vehicles in the region, including developing a strategy for the deployment of public charging infrastructure. **MM-GHG-3(a)(5):** SCAG shall in its capacity as a Clean Cities Coalition establish coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts. **MM-GHG-3(a)(6):** SCAG shall work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation such as the "Go Human" Campaign.	 SCAG SCAG SCAG SCAG SCAG SCAG	 Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	MM-GHG-3(a)(7): SCAG shall support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.	SCAG	Ongoing over the life of the Plan
	MM-GHG-3(a)(8): SCAG shall in coordination with local jurisdictions (as practicable) support and/or sponsor a periodic Climate Protection Summits or Fairs, to educate the public on current climate science, projected local impacts, and local efforts and opportunities to reduce GHG emissions, including exhibits of the latest technology and products for conservation and efficiency.	SCAG	Ongoing over the life of the Plan
	MM-GHG-3(a)(9): Schools Programs: SCAG shall develop and implement a program in coordination with school districts to present information to students about climate change and ways to reduce GHG emissions, and will support school-based programs for GHG reduction, such as school-based trip reduction and the importance of recycling.	SCAG	Ongoing over the life of the Plan
	MM-GHG-3(a)(10): As outlined in the AHSC Action Plan approved by the Regional Council at the July 2, 2015, meeting, SCAG shall work with the Strategic Growth Council and seek legislative revisions to AHSC programs to revise the AHSC competitive grant program for future rounds.	SCAG	Ongoing over the life of the Plan
	MM-GHG-3(a)(11): SCAG shall encourage local jurisdictions to support the following transportation-related strategies to reduce emissions, where applicable and feasible: • Support the planning and development of HQTAs, jobs and housing balance, transit oriented development, and infill development through transportation investments and other funding decisions. • Offer incentives such as free or low-cost monthly transit passes to employees or free ride areas to residents and customers. • Coordinate the funding of low carbon transportation with smart growth development. • Promote parking management measures that encourage walking and transit use in smart growth areas. • Develop comprehensive parking policies that encourages the use of alternative transportation . • Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments, and create transit, bicycle, and pedestrian connections. • Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	SCAG	Ongoing over the life of the Plan
	MM-GHG-3(a)(12): As part of SCAG's Sustainability Program, SCAG shall assist local jurisdictions in developing Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions), as appropriate and feasible.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency: • Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision. • Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. • Off-site measures to mitigate a project's emissions. • Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: o Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;	Lead Agency	Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	o Use alternative (non-petroleum based) fuels; o Deployment of zero- and/or near zero emission technologies as defined by CARB; o Use lighting systems that are energy efficient, such as LED technology; o Use the minimum feasible amount of GHG-emitting construction materials that is feasible; o Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production; o Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse; o Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy; o Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption; o Use lighter-colored pavement where feasible; o Recycle construction debris to maximum extent feasible; o Protect and plant shade trees in or near construction projects where feasible; and o Solicit bids that include concepts listed above. • Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles. • Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network. • Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations. • Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs. • Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles. • Land use siting and design measures that reduce GHG emissions, including: o Developing on infill and brownfields sites; o Building high density and mixed use developments near transit; o Retaining on-site mature trees and vegetation, and planting new canopy trees; o Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and o Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.		
Hazards and Hazardous Materials			
HAZ-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	***SCAG Mitigation Measures*** **MM-HAZ-1(a)(1):** SCAG shall work with the U.S. DOT, the OES, Caltrans, and the private sector to continue to conduct driver safety training programs and enforce speed limits on roadways. In an effort to reduce risks associated with the transport of hazardous materials in the SCAG region, SCAG shall encourage the U.S. DOT and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	SCAG	Ongoing over the life of the Plan
	MM-HAZ-1(a)(2): SCAG shall work with the CUPAs and counties and cities within the SCAG region to encourage education and monitoring of the use and storage of hazardous materials consistent with the provisions OSHA CPL 02-02-038.	SCAG	Ongoing over the life of the Plan
	MM-HAZ-1(a)(3): SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.	SCAG	Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	MM-HAZ-1(a)(4): SCAG shall coordinate with OES to identify any transportation infrastructure elements within the SCAG region where risks to people and property occur at an above-average incident level, potentially warranting consideration for remedial design in future RTPs.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. • Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. • Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials. • Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project. • Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: o The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. o The location of such hazardous materials. o An emergency response plan including employee training information. o A plan that describes the manner in which these materials are handled, transported and disposed. • Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects. • Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. • Avoid overtopping construction equipment fuel gas tanks. • During routine maintenance of construction equipment, properly contain and remove grease and oils. • Properly dispose of discarded containers of fuels and other chemicals.	Lead Agency	Ongoing over the life of the Plan
HAZ-2: Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***SCAG Mitigation Measures***		
	MM-HAZ-1(a)(1) through **MM-HAZ-1(a)(4)**.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-HAZ-1(b).	Lead Agency	Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
HAZ-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	***SCAG Mitigation Measures*** **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4**). ***Project-Level Mitigation Measures*** **MM-HAZ-1(b).**	 SCAG Lead Agency	 Ongoing over the life of the Plan Ongoing over the life of the Plan
HAZ-4: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	***SCAG Mitigation Measures*** **MM-HAZ-1(a)(1)** through **MM-HAZ-1(a)(4**). ***Project-Level Mitigation Measures*** **MM-HAZ-4(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. • Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. • Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. • Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. • Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. • Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. • Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. • Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. • Use best management practices (BMPs) regarding potential soil and groundwater hazards. • Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and	 SCAG Lead Agency	 Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. • Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. • Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. • Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. • If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations. • Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. • Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. • Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.		
HAZ-5: Potential for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.	No mitigation required.	N/A	
HAZ-6: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.	No mitigation required.	N/A	
HAZ-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	***SCAG Mitigation Measures*** **MM-TRA-5(a)**. ***Project-Level Mitigation Measures*** **MM-TRA-5(b)**.	 SCAG Lead Agency	 Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
HAZ-8: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	***SCAG Mitigation Measures*** **MM-HAZ-8(a):** SCAG shall facilitate minimizing future impacts from wildland fires through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, GIS applications, and direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online Training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures **MM-HAZ-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers. • Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach. • Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat. • Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives. • Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase. • Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat. • Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts. • Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.	Lead Agency	Ongoing over the life of the Plan
Hydrology and Water Quality			
HYD-1: Potential to violate any water quality standards or waste discharge requirements.	***SCAG Mitigation Measures*** **MM-HYD-1(a):** SCAG shall continue to work with local jurisdictions and water quality agencies, and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG's ongoing regional planning efforts. SCAG mitigation measures include, but are not limited to, working with local jurisdictions and water quality agencies to encourage watershed management and pollution prevention, provide opportunities for information sharing and regional program development to promote Low Impact Development and reduce hydromodification.	SCAG	Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Mitigation Measures **MM-HYD-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. • Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. • Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. • Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. • Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. • Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: o U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. o Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. o California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. • Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. • Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. • Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. • Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. • Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. • Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. • Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters. • Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. • Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs	Lead Agency	Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	shall be completed to eliminate increases in peak flow rates from current levels. • Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible. • If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.		
HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).	***SCAG Mitigation Measures*** **MM-HYD-2(a):** SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, including consideration of alternative recharge technologies and practices. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG mitigation measures include, but are not limited to, working with local jurisdictions and water quality agencies to encourage watershed management and pollution prevention, provide opportunities for information sharing and regional program development to promote Low Impact Development and reduce hydromodification. ***Project-Level Mitigation Measures*** **MM-HYD-2(b):** Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. • Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
HYD-3: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.	***SCAG Mitigation Measures*** **MM-HYD-3(a):** SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. ***Project-Level Mitigation Measures*** **MM-HYD-1(b)**.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
HYD-4: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.	***SCAG Mitigation Measures*** **MM-HYD-3(a)** ***Project-Level Mitigation Measures*** **MM-HYD-1(b)**.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
HYD-5: Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.	***SCAG Mitigation Measures*** **MM-HYD-2(a) and MM-HYD-3(a)** ***Project-Level Mitigation Measures*** **MM-HYD-1(b)**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
HYD-6: Potential to otherwise substantially degrade water quality.	***SCAG Mitigation Measures*** **MM-HYD-3(a).** ***Project-Level Mitigation Measures*** **MM-HYD-1(b)**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
HYD-7: Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.	No mitigation required.	N/A	
HYD-8: Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.	***SCAG Mitigation Measures*** **MM-HYD-8(a):** SCAG shall continue to work with local jurisdictions and water quality agencies to encourage flood protection and prevent development in flood hazard areas that do not have appropriate protections. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for RTP projects, and regional program development as part of SCAG's ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as CA LOTS, and other GIS tools and data services. Such services would consist of an inventory of areas located near a 100-year flood hazard zone and hazard areas that would potentially be affected by a failure of a levee or dam; and or inundation by seiche, tsunami, or mudflow. ***Project-Level Mitigation Measures*** **MM-HYD-8(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan

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MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	identified by the Lead Agency: • Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. • Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.		
HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	***SCAG Mitigation Measures*** **MM-HYD-8(a)** ***Project-Level Mitigation Measures*** **MM-HYD-8(b)**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
HYD-10: Potential for inundation by seiche, tsunami, or mudflow.	***SCAG Mitigation Measures*** **MM-HYD-8(a)** ***Project-Level Mitigation Measures*** **MM-HYD-8(b).**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
Land Use and Planning			
LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	***SCAG Mitigation Measures*** **MM-LU-1(a)(1):** SCAG shall encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan (and associated environmental document) and any updates as they are produced. **MM-LU-1(a)(2):** SCAG shall continue to provide targeted technical services such as GIS and data support for cities and counties to update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research. **MM-LU-1(a)(3):** SCAG shall work with cities and counties within the region to encourage that transportation projects and growth are consistent with the RTP/SCSs. **MM-LU-1(a)(4):** SCAG shall coordinate with cities and counties within the region to encourage that general plans consider and reflect as appropriate RTP/SCS policies and strategies. SCAG will work to encourage consistency between general plans and RTP/SCS policies. **MM-LU-1(a)(5):** SCAG shall provide technical assistance and regional leadership to encourage implementation of the RTP/SCS goals and strategies that integrate growth and land use planning with the existing and planned transportation network. **MM-LU-1(a)(6):** SCAG shall provide planning services to local jurisdictions through sustainability planning programs including the Sustainability Program, and the Green Region initiative, and "Toolbox Tuesday" workshops. These projects will provide assistance to local jurisdictions to:	SCAG SCAG SCAG SCAG SCAG SCAG	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Update General Plans to address sustainable communities strategies to better integrate land use and transportation planning. • Develop specific plans, zoning overlays and other planning tools to enable and stimulate desired land use changes that are consistent with the future land development pattern in the 2016 RTP/SCS. • Complete the economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns. • Visualize potential changes, through innovative graphics and mapping technology to inform the dialogue about growth, development and transportation at the local and regional level.		
	MM-LU-1(a)(7): SCAG shall continue with a public relations strategy that emphasizes the benefits and implications of implementing sustainable growth strategies and builds a sense of common interests among Southern California communities.	SCAG	Ongoing over the life of the Plan
	MM-LU-1(a)(8): SCAG shall continue to use its Intergovernmental Review Process to provide comments to lead agencies on regionally significant projects, that may be considered for determining consistency with the 2016 RTP/SCS.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency: • Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.	Lead Agency	Ongoing over the life of the Plan
LU-2: Potential to physically divide an established community.	***SCAG Mitigation Measures*** **MM-LU-2(a):** SCAG shall consult with Lead Agencies such as county and city planning departments to facilitate minimizing impacts to the physical division of an established community. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for Plan projects, and regional program development as part of SCAG's ongoing regional planning efforts. These include but are not limited to web-based planning tools and sustainability programs for local government such as: • CA LOTS, and other GIS tools and data services, including but not limited to: o Map Gallery. o GIS library and GIS applications. • Direct technical assistance efforts such as Toolbox Tuesday Training series and sharing of associated online training materials. • Sustainability Planning Grant (formerly known as Compass Blueprint Grant Program). • Green Region initiative. • Assistance with economic analysis and community involvement efforts that will ensure that the planned changes are market feasible and responsible to stakeholder concerns. • Assistance with visualization services, through innovative graphics and mapping technology to inform the dialogue about growth, development, and transportation at the local and regional level. • Planning services for General Plan updates to assist with implementing sustainable communities strategies that integrate land use and transportation planning.	SCAG	Ongoing over the life of the Plan

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MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Mitigation Measures **MM-LU-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Consider alignments within or adjacent to existing public rights-of-way. • Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. • Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: o Alignment shifts to minimize the area affected. o Reduction of the proposed right-of-way take to minimize the overall area of impact. o Provisions for bicycle, pedestrian, and vehicle access across improved roadways. • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project. • Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.	Lead Agency	Ongoing over the life of the Plan
LU-3: Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.	***SCAG Mitigation Measures*** See **MM-BIO-1(a)(1)** and **MM-BIO-1(a)(2).** ***Project-Level Mitigation Measures*** See **MM-BIO-1(b)**, **MM-BIO-2(b)**, **MM-BIO-3(b)**, **MM-BIO-4(b)**, **MM-BIO-5(b)**, and **MM-BIO-6(b).**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
Mineral Resources			
MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	***SCAG Mitigation Measures*** **MM-MIN-1(a)(1):** SCAG shall coordinate with the Department of Conservation, California Geological Survey to maintain a database of (1) available mineral resources in the SCAG region including permitted and unpermitted aggregate resources and (2) the anticipated 50-year demand for aggregate and other mineral resources. Based on the results of this survey, SCAG shall work with local agencies on strategies to address anticipated demand, including identifying future sites that may seek permitting and working with industry experts to identify ways to encourage and increase recycling to reduce the demand for aggregate. **MM-MIN-1(a)(2):** SCAG shall facilitate, encourage, and coordinate with local jurisdictions to review, identify, and update aggregate and mineral resources in their jurisdictions through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA Lots, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as Compass Blueprint's Toolbox Tuesday Training series and sharing of associated online training materials. Resource agencies, such as the California Department of Conservation and the U.S. Geology Survey shall be consulted during this update process. Using the above tools, SCAG shall assist local jurisdictions with developing long range plans and strategies to meet projected demand and ensure that transportation projects and associated development do not preclude the ability to	SCAG SCAG	Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	recover known aggregate resources that would be of value to the region and the residents of the state. ***Project-Level Mitigation Measures*** **MM-MIN-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency: • Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. • Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures: o Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. o Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. o Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. o Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	Lead Agency	Ongoing over the life of the Plan
MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	***SCAG Mitigation Measures*** **MM-MIN-1(a)(1)** and **MM-MIN-1(a)(2).** ***Project-Level Mitigation Measures*** **MM-MIN-1(b).**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
Noise			
NOISE-1: Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	***SCAG Mitigation Measures*** **MM-NOISE-1(a):** SCAG shall coordinate with member agencies as part of SCAG's outreach and technical assistance to local governments under Toolbox Tuesday Training series to encourage projects involving residential and commercial land uses to be developed in areas that are normally acceptable or conditionally acceptable, consistent with the Governor's Office of Planning and Research Noise Element Guidelines. ***Project-Level Mitigation Measures*** **MM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. • Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. • Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. • Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. • Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. • Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. • Designate an on-site construction complaint and enforcement manager for the project. • Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible. • Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way. • Use noise barriers to protect sensitive receptors from excessive noise levels during construction. • Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls. • Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. • Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. • Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.		

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
NOISE-2: Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	***SCAG Mitigation Measures*** **MM-NOISE-1(a)**. ***Project-Level Mitigation Measures*** **MM-NOISE-1(b)**. **MM-NOISE-2(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. • For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan
NOISE-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	***SCAG Mitigation Measures*** See **MM-NOISE-1(a)**. ***Project-Level Mitigation Measures*** **MM-NOISE-1(b)**.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
NOISE-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	***SCAG Mitigation Measures*** **MM-NOISE-1(a)**. ***Project-Level Mitigation Measures*** **MM-NOISE-1(b)**.	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan

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

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Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Implementation Measures **MM-PHE-2(b).** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. • Prioritize the use existing ROWs, wherever feasible. • Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.	Lead Agency	Ongoing over the life of the Plan
PHE-3: Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	***SCAG Mitigation Measures*** **MM-PHE-2(a)(1) and MM-PHE-2(a)(2)**. ***Project-Level Implementation Measures*** **MM-PHE-2(b).**	SCAG Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan
Public Services			
PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services.	***SCAG Mitigation Measures*** **MM-PS-1(a)(1):** SCAG shall facilitate minimizing future impacts to fire protection and emergency response services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote Fire Management and Emergency Response Planning such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process. **MM-PS-1(a)(2):** SCAG shall assist planners, first responders, and recovery teams in a supporting role, in three key areas, before a major emergency and during the recovery period: • Provide a policy forum to help develop regional consensus and education on security policies and emergency responses. • Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters. • Encourage integration of transportation security measures into transportation projects early in the project development process by leveraging SCAG's relevant plans, programs, and processes, including regional ITS architecture. SCAG also participated in the development of the draft Southern California Catastrophic Earthquake Preparedness Plan. **MM-PS-1(a)(3):** SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (data regarding fire-resistant vegetation, fire-resistant materials, locations where development is potentially hazardous in regard to wildfire, and management of brush and other fire risks in the immediate vicinity of development in areas with high fire threat) with county and city planning departments.	SCAG SCAG SCAG	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Mitigation Measures		
	Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)**.	Lead Agency	Ongoing over the life of the Plan
	MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible: • Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	Lead Agency	Ongoing over the life of the Plan
PS-2: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services.	***SCAG Mitigation Measures***		
	See **MM-PS-1(a)(2).**	SCAG	Ongoing over the life of the Plan
	MM-PS-2(a)(1): SCAG shall facilitate minimizing future impacts to public protective security services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote public protective security services planning such as Toolbox Tuesday Training series and sharing of associated online training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	MM-PS-2(a)(2): SCAG shall help to enhance the region's ability to deter and respond to acts of terrorism and human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.	SCAG	Ongoing over the life of the Plan
	MM-PS-2(a)(3): SCAG shall help to enhance the region's ability to deter and respond to terrorist incidents and human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following: • SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies. • SCAG shall encourage all SCAG elected officials are educated in NIMS. • SCAG shall work with partner agencies, federal, state and local jurisdictions to improve communications and interoperability and to find opportunities to leverage and effectively utilize transportation and public safety/security resources in support of this effort.	SCAG	Ongoing over the life of the Plan
	MM-PS-2(a)(4): SCAG shall encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.	SCAG	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	Project-Level Mitigation Measures		
	Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)**.	Lead Agency	Ongoing over the life of the Plan
	MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including: • Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel. • During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	Lead Agency	Ongoing over the life of the Plan
PS-3: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools services.	***SCAG Mitigation Measures***		
	MM-PS-3(a): SCAG shall facilitate minimizing future impacts to school services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote school planning, such as Toolbox Tuesday Training series and sharing of associated online Training materials. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)**.	Lead Agency	Ongoing over the life of the Plan
	MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible: • Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.		
Recreation			
REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	***SCAG Mitigation Measures***		
	MM-REC-1(a)(1): SCAG shall facilitate reducing future impacts as a result of increased use of existing neighborhood and regional parks or other facilities from population growth through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for expansion of and new neighborhood parks within or in nearby accessible locations to HQTAs and other applicable development projects in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this process.	SCAG	Ongoing over the life of the Plan
	MM-REC-1(a)(2): SCAG shall work with local jurisdictions to facilitate planning freeway caps, which are decks built over freeway trenches to create new public spaces, by continuing to provide technical assistance and planning support through its Sustainability Program for freeway cap planning projects and other adaptive urban park planning activities. SCAG shall make past documentation on freeway cap plans available on SCAG's Sustainability Program website to serve as examples for future freeway cap planning projects and activities.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. • Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: o Increasing the accessibility to natural areas for outdoor recreation. o Promoting infill development and redevelopment to revitalize existing communities. o Utilizing "green" development techniques. o Promoting water-efficient land use and development. o Encouraging multiple uses. o Including trail systems and trail segments in General Plan recreation standards. • Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA. • Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.		
REC-2: Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	***SCAG Mitigation Measures***		
	MM-REC-2(a): SCAG shall facilitate reducing future impacts as a result of the construction or expansion of recreational facilities which might have an adverse physical effect on the environment through cooperation with member agencies, information sharing, and program development in order to ensure consistency with planning for construction and expansion of parks to minimize adverse physical effects on the environment in funding opportunities and programs administered by SCAG. Lead Agencies, such as county and city planning departments, shall be consulted during this update process.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	See **MM-REC-1(b)**.	Lead Agency	Ongoing over the life of the Plan
Transportation, Traffic, and Safety			
TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	***SCAG Mitigation Measures***		
	MM-TRA-1(a)(1): SCAG shall facilitate minimizing VMT and related vehicular delay by minimizing impacts to circulation and access, improve mobility, and encourage transit and Active Transportation by conducting and participating in workshops (i.e., Mobility 21 workshop and Regional Transportation Workgroups) and web-based planning tools for local governments, forums with policy makers, and County Transportation Planning Agencies, member cities, and state partners during consultation on development and implementation of the Plan.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(2): SCAG shall establish transportation infrastructure practices that identify and prioritize the design, retrofit, hardening, and stabilization of critical transportation infrastructure to prevent failure, to minimize loss of life and property, injuries, and avoid long term economic disruption.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(3): SCAG shall identify further reduction in VMT, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs with linkage to public transportation, additional vanpools, additional bicycle sharing and parking programs, and implementation of a universal employee transit access pass (TAP) program.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(4) SCAG shall help ensure the rapid repair of transportation infrastructure in the event of an emergency. This will be accomplished by SCAG, in cooperation with local and state agencies, identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, SCAG shall establish transportation infrastructure practices that promote and enhance security.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(5): SCAG shall provide the means for collaboration in planning, communication, and information sharing before, during, or after a regional emergency. This will be accomplished by the following: • SCAG shall develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. • SCAG shall offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. • SCAG shall enter into mutual aid agreements with other MPOs (as feasible) to provide this data, in coordination with the California OES in the event that an event disrupts SCAG's ability to function.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(6): SCAG shall continue to analyze and develop potential implementation strategies for a regional, market-based system to price or charge for auto trips during peak hours.	SCAG	Ongoing over the life of the Plan
	MM-TRA-1(a)(7): SCAG shall develop a vanpool program for its employees for commute trips.	SCAG	Ongoing over the

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
			life of the Plan
	MM-TRA-1(a)(8): SCAG shall encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		

	MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:
	
	• Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
	• Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
	• Provide a vanpool for employees.
	• Fund capital improvement projects to accommodate future traffic demand in the area.
	• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
	  o Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
	  o Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)
	  o Signage and striping onsite to encourage bike safety
	  o Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials
	  o Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.
	  o Direct transit sales or subsidized transit passes
	  o Guaranteed ride home program
	  o Pre-tax commuter benefits (checks)
	  o On-site car-sharing program (such as City Car Share, Zip Car, etc.)
	  o On-site carpooling program
	  o Distribution of information concerning alternative transportation options
	  o Parking spaces sold/leased separately
	  o Parking management strategies; including attendant/valet parking and shared parking spaces.
	
	• Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
	• Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.
	• Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.
	• Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.
	• Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.
	• Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.
	• Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.
		Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. • Purchase, or create incentives for purchasing, low or zero-emission vehicles. • Create local "light vehicle" networks, such as neighborhood electric vehicle systems. • Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. • Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives. • Project Selection: o Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. o Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints. • Public Involvement: o Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. • Transit and Multimodal Impact Fees: o Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. o Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. • System Monitoring: o Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. • Arterial Traffic Management: o Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: o Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. • HOV Lanes: o Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. • Delivery Schedules: o Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. o Implement and supporting trip reduction programs. o Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. • Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.		

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Bicycle and Pedestrian Trails: o Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Bicycle Safety Program: o Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. • Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects. • Bicycle Parking: o Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: o Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; o Eliminate or reduce minimum parking requirements for new buildings; o "Unbundle" parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); o Use parking pricing to discourage private vehicle use, especially at peak times; o Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; o Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; o Encourage shared parking programs in mixed-use and transit-oriented development areas. • Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: o Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; o Encourage special event center operators to advertise and offer discounted transit passes with event tickets; o Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking; o Promote the use of bicycles by providing space for the operation of valet bicycle parking service. • Parking "Cash-out" Program: o Require new office developments with more than 50 employees to offer a Parking "Cash-out" Program to discourage private vehicle use. • Pedestrian and Bicycle Promotion: o Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. • Fleet Replacement: o Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.		

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.	***SCAG Mitigation Measures***		
	See **MM-TRA-1(a) through TRA-1(a)(8)**.	SCAG	Ongoing over the life of the Plan
	MM-TRA-2(a)(1): SCAG shall facilitate minimizing impacts related to traffic congestion by complying with County Congestion Management Plans and via ongoing regional planning efforts, workshops, and web-based planning tools with County Congestion Management Agencies, member agencies, and state partners during consultation on development and maintenance of the Plan. Congestion relief efforts shall be in accordance with the approach outlined in the SCAG Congestion Management Appendix of the 2016 RTP/SCS.	SCAG	Ongoing over the life of the Plan
	MM-TRA-2(a)(2): SCAG shall facilitate the remote use of ITS technologies that enhance transportation security, improve surveillance, monitor and distress notification systems and to assist in the rapid evacuation of disaster areas. SCAG shall facilitate minimizing impacts related to traffic congestion by facilitating regional efforts and coordinate discussion and collaboration among public agencies related to Intelligent Transportation Systems, as described in the Transportation Security and Safety Appendix of the 2016 RTP/SCS.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-TRA-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions: • Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: o Advocate for a regional, market-based system to price or charge for auto trips during peak hours. o Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. o Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology. o Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. o Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. • Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: o A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. o Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. o Location of construction staging areas for materials, equipment, and vehicles at an approved location. o A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	o Provision for accommodation of pedestrian flow. o As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. o Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. o Any heavy equipment brought to the construction site shall be transported by truck, where feasible. o No materials or equipment shall be stored on the traveled roadway at any time. o Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. o All equipment shall be equipped with mufflers. o Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. o Promote “least polluting” ways to connect people and goods to their destinations. • Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: o Ensure transportation centers are multi-modal to allow transportation modes to intersect. o Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. o To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. o Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations. o Coordinate schedules and routes across service lines with neighboring transit authorities. o Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles). o Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. o Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles. o Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. o Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. • Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: o Ensure transit stops and bus lanes are safe, convenient, clean and efficient. o Ensure transit stops have clearly marked street-level designation, and are accessible. o Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. o Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile. • Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: o Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. o Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). o Investigate the feasibility of an on-line trip-planning program. • Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:		

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	o Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. o Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. • Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: o Designate a certain percentage of parking spaces for ride-sharing vehicles. o Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. o Provide a web site or message board for coordinating shared rides. o Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. o Hire or designate a rideshare coordinator to develop and implement ridesharing programs. • Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: o Provide assistance to regional and local ridesharing organizations. o Advocate for legislation to maintain and expand incentives for employer ridesharing programs. o Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. o Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. • Implement a "guaranteed ride home" program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program. • Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations. • Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers. • Work with existing shuttle service providers to coordinate their services. • Facilitate employment opportunities that minimize the need for private vehicle trips, including: o Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. o Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Enforce state idling laws for commercial vehicles, including delivery and construction vehicles. • Organize events and workshops to promote GHG-reducing activities. • Implement a Parking Management Program to discourage private vehicle use, including: o Encouraging carpools and vanpools with preferential parking and a reduced parking fee. o Institute a parking cash-out program. o Renegotiate employee contracts, where possible, to eliminate parking subsidies. o Install on-street parking meters with fee structures designed to discourage private vehicle use. o Establish a parking fee for all single-occupant vehicles. • Work with school districts to improve pedestrian and bicycle to schools and restore school bus service • Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities. • Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency. • Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers. • Synchronize traffic signals to reduce congestion and air quality. • Work with community groups and business associations to organize and publicize walking tours and bicycle evens. • Support legislative efforts to increase funding for local street repair.		

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.	No mitigation required.	N/A	
TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).	No mitigation required.	N/A	
TRA-5: Potential to result in inadequate emergency access.	***SCAG Mitigation Measures***		
	MM-TRA-5(a): SCAG shall facilitate minimizing impacts to emergency access through ongoing regional planning efforts to improve emergency access through design refinements, safety and security improvements, and collaborative planning with local, regional, and state partners such as Department of Transportation, Congestion Management Agencies, Fire Department, and other local enforcement agencies to minimize, reduce, and avoid impacts to regional transportation facilities and comply with the county and cities regional plan during development of the Regional Transportation Plan.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency: • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: o 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. o 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. o Scheduling of truck trips outside of peak morning and evening commute hours. o Limiting of lane closures during peak hours to the extent possible. o Usage of haul routes minimizing truck traffic on local roadways to the extent possible. o Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. o Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. o Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. o Storage of construction materials only in designated areas. o Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	• Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large. • Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: o Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. o Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. o Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.		
TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No mitigation required.	N/A	
Utilities and Service Systems			
USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	No mitigation required.	N/A	
USS-2: Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation required.	N/A	
USS-3: Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	***SCAG Mitigation Measures*** See **MM-HYD-5(a)**. ***Project-Level Mitigation Measures*** **MM-USS-3(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities. See **MM-HYD-5(b)**.	SCAG Lead Agency Lead Agency	Ongoing over the life of the Plan Ongoing over the life of the Plan Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
USS-4: Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.	***SCAG Mitigation Measures***		
	MM-USS-4(a)(1): SCAG, in coordination with regional water agencies and other stakeholders, shall encourage the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable water supply management policies in accommodating growth. In particular, SCAG will coordinate with local water agencies to evaluate future water demands and establish the necessary supply and infrastructure to meet that demand, as documented in their Urban Water Management Plans.	SCAG	Ongoing over the life of the Plan
	MM-USS-4(a)(2): SCAG, in coordination with regional water agencies and other stakeholders, shall facilitate information sharing about the management and status of the Sacramento River Delta, the Colorado River Basin, and other water supply source areas of importance to local water supply.	SCAG	Ongoing over the life of the Plan
	MM-USS-4(a)(3): SCAG shall encourage regional water agencies, to the greatest extent feasible, to consider potential climate change and attendant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health. As the methodology and base data for such decisions is still developing, SCAG shall encourage public agencies to use the best available science in decision-making regarding future water supply and reliability.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency: • Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. • Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. • Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. • Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. • Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.	Lead Agency	Ongoing over the life of the Plan
USS-5: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's commitments.	No mitigation required.	N/A	

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	***SCAG Mitigation Measures***		
	MM-USS-6(a): During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall facilitate waste management agencies and the appropriate local and regional jurisdictions shall develop measures to facilitate and encourage diversion of solid waste such as recycling and composting programs. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.	SCAG	Ongoing over the life of the Plan
	Project-Level Mitigation Measures		
	MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. o Inclusion of a waste management plan that promotes maximum C&D diversion. o 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.). o Reuse of existing structure and shell in renovation projects. o Design for deconstruction without compromising safety. o Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. o Development of indoor recycling program and space. o Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. o Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required. o Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. o 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. o 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. o Develop alternative waste management strategies such as composting, recycling, and conversion technologies. o Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. o Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). o Integrate reuse and recycling into residential industrial, institutional and commercial projects. o Provide recycling opportunities for residents, the public, and tenant businesses. o Provide education and publicity about reducing waste and available recycling services. o Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.	Lead Agency	Ongoing over the life of the Plan

TABLE 9-2
MITIGATION MEASURES

Impact	Mitigation Measures	Implementing Agency	Implementing Date
	o Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.		
USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation required.	N/A	

10 CEQA STREAMLINING

Sustainability Communities and Climate Protection Act of 2008 (SB 375) (Steinberg, 2008)

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) (Steinberg, 2008) amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows a CEQA exemption for Sustainable Community Projects, as well as streamlined CEQA analysis for Transit Priority Projects (TPPs) and certain residential or mixed-use projects.[14]

The purpose of the SCS is to develop strategies to meet the GHG emission per capita reduction targets for the region, and qualifying projects that are consistent with the SCS will help meet this goal. Furthermore, because the potential impacts of the SCS are analyzed in this PEIR, the qualifying projects may take advantage of the CEQA streamlining provisions contained in SB 375. The intent of the CEQA streamlining provisions is not to undercut or circumvent CEQA requirements, but rather to reduce documentation and redundancy and to provide an incentive to support transportation and development projects that are consistent with a larger effort to reduce GHG emissions and to meet the state's long-term GHG emissions reduction goals.

The following is a summary of the CEQA streamlining provisions in SB 375. For the purpose of determining consistency for CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.

A Transit Priority Project (TPP) is eligible for four types of CEQA relief: (1) Sustainable Communities Project CEQA Exemption, (2) Sustainable Communities Environmental Assessment, (3) a streamlined EIR, or (4) traffic mitigation measures. Different types of CEQA relief are associated with different criteria that are to be met.

As a threshold matter, to qualify as a TPP, a project must be consistent with the general land use designation, density, building intensity and applicable policies in an SCS accepted by the State Air Resources Board. The TPP must also meet four standards:

- Be at least 50 percent residential use based on area.
- Contain at least 20 dwelling units/acre.
- Have a floor area ratio for the commercial portion of the project at 0.75, if the project contains between 26 percent and 50 percent nonresidential uses.
- Be within 0.5 mile of a major transit stop[15] or high-quality transit corridor[16] included in the RTP.

[14] California Air Resources Board. 21 January 2016. Sustainable Communities. Available at: http://www.arb.ca.gov/cc/sb375/sb375.htm

[15] Defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[16] Defined as a corridor with fixed route bus service with 15-minute service intervals during peak commute hours.

Sustainable Communities Project Exemption

The Sustainable Communities Project (SCP) Exemption is a TPP, which is consistent with the SCS and meets nine criteria for eligibility for use of the exemption:

- The project and approved projects can be served by utilities, and project will pay applicable in-lieu or development fees.
- Does not include wildlife habitat of significant value or protected species.
- Is not contaminated (site is not on Cortese list).
- Site is subject to preliminary endangerment assessment regarding potential exposure to health hazards from nearby activities. Any hazards are to be mitigated to less than significant.
- Would not significantly affect an historic resource.
- The site is not subject to wildland fire hazard, unusually high risk of fire/explosion from materials on adjacent properties, health hazard, seismic risk, landslide, or flood plain.
- The site is not located on developed open space.
- The project would be 15 percent more efficient than Title 24, and landscaping would use 25 percent less water than the regional average household.

In addition, the project must meet seven additional parameters related to size, siting, and protection of affordable housing:

- The site is not more than 8 acres.
- The project does not contain more than 200 units.
- The project does not result in the net loss of affordable housing.
- No single level building that exceeds 75,000 square feet.
- Applicable mitigation, performance standards, criteria from prior EIRs will be incorporated in to the TPP.
- The project would not conflict with nearby operating industrial use.
- The project is located within 0.5 mile of rail transit station or ferry terminal included in RTP, or within 0.25 mile of a high-quality transit corridor.

The project must provide at least one of three specified community benefits:

- At least 20 percent of the housing will be for moderate income or 10 percent rented to low income, or not less than 5 percent rented to very low income, and developer provides commitment to ensure continued availability to these income groups for the period.
- Developer pays in-lieu fees pursuant to local ordinance to result in an equivalent number of units that would otherwise be required in a) above.
- Project provides public open space 5 acres/1,000 residents.

After a public hearing where a legislative body finds that a TPP meets all the requirements, a project can be declared to be an SCP and can be exempted from CEQA.

Sustainable Communities Environmental Assessment

A TPP that does not meet the Sustainable Communities Project Exemption may nevertheless qualify for a Sustainable Communities Environmental Assessment (SCEA) if the project incorporates all feasible mitigation measures, performance standards, or criteria set forth in prior applicable certified environmental impact reports (including the RTP/SCS PEIR) (Pub. Res. Code § 21155.2(b

Transit Priority Project Streamlined Environmental Impact Report

Instead of an SCEA, a lead agency may choose to perform a streamlined EIR. If, after conducting an Initial Study (IS), the lead agency determines that an EIR is required, it only need address potentially significant impacts. Where a cumulative effect has been adequately addressed and mitigated in a previous EIR (such as the 2016 RTP/SCS EIR), that cumulative effect shall not be treated as cumulatively considerable.

Traffic Mitigation Measures

After a public hearing a legislative body or local jurisdiction may adopt traffic mitigation measures that apply to TPPs (such measures must be updated as necessary every five years), including requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate traffic impacts of TPPs. If such measures are adopted by a local jurisdiction, no additional traffic mitigation are required for TPPs (measures addressing public health and bicycle safety may still be imposed).

Other CEQA Streamlining within SB 375

SB 375 also provides for general CEQA streamlining for residential and mixed-use residential projects as well as TPPs. Pursuant to Section 21159.28 of the Public Resources Code, projects that meet the following requirements can be subject to streamlined CEQA review:

- A residential or mixed-use residential project (or a TPP) consistent with the designation, density, building intensity, and applicable policies specified for the project area in an accepted SCS (a residential or mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a project that is a transit priority project).
- Incorporates the mitigation measures required by an applicable prior environmental document.

If a project meets these requirements, any exemptions, negative declarations, mitigated negative declarations, SCEA, EIR or addenda prepared for the projects shall not be required to reference describe, or discuss two areas that are normally required:

- Growth inducing impacts.
- Any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.

CEQA Streamlining for Infill Projects (SB 226) (Simitian, 2011)

SB 226 (Simitian) was signed into law by Governor Jerry Brown on September 14, 2011, and provides CEQA streamlining review of infill development projects under CEQA. SB 226 authorizes limited CEQA review for qualifying urban infill projects that address statewide priorities for infill projects, subsequent to the adoption of the guidelines in 2012.

SB 226 defines "infill project" as a project that (a) consists of one or a combination of the following uses: residential, retail/commercial (where no more than one-half of the project area is used for parking), transit station, school and public office building; and (b) is located within an urban area, and is either on a site that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins (or is separated only by an improved public right-of-way from) parcels that are developed with qualified urban uses.

SB 226 allows limited CEQA review for certain infill projects through a process that resembles "tiering" of EIRs under CEQA. Tiering refers to environmental review of sequential actions, where general matters and environmental effects are examined in a broad EIR for a decision such as adoption of a policy, plan, program, or ordinance, and subsequent narrower or site-specific EIRs are prepared that incorporate by reference the prior EIR and concentrate on environmental effects that can be mitigated or that were not analyzed in the prior EIR. In such instances, the later narrow EIR "tiers" off the prior broad EIR.

Limited CEQA review under SB 226 is available for an infill project located within an MPO region if the project (a) is consistent with the general use designation, density, building intensity and applicable policies specified for the project area in the SCS, and (b) satisfies all applicable statewide performance standards contained in the Implementation Guidelines. However, SB 226 does not specify which agency is responsible for determining whether the project is consistent with relevant SCS policies. As stated above, SB 375 expressly states that an SCS does not regulate the use of land, and that nothing in an SCS shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region (CA Gov't Code § 65080(b)(2)(K)). Moreover, SB 375 does not require consistency between the SCS and city or county general plan, community plan, specific plan, or local zoning ordinance. As such, for purpose of determining consistency for CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.

Environmental Quality: Transit Oriented Infill Project, Judicial Review Streamlining for Environmental Leadership Development Projects, and Entertainment and Sports Center in the City of Sacramento (SB 743) (Steinberg, 2013)

SB 743 (Steinberg) was signed into law by Governor Jerry Brown on September 27, 2013, and provides opportunities for CEQA streamlining to facilitate transit-oriented development (TOD), which is to update the CEQA guidelines to include the vehicle miles traveled (VMT)–based transportation impact metric. Prior to SB 743, CEQA transportation impacts were assessed through "Level of Service" (LOS) analysis, which focused exclusively on motor vehicle delay. SB 743 seeks to encourage development of mixed-use, transit-oriented infill projects by: (1) establishing new CEQA exemptions for transit-oriented

developments located in Transit Priority Areas that are consistent with an adopted Specific Plan; (2) eliminating the requirement to evaluate aesthetic and parking impacts in those targeted development areas; and (3) directing the OPR to develop an alternative metric to evaluate transportation-related impacts under CEQA. At the time of preparing this Mitigation Monitoring and Reporting Program, the Governor's Office of Planning and Research (OPR) has completed the comment period for the Revised Proposal on implementing SB 743.[17]

[17] Governor's Office of Planning and Research. 20 January 2016. *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*. Available at: https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

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REPORT

AGENDA ITEM NO. 3

DATE: April 7, 2016

TO: Regional Council (RC)

FROM: Transportation Committee (TC)
Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)

SUBJECT: Proposed Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

RECOMMENDED ACTION:
Approve and adopt the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), including the associated conformity determination and the associated Consistency Amendment No. 15-12 to the 2015 Federal Transportation Improvement Program (FTIP), by adopting Resolution No. 16-578-2.

EXECUTIVE SUMMARY:
The Transportation Committee, Community Economic and Human Development Committee and the Energy and Environment Committee (collectively referred to herein as the "Policy Committees") recommend that the Regional Council approve and adopt the 2016 RTP/SCS and associated actions listed in the Recommended Action.

After more than three years of work, extensive coordination with SCAG's local jurisdictions, the County Transportation Commissions (CTCs) and other partner agencies, and significant public outreach, the Policy Committees submit the Proposed Final 2016 RTP/SCS to the Regional Council for adoption. Described within this report are the revisions to the Draft 2016 RTP/SCS in response to public comments and input received from the Policy Committees leading to preparation of the Proposed Final 2016 RTP/SCS. The Proposed Final 2016 RTP/SCS and corresponding appendices are available for review and download at:
http://scagrtpscs.net/Pages/PROPOSEDFINAL2016RTPSCS.aspx. The Proposed Final 2016 RTP/SCS continues to meet all state and federal requirements, including transportation conformity and per capita greenhouse gas emissions reduction targets for 2020 and 2035 as established by the California Air Resources Board pursuant to Senate Bill 375.

The Proposed Final 2016 RTP/SCS was presented to the Policy Committees at a Joint Meeting held on March 24, 2016. After receiving public comments and engaging in a healthy discussion amongst members at the Joint Meeting, the Policy Committees took action to recommend to the Regional Council approval and adoption of the Final 2016 RTP/SCS and the associated conformity determination and Consistency Amendment #15-12 to the 2015 FTIP. The Policy Committees also authorized SCAG staff to make appropriate non-substantive changes to the documents to address comments raised at the Joint Meeting. This staff report includes a summary of the major discussions occurring at the March 24, 2016 meeting.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
As background for today's actions, it is important to remind the Regional Council of the purpose of the 2016 RTP/SCS (also referred to herein as the "Plan"). Building from the policies set forth in the 2012 RTP/SCS, the Plan is an investment plan that advances mobility, sustainability, and economic competitiveness for Southern California's future. Based upon extensive local collaboration, the Plan contains projects, policies and strategies that seeks to provide more mobility options, preserves the region's aging transportation system, encourages better integration of land use and transportation while taking into account the changes in demographics and population, and acknowledges the growing significance of emerging technologies.

Using the most current information, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update every four years a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area.

The process for development of the RTP takes into account all modes of transportation in coordination with sustainable communities strategies and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon. Finally, the development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the Plan.

To review a more detailed summary regarding specific Plan components, please refer to SCAG staff reports from the November 5, 2015 and December 3, 2015 Joint Policy Committee and Regional Council meetings when actions were taken on the Plan (see Attachments 1 and 2). Some of the components of the Plan are discussed in this report for the Regional Council's attention because they

relate to a particular comment or comments received as part of the public review process of the Draft Plan or made at the March 24, 2016 Joint Meeting of the Policy Committees.

Release of the Draft 2016 RTP/SCS

SCAG released the Draft 2016 RTP/SCS and the associated Consistency Amendment No. 15-12 to the Federal Transportation Improvement Program (FTIP) for a 60-day public review and comment period that officially began on December 4, 2015 and ended on February 1, 2016. SCAG received 162 individual communications containing approximately 1,000 separate comments regarding the Draft 2016 RTP/SCS. Staff presented an overview of the comments received on the Draft 2016 RTP/SCS and a proposed approach to the responses, to the Joint Policy Committee on March 3, 2016. The March 3 staff report is attached for reference (Attachment 3). The comments, letters, and e-mails received and staff responses to comments were posted on March 14, 2016 at http://scagrtpscs.net

The federally approved FTIP consistency amendment No. 15-12 will be posted at http://ftip.scag.ca.gov/Pages/2015/approved.aspx.

This report provides the Regional Council with summary information on the Proposed Final 2016 RTP/SCS. Based on the input and comments received from the stakeholders and interested parties through the public workshops and the formal comment process, staff undertook the following activities in preparing the Proposed Final 2016 RTP/SCS:

- Documented and responded to every comment received, including testimonies that were provided at the formal public hearings that were conducted in each of the six (6) counties;

- Worked with the County Transportation Commissions (CTCs) to update the Plan's list of projects with most current information available. Refinements were made to scopes of work, completion years, project costs, etc.;

- Updated the growth forecast to reflect the most current information, including jurisdictional level for the population and households for the Riverside County unincorporated area, March Joint Powers Authority (JPA) area, and sub-jurisdictional level adjustments for Los Angeles, Simi Valley, and Oxnard;

- Re-ran the travel demand model and the analytical process to reflect the updated transportation network (projects) and the socio-economic data;

- Prepared an amendment to the Federal Transportation Improvement Program (FTIP Amendment No. 15-12) to ensure consistency with the Final 2016 RTP/SCS;

- Revised the Plan to reflect updates occurring at the state and federal levels since the time the Draft Plan was approved for release. Specifically, the Plan now incorporates updated information regarding the latest federal surface transportation legislation, the Fixing America's Surface Transportation Act, or "FAST Act," and takes into account the recently released California High-Speed Rail Authority (CHSRA) Draft 2016 Business Plan; and

- Revised the Draft 2016 RTP/SCS as well as supporting appendices to incorporate updates and appropriate changes.

The revisions incorporated into the Proposed Final 2016 RTP/SCS are minor and do not change the underlying themes and conclusions that were described in the draft documents released in December 2015. However, it is important to note again that the development of the RTP/SCS is based upon a continuing, cooperative, and comprehensive ("3-C") planning process. To this point, to the extent that suggestions made by commenters to the Draft 2016 RTP/SCS were not incorporated or addressed in the Proposed Final 2016 RTP/SCS, opportunities exist in the 3-C planning process for further discussion and analysis as part of future RTP/SCS amendments and updates. The more noteworthy updates to the Draft 2016 RTP/SCS are detailed in subsequent sections.

State and Federal Requirements and Plan Benefits

With these updates incorporated, the Proposed Final 2016 RTP/SCS continues to meet all of the federal and state requirements. More specifically, it meets all provisions for transportation conformity under the federal Clean Air Act. The Plan also performs well when it comes to meeting state-mandated targets for reducing greenhouse gas emissions from automobiles and light trucks. The state-determined targets for the SCAG region are an eight percent per capita reduction in greenhouse gas emissions from automobiles and light trucks by 2020, and a 13 percent reduction by 2035 (compared with 2005 levels). The Plan would result in an eight percent reduction in emissions by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040 (compared with 2005 levels).

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

- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that impact public health in the region.

- The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.

- The number of Vehicle Miles Traveled (VMT) per capita would be reduced by more than seven percent and Vehicle Hours Traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.

- Daily travel by transit would increase by nearly one-third, as a result of improved transit service and more transit-oriented development patterns.

- The Plan would reduce delay per capita by 39 percent and heavy duty truck delay on highways by 40 percent. This means we would spend less time sitting in traffic and our goods would move more efficiently.

- More than 351,000 additional new jobs annually would be created, due to the region's increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities as a result of implementing the Plan.

- The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized uses by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

- The Plan would result in a reduction in our regional obesity rate from 26.3 percent to 25.6 percent, and a reduction in the share of our population that suffers with high blood pressure from 21.5 percent to 20.8 percent.

Addressing Public Comments
As previously reported as part of the March 3, 2016, Joint Policy Committee meeting, based on staff's review, the majority of comments regarding the Draft 2016 RTP/SCS were generally supportive of the Plan.

Active Transportation
SCAG increased active transportation investments from $6.7 billion in the 2012 RTP/SCS to $12.9 billion in the Proposed Final 2016 RTP/SCS, linking transit, improving neighborhood walkability, increasing the convenience of biking and walking and connecting the region via a regional bikeway network, and a regional greenway network comprised of river paths, utility corridors, and abandoned rail lines.

Many commenters, including advocacy groups and public health agencies and organizations, encouraged SCAG to increase the proposed funding for active transportation investments over the levels identified in the Draft 2016 RTP/SCS. Many also encouraged SCAG to front-load or prioritize investments in active transportation over highway investments. Additionally, commenters wanted a greater emphasis on complete streets in all transportation projects. The Plan recommends complete streets principles as a funding method to more efficiently and cost-effectively construct active transportation projects by linking them to larger capital or maintenance projects. In addition, SCAG proposes pursuing greater identification and documentation of active transportation expenditures to help provide a more complete picture related to local efforts that are not fully captured in the regional plan, including projects funded through lump-sum maintenance programs and active transportation components of larger multi-modal construction projects.

Natural/Farm Lands
Regarding Natural & Farm Lands, the Proposed Final 2016 RTP/SCS outlines strategies and recommendations for the conservation of natural and farm lands in the SCAG region. Specific strategies include expanding upon the Open Space Conservation Database and Framework by incorporating strategic mapping layers to build the database and further refine the priority conservation areas; encouraging CTCs to develop advance mitigation programs and/or include them in future transportation measures; aligning with funding opportunities and pilot programs to begin implementation of the Natural Lands Conservation Plan through acquisition and restoration; and

providing incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries.

Numerous comments were received that expressed general support for policies included in the Natural & Farm Lands Appendix. More specifically, several commenters articulated a strong desire to see SCAG take a leadership role in implementation of a regional conservation program, and many expressed their support for Regional Wildlife corridors and crossings, and the promotion of conservation mechanisms other than Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCPs), such as the programs of local, regional, state and federal agencies and non-profit and non-governmental conservation organizations who help facilitate, coordinate and find funding for land conservation transactions. In the coming years, SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies. Conservation groups are encouraged to participate in the effort. In addition, SCAG intends to work with local entities to assist in the cross-jurisdictional coordination of habitat conservation. Suggestions for strategies and mechanisms in addition to HCPs and NCCPs will be encouraged and appreciated.

Though numerous supportive comments were received, many comments requested clarifications and Plan refinements. The more challenging issues that were raised are described below along with how SCAG staff addressed them.

Aviation

SCAG undertook the development of updated air passenger demand forecasts for the 2016 RTP/SCS based on two premises:

- First, aviation demand is regional. Because aviation is used to travel much longer distances than cars, trains and other modes of transportation, nearly all commercial air travel generated by our region occurs between the region and some other region of the state, country, or globe. Most often, air passengers first make the choice to travel by air, and then they choose which airports to utilize for their trip. Thus, most often, the demand for air travel is for travel to and from the region as a whole to locations around the country and the world.

- Second, aviation demand is driven by macroeconomic trends at the regional, national, and global levels. Our region draws travelers from around the world because we are fortunate to have a diverse and growing population, many prominent cultural and educational institutions, a wealth of natural attractions from the mountains to the coast, a warm and sunny climate, and tourist attractions that are known worldwide. Thus, the demand for air travel between the SCAG region and other parts of the world depends on the level of economic activity not just here but in many other locations around the country and the world.

Based on the historical relationship between economic activity and the demand for air travel, as well as expected future economic conditions in our and other regions, total air passenger demand in our region is expected to increase from 91.2 million annual passengers (MAP) in 2014 to 136.2 MAP in 2040. This represents a 1.6 percent annual growth rate over the forecast period. This regional forecast is strong and reflects the potential for the region to have long-term economic recovery and growth. This regional passenger demand distribution of 136.2 MAP along with the hybrid approach of ranges and

fixed numbers for each of the twelve regional commercial airports was previously approved by the Transportation Committee (TC) on August 6, 2015.

Airport	2040 Demand (MAP)
TOTAL	136.2
Burbank Bob Hope Airport (BUR)	7.3
Imperial County Airport (IPL)	0.2
Los Angeles International Airport (LAX)	82.9 - 96.6
Long Beach Airport (LGB)	5.0
LA/Ontario International Airport (ONT)	11.0 - 19.0
Oxnard Airport (OXR)	0.2
Palmdale Regional Airport (PMD)	0.5 - 2.5
Palm Springs International Airport (PSP)	3.7
March Inland Port (RIV)	0.2
San Bernardino International Airport (SBD)	0.2 - 1.5
John Wayne Airport (SNA)	12.5
Southern California Logistics Airport (VCV)	0.2

Note: These forecasts were approved by Transportation Committee on August 6, 2015.

SCAG received multiple comments regarding the airport specific aviation demand forecast methodology for Los Angeles Airport (LAX). The comments focused on SCAG's justification for developing and recommending for adoption a forecast that was higher than the LAX Settlement Agreement (most sections of the agreement expired in December, 2015). To develop the LAX capacity analysis SCAG used the provisions in the Settlement Agreement including the Gate Cap. In response to these comments, SCAG has clarified that the LAX MAP range of 82.9 to 96.6 is the capacity of LAX accounting for projects that have completed the environmental review process. Actual demand at LAX, without capacity constraint, could be even higher by 2040. This estimate is consistent with LAWA's current planning efforts for its facilities based on gate cap of 153 pursuant to the settlement agreement which sunsets in 2020. This is further explained in the Analysis of Airport Capacity which is available for review on SCAG's website: http://www.scag.ca.gov/Documents/AnalysisOfAirportCapacityConstraints.pdf. Should the Settlement Agreement be changed or extended in the future, SCAG will consider reflecting the changes through future update to the RTP/SCS as appropriate.

SCAG also received comments questioning the inclusion of ground access projects in the RTP/SCS that have not received full environmental clearance. There are no regulatory or statutory restrictions that prohibit inclusion of such projects in the Plan, and inclusion of a project in the RTP/SCS can be viewed as the first step towards implementation of the project. Thus, these projects will continue to be included within the 2016 RTP/SCS and it should be noted that the major elements of the LAX Landside Access Modernization Program were included in the 2012 RTP/SCS. Should the scope and nature of a project change in the course of the environmental review process, such changes can be reflected in future Plans

either through the regular update process or through an amendment. In summary, the RTP/SCS will continue to reflect the LAX MAP range of 82.9 to 96.6 million annual passengers and include ground access projects that have not received full environmental clearance.

California High-Speed Rail

The 2016 RTP/SCS proposes three main passenger rail strategies to improve speed, service and safety, and provide an attractive alternative to driving alone. They are: improve the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, improve the existing Metrolink system, and implement Phase 1 of the California High-Speed Train. With the adoption of the 2012 RTP/SCS, the region and the California High-Speed Rail Authority (CHSRA) committed, through a Memorandum of Understanding (MOU), to invest $1 billion in Proposition 1A and other funds in early investments in the "bookends" of the Phase 1 system. This commitment is maintained in the 2016 RTP/SCS, to provide immediate and near-term benefits to Metrolink and LOSSAN while laying the groundwork for future integration with the High-Speed Train.

SCAG received a comment stating that the CHSRA Draft 2016 Business Plan might include a new strategy to pursue an Initial Operating Segment (IOS) connecting to the San Francisco Bay Area rather than to the SCAG region as previously envisioned. SCAG received another comment requesting that clarifying language be inserted in the RTP/SCS to indicate that SCAG's support for the California High-Speed Train was contingent upon the MOU commitment of $1 billion towards local rail improvements. In summary, the RTP/SCS remains largely unchanged from the Draft 2016 RTP/SCS with respect to content regarding California High-Speed Rail. SCAG staff reviewed the Draft 2016 Business Plan and are working with the CHSRA and MOU agencies to reaffirm the collective commitment to the Southern California High-Speed Rail MOU, which calls for $1 billion in early investments in the Metrolink and LOSSAN systems in Southern California. The Draft 2016 Business Plan does not alter the completion date of 2029 for the Phase 1 system connecting San Francisco and Los Angeles/Anaheim, which was assumed in the 2014 Business Plan and in the RTP/SCS. Because the CHSRA Board is not expected to adopt the Final 2016 Business Plan until after the 2016 RTP/SCS is adopted, SCAG may prepare an amendment to the RTP/SCS to reflect changes to the IOS.

Environmental Justice

SCAG's Environmental Justice Appendix analyzes the Plan to ensure that there are no unaddressed disproportionate and adverse impacts to low income and minority communities. Results show that these groups will benefit from the RTP/SCS more than they will pay into it, and the Plan will increase accessibility to employment, shopping destinations, and parks. Future roadway, transit, and active transportation improvements in low income and minority neighborhoods are also proportionate to these area's share of the region's population. Emissions reductions from the Plan will also be seen at the regional level, and also in areas with the highest concentration of low income and minority residents.

SCAG received multiple comments expressing concern regarding gentrification and displacement as a result of transit investments from the Plan, and suggesting that SCAG expand its analysis in the Environmental Justice Appendix. SCAG also received comments requesting that SCAG track trends and foster coordination between advocacy groups and local jurisdictions to address these challenges. In response to these comments, SCAG expanded the gentrification and displacement section of the Environmental Justice Appendix to include additional variables, such as an analysis on the cost burdens for renters and owners for neighborhoods that are within close proximity to rail transit stops. SCAG also

incorporated an expanded discussion on affordable housing into the RTP/SCS. SCAG intends to continue to work with stakeholders and jurisdictions to look at ways to address social equity challenges, particularly in terms of gentrification and displacement. In summary, the RTP/SCS includes additional information regarding gentrification and displacement as well as affordable housing.

Financial Plan

The Proposed Final 2016 RTP/SCS invests $556.5 billion through the forecast horizon year of 2040 to significantly improve every component of our multi-modal transportation system, including much needed investment for the operation and maintenance of our existing system. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total $275.5 billion. Capital investments total $246.6 billion while projections of debt service obligations total $34.5 billion through 2040.

Consistent with the Draft Plan released in December of 2015, funding of the Final Plan is based on $356.1 billion in core revenue sources and $200.4 billion in new revenue sources that are reasonably expected to be available over the plan period. Local sources, totaling $254.7 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling $63.8 billion (18 percent) and federal sources totaling $37.7 billion (11 percent). The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

The forecast of expenditure needs totals $556.5 billion. The difference between the expenditure forecast total ($556.5 billion) and the core revenue forecast total ($356.1 billion) is $200.4 billion. As part of the Final 2016 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees (or other comparable source such as equivalent adjustment to fuel tax adjustments) have been identified to demonstrate fiscal constraint per federal requirements.

SCAG received multiple comments regarding the assumption of reasonably available new revenue sources in the Plan—primarily focused on the mileage-based user fee. SCAG concurs that additional work is needed including, but not limited to evaluating options for implementation, accountability and approaches for protecting privacy as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee would become effective—which is why the Plan does not assume revenues from this source before 2025. Further, state agencies will be conducting a nine (9) month long pilot test of road charging during the summer of 2016 to address some of these issues. Additionally, the recently passed federal FAST Act establishes the Surface Transportation System Funding Alternatives program, which make grants to states to demonstrate alternative user-based revenue mechanisms that could maintain the long-term solvency of the federal Highway Trust Fund and to provide recommendations for adoption and implementation nationally. SCAG, in collaboration with local, regional, state and federal stakeholders, will continue to actively participate in efforts to make transportation funding more sustainable in the long-run. In summary, the RTP/SCS financial plan, including new revenue sources, remains unchanged from the Draft 2016 RTP/SCS. The Proposed Final 2016 RTP/SCS meets federal requirements for financial constraint, and it is consistent with the priorities and projects identified in voter-approved sales tax measures and CTC adopted long-range plans.

Project List - SR-710 North Project

A core component of the Plan is the Project List Appendix, which includes projects that are deemed regionally significant and/or anticipate receiving (or are already receiving) federal and state funds. The region's six CTCs provide extensive input on the 4,000 projects (including Federal Transportation Improvement Program projects) that are included within the Plan.

SCAG received several comments regarding specific RTP/SCS projects, and in particular, the SR-710 North Project. SCAG recognizes that this project is currently pending environmental review, and as with other projects included within the Plan's Project List Appendix, when the SR-710 North Study environmental review process is complete and a locally preferred alternative (LPA) is identified in the final environmental document, SCAG will work with the Los Angeles County Metropolitan Transportation Authority (Metro) to amend the RTP/SCS as necessary to update the project description and associated modeling analysis. The SR-710 North Project is currently modeled as four toll lanes in each direction. SCAG believes that modeling the SR-710 North Project as a toll lane is justified as it represents a conservative scenario (worst-case) with respect to potential environmental impacts and adequately serves as a placeholder benchmark to analyze the SR-710 North Project's effect on the entire SCAG region. In summary, the RTP/SCS will continue to include the SR-710 North Project.

Sustainable Communities Strategy

Land use strategies for the Proposed Final 2016 RTP/SCS focus new growth around transit to support a range of transportation options, reduce vehicle miles travelled, and reduce greenhouse gas emissions from automobiles and light duty trucks. Strategies are based upon foundational land use policies as expressed in Chapter 5. Recognizing the wide range of established urban, suburban and rural environments within a diverse region, the Plan anticipates new growth within High Quality Transit Areas (HQTAs) reflecting market trends and expanding transportation and housing choices. With 46 percent of new households and 55 percent of new jobs over the life of the Plan locating within one-half mile of a transit stop or a transit corridor, the Plan reinforces the jobs/housing connection in the SCAG region. New growth around transit can be realized by applying concepts such as Livable Corridors and providing more options for short trips in Neighborhood Mobility Areas. Focusing new growth around transit diverts growth away from natural lands to areas with existing services and infrastructure and lessens the financial costs of new growth in local jurisdictions.

A forecasted development pattern for the region through 2040 is depicted through a series of Forecasted Development Type Maps included in the Plan's SCS Background Documentation Appendix. SCAG received several comments regarding CEQA incentive eligibility and other incentive and funding programs, and how to utilize SCAG's Forecasted Development Type Maps to determine SCS consistency. There were some comments requesting further detailed maps, and some requesting the maps not be utilized to determine any SCS consistency. As approved by the Community, Economic and Human Development (CEHD) Policy Committee in October 2015, five core principles provided the framework for the preferred scenario. These principles clarify that the Plan will be adopted at the jurisdictional level and any data at the sub-jurisdictional level is advisory. To reinforce the established principles approved by the CEHD Committee, and based upon discussions with some of SCAG's subregional partners and the Technical Working Group (TWG) regarding clarification on the use of sub-jurisdiction level data, the following text was added to Chapter 4 of the Proposed Final 2016 RTP/SCS:

> "Consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS, and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, County Transportation Commissions, Councils of Governments, SCAG Subregions, Caltrans, and other public agencies for transportation modeling and planning purposes. Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions."

Moreover, the 2016 RTP/SCS has been revised to provide further flexibility to local jurisdictions. Specifically, Principle #3 has been revised to account for the potential need for broader consistency determinations relating to CEQA. Principle #3 will now read as follows:

> "For the purpose of determining consistency for California Environmental Quality Act (CEQA) ~~streamlining~~, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS."

MARCH 24, 2016 JOINT POLICY COMMITTEES DISCUSSION:

As previously noted, the Proposed Final 2016 RTP/SCS was presented to the Policy Committees at a Joint Meeting held on March 24, 2016. At this Joint Meeting, the Policy Committees approved recommending that the Regional Council adopt Resolution No. 16-578-2 that would adopt the Final 2016 RTP/SCS and the associated conformity determination and Consistency Amendment #15-12 to the 2015 FTIP. The Policy Committees authorized SCAG staff to make appropriate non-substantive changes to the documents to address comments raised at the Joint Meeting. Most of the discussion was focused on three major issues that are consistent with written comments submitted via the public commenting process: (1) inclusion of the SR-710 North Project in the 2016 RTP/SCS; (2) the Mileage-Based User Fee included as part of the financial constraint analysis; and (3) the status of funding commitments from the California High-Speed Rail Authority (CHSRA). Substitute motions to amend the Plan relating to these issues were proposed, but none was successful in acquiring the necessary votes to pass. Furthermore, our Executive Director Hasan Ikhrata testified at the Assembly Transportation Committee hearing on Monday, March 28, to emphasize that the MOU commitments must be funded by Prop. 1A and dedicated high-speed rail Cap-and-Trade funds. SCAG will be submitting a comment letter on the Draft HSR Business Plan to urge the High Speed Rail Authority to incorporate MOU commitments explicitly in the Final Business Plan.

SR-710 North Project

Several Policy Committee members and members of the public expressed support for and opposition to the inclusion of the SR-710 North Project in the Plan. Commenters noted the potential air quality, congestion, and economic impacts of this local project. Some questioned whether the project should be removed from the 2016 RTP/SCS and later amended into the Plan, and the significance of including the project in the Plan at this time. Others expressed concern about SCAG taking action that arguably counters the regional policy of respecting local control and could be viewed as disregarding the local input via the County Transportation Commission-approved project lists. As was stated earlier in this staff report, SCAG staff explained at the Joint Meeting that SCAG recognizes that the project is currently pending environmental review, and as with other projects included within the Plan's Project List Appendix, when the SR-710 North Study environmental review process is complete and a locally preferred alternative (LPA) is identified in the final environmental document, SCAG will work with the Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans to amend the RTP/SCS as necessary to update the project description and associated modeling analysis. This is consistent with federal and state law that mandates a cooperative role by SCAG with respect to transportation planning.

During the discussion by the Policy Committees, a motion was made that the SR-710 North Project "tunnel" alternative be removed from the Plan. It should be noted that while the Plan or PEIR make no reference to a "tunnel" for the SR-710 North Project, the Plan does model the SR-710 North Project as four toll lanes in each direction, which some interpret as the "tunnel" alternative. The motion did not pass, with a vote of 55 opposed, nine (9) in favor, and four (4) abstentions.

It is important to bear in mind that the 2016 RTP/SCS is long-range plan and transportation projects and priorities can evolve. That is why the Plan is a fluid document, one that is amendable. Though projects must be included in the Plan in order to be eligible for state and/or federal funding, projects included in the Plan can change. Simply being included in the Plan does not guarantee a project will be implemented in the future. Some projects included in the Plan are in the early stages (e.g., planning, environmental review, etc.) and they are expected to evolve- in concept and funding plans, for example. SCAG depends on the County Transportation Commissions in the SCAG region to provide the Agency with project lists that reflect local priorities and to keep the Agency apprised of changing priorities, project scopes, delivery schedules as well as cost and funding information.

Mileage-Based User Fee

Several Policy Committee members expressed concern regarding the inclusion of the Mileage-Based User Fee in the Plan as a reasonably available revenue source. Some expressed concern regarding impacts to lower income community members and people who have limited transportation options (e.g., access to transit). Others noted the potentially high administrative costs associated with collecting the fee versus the current gasoline excise tax. Though a suggestion was made to modify the Plan such that the Mileage-Based User Fee "could" (instead of "would") be implemented to replace gas taxes, SCAG staff found that modifying the language in such manner would compromise the Plan's adherence to federal requirements for fiscal constraint, and the suggestion was therefore deemed infeasible. Still, as was mentioned earlier in this staff report, SCAG concurs that additional work is needed regarding the Mileage-Based User Fee, including, but not limited to, state and federal legislative actions, evaluating options for implementation, accountability and approaches for protecting privacy, preventing potential

penalties, as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee would become effective—which is why the Plan does not assume revenues from this source before 2025. SCAG anticipates that lessons learned from the California Road Charge Pilot Program in coming months will inform our Mileage-Based User Fee program for further consideration and refinement. Furthermore, it is important to note that the 2016 RTP/SCS relies on Mileage-Based User Fee or **equivalent fuel tax adjustment** as part of the new and reasonably available funding source to implement the proposed plan through 2040.

California High-Speed Rail

Lastly, some Policy Committee members expressed concern regarding the California High-Speed Rail Authority's (CHSRA's) funding commitments for local projects in light of the recent release of CHSRA's Draft 2016 Business Plan (the Final 2016 Business Plan is anticipated for adoption on April 21, 2016). More specifically, they expressed their concern about the status of the CHSRA's MOU commitment to invest $1 billion in Proposition 1A and other funds in early investments related to the "bookends" of the Phase 1 system, including immediate and near-term benefits to Metrolink and LOSSAN. A substitute motion (to a motion to recommend Regional Council adoption of the 2016 RTP/SCS) was made to recommend adoption of the 2016 RTP/SCS and associated PEIR, on the condition that the Plan be reviewed in six (6) months to assess the status of CHSRA 2016 Business Plan and funding commitments included within the MOU. The substitute motion did not pass, with a vote of 49 opposed, ten (10) in favor, and two (2) abstentions. Though this motion did not pass, SCAG staff will continue to keep the Regional Council and Transportation Committee apprised of the latest developments regarding California High-Speed Rail project, including funding commitments to local projects. In working with the MOU partners, CHSRA and the California State Transportation Agency, SCAG staff recently confirmed commitment to the MOU projects and is in the process of developing a clear implementation plan that will, among other things, identify a focused list of shovel-ready or near shovel-ready projects that would be ready to receive MOU funding over the next 18 to 24 months, approximately.

NEXT STEPS

Upon the Regional Council's adoption of the Plan through Resolution No. 16-578-2, the Executive Director will finalize the Plan and associated documents including the associated technical appendices with minor administrative edits, if and as necessary, and submit them to the applicable federal and state agencies for their review, approval, and acceptance. Specifically, transportation conformity on the 2012 RTP/SCS expires on June 4, 2016, and therefore, it is imperative that the new and conforming Plan be in place prior to or on that date.

Attachment 4 of this staff report is the resolution proposed to be approved by the Regional Council, relating to the adoption of the 2016 RTP/SCS and associated air quality conformity determination for the Plan as well as consistency determination of Consistency Amendment No. 15-12 to the 2015 FTIP (ensuring that projects in the 2015 FTIP are consistent with 2016 RTP/SCS).

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:

1. Joint Policy Committee Staff Report – November 5, 2015
2. Regional Council Staff Report – December 3, 2015
3. Joint Policy Committee Staff Report – March 3, 2016
4. Resolution No. 16-578-2 (Relating to the adoption of 2016 RTP/SCS and associated air quality conformity determination and Consistency Amendment No. 15-12 to 2015 FTIP)

REPORT

DATE: November 5, 2015

TO: Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)

FROM: Hasan Ikhrata, Executive Director, 213-236-1944, Ikhrata@scag.ca.gov

SUBJECT: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the comprehensive summary of its major components and key policy recommendations as described in this staff report, and formally recommend that the Regional Council at its December 3, 2015 meeting release the Draft 2016 RTP/SCS for formal public review and comment.

EXECUTIVE SUMMARY:
In preparation of the Regional Council's formal release of the Draft 2016 RTP/SCS for public review and comment in early December, staff will provide the members of the TC, CEHD, and EEC with details on the major components of the proposed Draft 2016 RTP/SCS. Specifically, staff will speak to the critical issues, explain the scenarios being considered, and describe key policy recommendations and potential outcomes associated with the Plan. Staff is seeking additional direction and feedback from the Policy Committees as staff works to complete the Draft 2016 RTP/SCS.

It should be noted that the Policy Committees have previously reviewed and taken action on several of the Plan's major components. Last month, staff provided the Regional Council and Policy Committees with a recap of the progress made on the development of the Draft Plan, and noted the previous actions taken by the Policy Committees regarding various matters. This Joint Meeting today builds upon these past actions by providing additional information so that TC, CEHD, and EEC can collectively provide direction to staff and make a recommendation to the Regional Council to release the Draft 2016 RTP/SCS for public review and comment on December 3, 2015.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

A. INTRODUCTION AND BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

Finally, the development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the Plan.

The acceptance of the 2016 RTP/SCS (or Plan) by the Federal Department of Transportation and the State is critical to our region. The mobility and economic consequences of failure to meet the state and federal requirements are outlined below.

Components of the 2016 RTP/SCS Plan

Following the 3 C's planning approach, the 2016 RTP/SCS continues with many of the policies included in SCAG's current 2012-2035 RTP/SCS (2012 RTP/SCS), and provides an update of these policies relative to the new planning horizon year of 2040. Among other things, the 2016 RTP/SCS update must include, as required under federal law, an identification of the transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation network, giving emphasis to those facilities that serve important national and regional transportation functions (23 USCA §134(i)(2)) et seq.).

The 2016 RTP/SCS must also include a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for the needed projects and programs. The Plan must also include operational

and maintenance strategies related to the existing transportation facilities and an economic impact analysis. Finally, under California law, the region's SCS must identify existing and future land use patterns; consider statutory housing goals and objectives; identify areas to accommodate housing needs; consider resource areas and farmland; identify transportation needs and the planned transportation network; and set forth a future land use pattern to meet state greenhouse gas emission reduction targets.

Failure to Meet Federal and State Requirements

Federal or state disapproval of the submitted 2016 RTP/SCS Plan could mean that many of the transportation projects contained within the Final Plan and approved by voters in the six (6) counties could be delayed. Delays would impact: congestion on the regional system, the regional economy, greenhouse gas emissions reductions, and air quality pollution reductions. In addition, disapproval by the State of the SCS could mean development of an alternative planning strategy to meet SCAG's greenhouse gas emissions reduction targets. The more detailed economic costs of delays is being further detailed by the SCAG economic experts retained to objectively analyze the draft 2016 RTP/SCS and will be made available at the subsequent Regional Council meeting.

Public Outreach To Date

Public outreach has been integral to the development of the entire 2016 RTP/SCS. To ensure that the 2016 RTP/SCS was developed openly and inclusively, SCAG implemented a comprehensive public outreach and involvement program. This was based on a Public Participation Plan adopted by SCAG's Regional Council in April 2014. Specific public engagement strategies used during the development of the Draft 2016 RTP/SCS included:

- Developing materials for public outreach in a variety of formats to reach broad audiences, including a short video, fact sheets, surveys, power points and presentation poster boards.
- Centralizing RTP/SCS information on a new easy-to-use microsite, developed to be mobile/tablet friendly and compliant with the 1990 Americans with Disabilities Act.
- Supporting multiple committees, task forces and working groups made up of SCAG partners, stakeholders and interested groups to develop the key components of the Plan.
- Holding multiple public open houses before the release of the Draft 2016 RTP/SCS, to allow direct participation by interested parties.
- Announcing the schedule for the open houses through a wide variety of means, including community calendars, distributing flyers at local events and libraries, email newsletters, social media, and ethnic media.
- Seeking the assistance of transit agencies, stakeholder organizations, and their communication channels to maximize outreach opportunities.
- Conducting expanded and enhanced outreach activities for traditionally underrepresented and/or underserved groups through five specialized workshops and eight focus group sessions on environmental justice.

- Meeting with Native American tribes in the SCAG region on priorities and concerns related to the Draft Plan and PEIR.
- Evaluating public participation activities to continually improve the outreach process.
- Engaging local jurisdictions early in the development of the base demographic and land use data that is used in the technical analysis of the Plan, including meeting one-on-one with 99 percent of the 197 cities and counties in the SCAG Region.

The overall Draft Plan was developed with input from local jurisdictions, County Transportation Commissions (CTCs), tribal governments, other government agencies, non-profit organizations, businesses, labor, builders and other stakeholders throughout the region.

From past plan development cycles, SCAG had heard from many participants about the need for early engagement during the development of the Draft 2016 RTP/SCS. For members of the public, SCAG conducted public engagement activities between May 2015 and July 2015, with 23 open house events held across six counties. These events helped educate residents on the goals of the Plan, explore topics included in the Plan, and gather input on priorities with an electronic survey. Participants reviewed poster boards showing projected changes in population and demographics within their county and the region, and then were asked for their input on how the region could accommodate growth in a variety of areas. These included providing transportation options, improving public health, preserving natural lands and supporting economic opportunities.

Recognizing that not all members of the public could attend the open houses, SCAG provided an opportunity to participate virtually by providing the workshop materials and the online survey. Hundreds of Southern Californians participated online, and gave input on transit accessibility, transportation investments and other topics. A summary report from the survey was presented at a special Joint Meeting of SCAG's Regional Council and Policy Committees held on August 6, 2015, and this report will also be included in the Public Participation & Consultation Appendix released with the Draft 2016 RTP/SCS next month.

In addition to these outreach efforts, all regular and special meetings of SCAG's Transportation Committee; Community, Economic and Human Development Committee; Energy and Environment Committee; Legislative/Communications and Membership Committee; Executive Administration Committee; and Regional Council were publicly noticed, and opportunities for public comment were provided at each meeting. SCAG held monthly meetings of its Technical Working Group, which consisted of staff representatives of CTCs and subregions, among others, to seek technical input. SCAG also maintained ongoing communications with other state and local agencies such as the California Air Resources Board (ARB), the Strategic Growth Council, Caltrans, the Department of Finance, the Housing and Community Development Department, various air quality management districts, and other MPOs. Federally and state required interagency consultation was done through the monthly meetings of the Transportation Conformity Working Group and of the chief executive officers (CEOs) of the CTCs.

What Has Changed Since the 2012 RTP/SCS?

Since SCAG's Regional Council adoption of the 2012 RTP/SCS, a number of new circumstances have arisen that have had an impact on the development of the Plan. These changed circumstances are summarized below.

- The Great Recession, which lasted from December 2007 through June 2009, caused massive job losses and had a devastating impact on our region's economic well-being. Now that the recession is behind us and our region has experienced a decline in unemployment and housing foreclosures, challenges still remain. While employment levels in the region have surpassed where we were in 2007 and real per capita income has increased, the region continues to struggle with a larger population base and stagnant wages. These factors have contributed to more people slipping into poverty.

- The region's demographics and housing market remain fluid and dynamic. The housing market has rebounded since the 2012 RTP/SCS was adopted, and the number of Millennials and empty nesters has continued to increase with many seeking smaller housing and a more walkable lifestyle. For many households in the region, minimizing transportation and housing costs remains a priority.

- A new surface transportation funding and authorization bill entitled "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was signed into law by President Obama on July 6, 2012. MAP-21 emphasized performance-based regional transportation planning. Continuing federal budget deficits cast a long shadow over the re-authorization of MAP-21 or a new transportation bill. Long-term uncertainty of federal funding will put even greater pressure on local sources to solve our transportation challenges.

- Since 2012, California's state government has been exploring viable alternatives to the state gas tax. In 2014, Governor Brown signed into law Senate Bill 1077 (SB 1077, DeSaulnier), the "Vehicles: Road Usage Charge Pilot Program." This program requires the State Transportation Agency (CalSTA) to evaluate a new funding system for transportation — a road charge — to replace the state gas tax. California has convened the Road Charge Technical Advisory Committee, comprised of representatives from government, private industry and academia to offer recommendations on a road charge pilot program, which must be initiated by January 1, 2017.

- California's legislature passed several bills to help local jurisdictions and MPOs implement SB 375, including:
    - SB 535: Identifies investment in disadvantaged communities from Cap & Trade revenues;
    - SB 743: Streamlines the environmental clearance process for infill projects and Transit Oriented Development (TOD);
    - SB 628: Creates Enhanced Infrastructure Financing Districts (EIFD);
    - AB 93: Relates to taxation and economic development; and

- AB 2: Authorizes certain local agencies to form community revitalization authorities within community revitalization and investment areas to carry out provisions of the Community Redevelopment Law for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization.

- The rapid advancement of new technologies – such as real-time traveler information, on-demand shared mobility services enabled by smartphone applications or ridesourcing, car share and bike share – is influencing how households travel and their choices about single- and multiple-vehicle ownership. These mobility innovations are encouraging more efficient transportation choices and land development patterns, which help public agencies manage the multi-modal transportation system more efficiently.

- There is a continuing emphasis on reducing greenhouse gas emissions, even after the adoption of SB 375. On April 29, 2015, Governor Brown issued Executive Order B-30-15, which establishes a California greenhouse gas reduction target of 40 percent (below 1990 levels) by 2030. Executive Order B-30-15 also reiterates the greenhouse gas emissions emission reduction target of 80 percent below 1990 levels as established in Governor Schwarzenegger's 2005 Executive Order S-03-05. Because the transportation sector is the largest contributor to California's greenhouse gas emissions (more than 36 percent), SCAG anticipates updated and more stringent regional emissions reduction targets.

The 2016 RTP/SCS was developed considering these new realities and was shaped by our outreach. The Plan envisions vibrant, livable communities that are healthy and safe, and which offer many transportation options that provide timely access to schools, jobs, services, health care and other basic needs. These communities will be more conducive to walking and bicycling, and offer residents improved access to parks and natural lands. Collectively, these communities will support opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity, and that one-size solutions are not practical or feasible.

B. OUR PROGRESS

Since the 2012 RTP/SCS was adopted, the region has made progress in many areas, including the following:

Transit

- The total amount of transit service offered has reached pre-recessionary levels.
- The region exceeded 20 million annual service hours for the first time since the recession, according to preliminary projections using unaudited data.
- Gains are mainly due to growth in rail service hours (up 63 percent over ten years) and demand response growth (up 29 percent over ten years).
- These increases are making up for a decrease in total fixed route bus hours (down 3 percent over ten years).

- The region has made significant progress in completing capital projects for transit:
    - Metro Orange Line Extension
    - Metro Expo Line
    - Omnitrans E street sbX
    - Brawley Transit Center
- In addition, there are currently five major Metro Rail projects under construction in Los Angeles County:
    - Purple Line Phase 1 to Wilshire/La Cienega
    - Crenshaw/LAX Transit Corridor
    - Regional Connector
    - Gold Line Foothill Extension Phase 1 to Azusa
    - Exposition Transit Corridor Phase 2 to Santa Monica

Passenger Rail

- The Amtrak Pacific Surfliner is now being managed locally by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Agency.
- Metrolink is nearing completion on the Perris Valley Line between downtown Riverside and South Perris, the first major expansion of the Metrolink system since the mid-1990s.
- Metrolink also became the first commuter railroad in the nation to implement Positive Train Control and purchase fuel-efficient, low-emission Tier IV locomotives.
- The California High-Speed Rail broke ground in the San Joaquin Valley last year, and it's on track to begin service from Merced to Bob Hope Burbank Airport in 2022, and reach Los Angeles Union Station in 2028.
- The region has made significant progress in completing capital projects for passenger rail:
    - Anaheim Regional Intermodal Transportation Center (ARTIC)
    - Burbank Bob Hope Airport Regional Intermodal Transportation Center
    - Burbank Bob Hope Airport Hollywood Way Rail Station
    - Downtown San Bernardino Transit Center
    - Vincent Grade/Acton Siding and Platform
    - Southern California High-Speed Rail MOU Projects

Highways

- The expansion of highways in the region has slowed down considerably over the last decade, due to land, financial and environmental constraints. Nevertheless, several projects have been completed since the 2012 RTP/SCS was adopted to improve access and close critical gaps and congestion chokepoints in the regional network, including:
    - Interstate 5 South Corridor Project in Los Angeles County
    - Interstate 10 westbound widening in Redlands and Yucaipa, from Ford Street to Live Oak Canyon Road in San Bernardino County
    - Interstate 215 Bi-County Project in Riverside and San Bernardino Counties
    - State Route 57 land widening from State Route-91 to Lambert Road and between Katella Avenue and Lincoln Avenue in Orange County

- State Route 91 has several projects that have been completed since 2012 or are currently in construction. These include:
  - State Route 241 and State Route 71 in Orange and Riverside Counties
  - The recently initiated westbound lane addition between State Route 241 and the Riverside County Line
  - Widening projects in both directions have also begun between State Route-55 and State Route 241
- State Route 138 (Pearblossom Highway) Corridor Improvement Projects in North Los Angeles County

Regional High-Occupancy Vehicle (HOV) and Express Lane Network

- The demands on our region's highways continue to exceed available capacity during peak periods, but over the past few years several critical projects to close HOV gaps have been completed. The result has been 27 more miles of regional HOV lanes, including:
  - Interstate-405 Sepulveda Pass Improvements Project
  - Interstate-10, between Interstate-605 and State Route-57
  - Interstate-5 South Corridor Project
  - Interstate-215 Bi-County Project between San Bernardino and Riverside Counties
  - West County Connector Project within Orange County

- To provide people with greater reliability on travel times and more route choices, the region is developing a Regional Express Lane Network. Express Lanes are appropriately priced to reflect demand and are capable of outperforming non-priced lanes in terms of throughput, especially during congested periods. Specific milestones in the effort to enhance the regional network of Express Lanes since 2012 include:
  - Express Lanes in Los Angeles County along Interstate 10 and Interstate 110 were made permanent in 2014, following a one-year demonstration.
  - The Riverside County Transportation Commission (RCTC) in 2014 initiated construction of Express Lanes on State Route 91 extending eastward from the Orange County line to Interstate 15.
  - The San Bernardino Associated Governments (SANBAG) in 2014 selected Express Lanes along Interstate 10, from San Antonio Avenue to Ford Street, as the locally preferred alternative.
  - The Orange County Transportation Authority (OCTA) Board in 2015 voted to take the lead on construction of Express Lanes along Interstate 405, from Interstate 605 to State Route 73.

Active Transportation

- Our region is making steady progress in encouraging more people to embrace active transportation. Progress since 2012 has included:
    - As a percentage share of all trips, bicycling has increased more than 70 percent since 2007 to 1.12 percent, while walking has remained steady at 17 percent after several years of growth.
    - Nearly 37 percent of all trips less than one mile and 18 percent of all trips less than three miles are made via active transportation. Most pedestrian trips are less than half a mile and take about ten minutes. Most bicycling trips, meanwhile, cover less than two miles.
    - More than 500 miles of new bikeways have been constructed in the region.
    - About $350 million in Active Transportation investments are underway, leveraging close to $200 million in grants awarded in the first cycle of the California Active Transportation Program (ATP).
    - Safety and encouragement programs, including the rollout of the SCAG-led "Go Human" campaign, are providing the education, training and encouragement to make walking and biking safe and attractive options for getting to the places we need to go.

Goods Movement

- Reliable freight transportation infrastructure is essential to support our regional economy. The region continues to make substantial progress toward completing several major capital initiatives to support freight transportation, while also demonstrating significant improvement in reducing harmful emissions generated by goods movement sources. Progress since 2012 has included:
    - San Pedro Bay Ports Clean Air Action Program (CAAP): With the first CAAP completed in 2006, a second CAAP completed in 2010, and a third underway, the Ports have initiated clean air improvements for all goods movement sources with levels of diesel particulate matter dropping by 82 percent, oxides of nitrogen by 54 percent, and oxides of sulfur by 90 percent.
    - San Pedro Bay Ports Clean Truck Program: A key component of the CAAP is the Clean Truck Program. As of January 1, 2012, all port trucks meet the 2007 Federal Clean Truck Emissions Standards and have resulted in 80 percent reduction in port truck emissions.
    - Advanced Technology Demonstration Projects: The South Coast Air Quality Management District (SCAQMD), the California Energy Commission (CEC), the U.S. EPA, and several regional agency partners have contributed about $13.5 million to construct and demonstrate a one-mile Overhead Catenary System (OCS) in the City of Carson, and to develop prototype trucks for assessing compatibility with the OCS.
    - The Transportation Investment Generating Economic Recovery (TIGER) Grant for State Route (SR) 57/60 Confluence Freight Corridor Project: In 2014, the City of Industry and the Los Angeles County Metropolitan Transportation Authority

(LACMTA), were awarded a TIGER Grant to construct the SR 57/60 Confluence Freight Corridor Project.

- Construction of Gerald Desmond Bridge Initiated: The Gerald Desmond Bridge has been designated as a National Highway System Intermodal Connector Route and part of the Strategic Highway Network.
- South Wilmington Grade Separation: This project was completed in the spring of 2015.
- Grade Separations: Seventy-one grade separation projects throughout the SCAG region were identified for inclusion in the financially constrained 2012 RTP/SCS. To date, 14 grade separation projects were completed and are now open to traffic. Twenty-four grade separation projects are now under construction and should be completed and open to traffic in late 2015 to 2016.
- Double Tracking of the Union Pacific (UP) Alhambra Subdivision Initiated: 5.8 miles between South Fontana and Reservoir have been double-tracked, and three new run-through tracks at Montclair have been constructed.
- Colton Crossing Completed: Completed in August 2013, this project physically separated two Class I railroads with an elevated 1.4-mile-long overpass that lifts Union Pacific (UP) trains traveling east-west. It also removed the chokepoint that existed where Burlington Northern Santa Fe (BNSF) and UP mainlines crossed tracks in Colton.

Sustainability Implementation

- Planning for sustainable growth has become increasingly important since 2012. In addition to sustainability efforts undertaken independently by local jurisdictions, to help the region grow more sustainably, SCAG administers a Sustainability Planning Grant Program (formerly the Compass Blueprint Program) that provides funding to member agencies to help them link local land use plans to the 2012 RTP/SCS goals. Since adoption of the 2012 RTP/SCS, 70 planning projects have been funded, totaling an investment of $10 million.
    - Specific progress by member jurisdictions since 2012 includes: updating outmoded general plans and zoning codes; completing specific plans for town centers and Transit Oriented Development; implementing sustainability policies; and adopting municipal climate action plans.
    - Thirty of the 191 cities in the SCAG region reported updating their general plans since 2012, and another 42 cities have general plan updates pending.
    - Fifty-four percent of all the adopted and pending general plans include planning for TOD, 55 percent plan to concentrate key destinations, and 76 percent include policies encouraging infill development.

- Protecting water quality and conserving energy are also priorities for member jurisdictions. Progress in these areas include:

- Ninety-one percent of cities have adopted water-related policies, and 85 percent adopted measures to address water quality.
- Eight-six percent of cities have implemented community energy efficiency policies, with 80 percent of those cities implementing municipal energy efficiency policies and 76 percent implementing renewable energy policies.
- Of the region's 191 cities, 189 have completed sustainability components, with 184 cities implementing at least 10 or more policies or programs and 10 cities implementing 20 or more policies or programs. This last group includes Santa Monica, Pasadena and Pomona.

Affordable Housing

- Recent funding developments suggest that future progress in producing affordable housing is achievable in the SCAG region. Progress since 2012 has included:
  - In spring 2015, California's Affordable Housing Sustainable Communities (AHSC) program awarded its first round of funding to applicants after a competitive grant process. The AHSC program, which is appropriated $130 million by the Greenhouse Gas Reduction Fund ("Cap & Trade"), provides an opportunity for eligible projects to receive funding to build affordable housing.
  - Of $122 million available statewide, $27.5 million was awarded to 10 projects in the SCAG region, all of which were designated for communities defined as disadvantaged.
  - Eight-hundred forty-two (842) affordable units, including 294 units designated for households with an income of 30 percent or less of the area median income, will be produced with this funding.
  - Recent State legislation, such as Senate Bill 628 (Beall) and AB 2 (Alejo), provide jurisdictions an opportunity to establish a funding source to develop affordable housing and supportive infrastructure and amenities.

Public Health

- Within each county of the SCAG region, there has also been a groundswell of support for policies and projects that support improved public health outcomes related to the built environment. These actions have been driven in part by increased interest in resources at the national and state-level to analyze health impacts. Progress within the SCAG region since 2012 has included:
  - The Los Angeles County Department of Public Health and the Department of City Planning are developing a *Health Atlas*, which highlights health disparities between neighborhoods.
  - In Riverside County, the *Healthy Riverside County Initiative* is working to have healthy cities resolutions adopted by a minimum of 15 cities.
  - The County of San Bernardino has recently completed the *Community Vital Signs Initiative*, which envisions a "county where a commitment to optimizing health and wellness is embedded in all decisions by residents, organizations, and government."

- Other projects include active transportation planning such as the Orange County Loop, the Imperial County Safe Routes to School Master Plan, and the Healthy Ventura County Initiative.

C. OUR CHALLENGES AND OPPORTUNITIES

The RTP/SCS is updated every four years to reflect the most current information and conditions per federal and state requirements. Every RTP/SCS update describes a number of challenges and opportunities. The challenges and opportunities we face with respect to the Draft 2016 RTP/SCS are described briefly in this section.

2016 RTP/SCS Growth Forecast

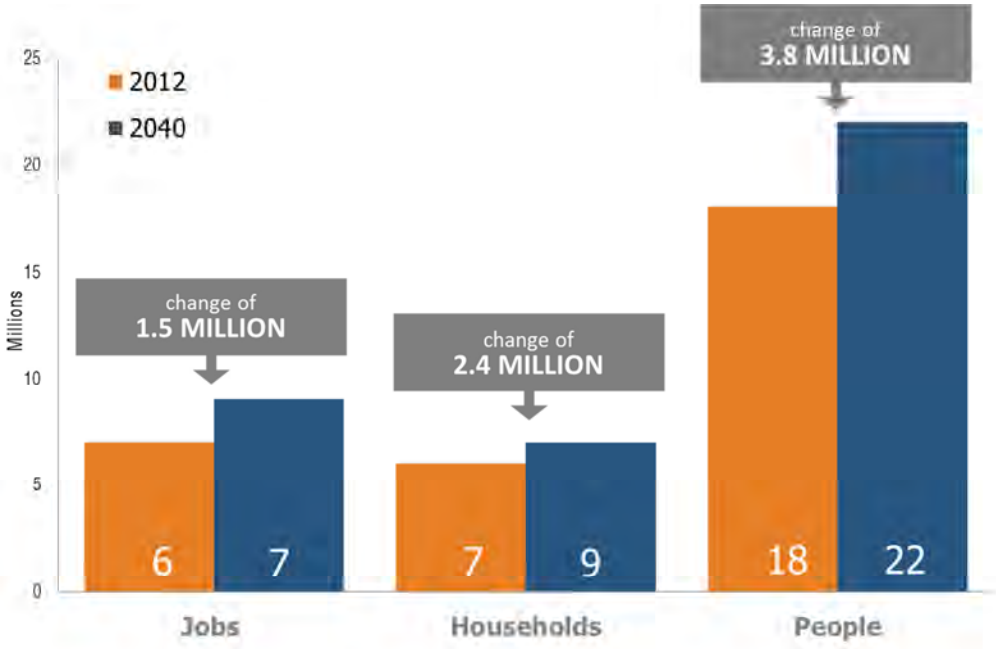
According to the 2015 population estimates from the California Department of Finance (DOF), the population of the Southern California region is 18.8 million, which represents 5.8 percent of the 325 million people of the U.S., and over 48 percent of California's population. With the region's land area of 38,000 square miles, the region's population density is now 490 persons per square mile. The Southern California region is the 5th highest in population among states in the nation, behind the state of Florida, and the second largest combined statistical area (CSA) in the nation behind the New York CSA.

The recent population growth of the region from 2010-2015 is an extension of the existing slow growth pattern observed during the 2000-2010 period. Although the regional economy has recovered from the Great Recession by adding 800,000 jobs, the regional population continues to show slow growth. The annual average growth rate for the 2010-2015 period was only 0.7 percent, which was lower than the 0.9 percent growth rate of the 2000-2010 period. California and the U.S. also experienced slow growth over the last 15 years, which will continue over the next 25 years. The annual average growth rate of the SCAG region, California, and the U.S. through 2040 is consistent with or lower than the growth rate for the 2010-2015 period.

SCAG projects that the region will add 3.8 million residents, 1.5 million households, and 2.4 million jobs from 2012 through 2040. Population and households are projected to grow at the annual average growth rate of 0.7 percent during the same period, while employment grows faster at 2 percent until 2020, and then stabilizes at 0.7 percent. The region's population is projected to grow more slowly than that of previous years. The slow growth pattern is occurring not only in the SCAG region, but is also observed from U.S. and California population projections by the U.S. Census Bureau and California DOF, respectively.

Draft SCAG Region Growth Forecast for the 2016 RTP/SCS						
County	**Population 2012**	**Population 2040**	**Households 2012**	**Households 2040**	**Employment 2012**	**Employment 2040**
Imperial	180,000	282,000	49,000	92,000	59,000	125,000
Los Angeles	9,923,000	11,514,000	3,257,000	3,946,000	4,246,000	5,226,000
Orange	3,072,000	3,461,000	999,000	1,152,000	1,526,000	1,899,000
Riverside	2,245,000	3,168,000	694,000	1,049,000	617,000	1,175,000
San Bernardino	2,068,000	2,731,000	615,000	854,000	659,000	1,028,000
Ventura	835,000	966,000	269,000	312,000	332,000	420,000
SCAG	18,322,000	22,122,000	5,885,000	7,406,000	7,440,000	9,872,000

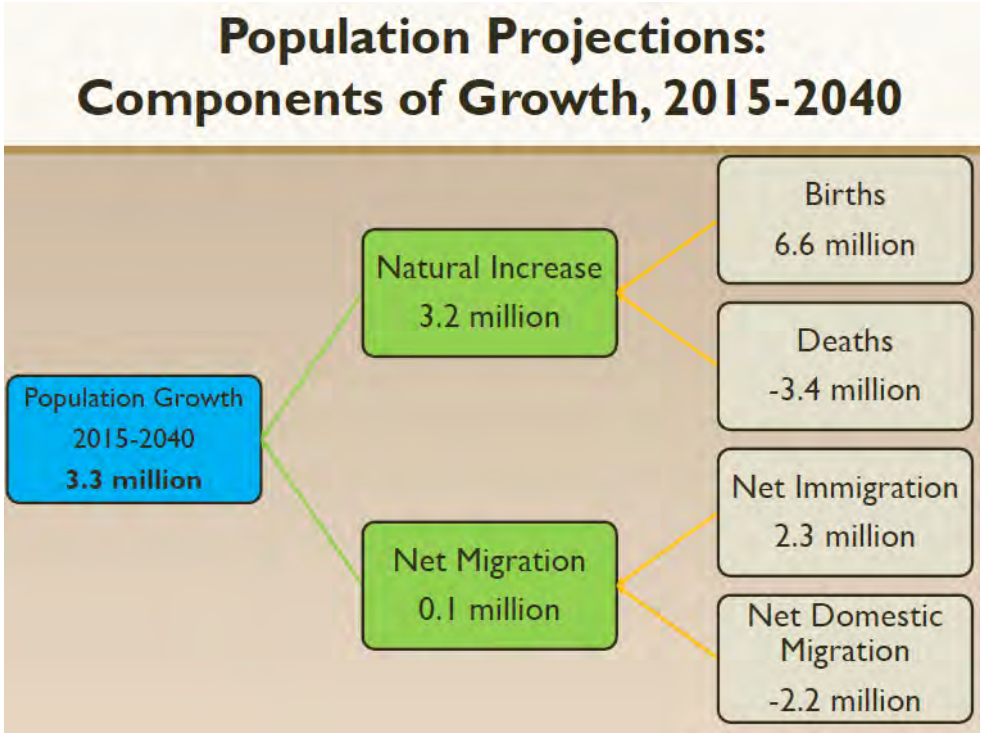
Note: Rounded to the nearest 1,000.
Reflecting local input as of July 31, 2015.



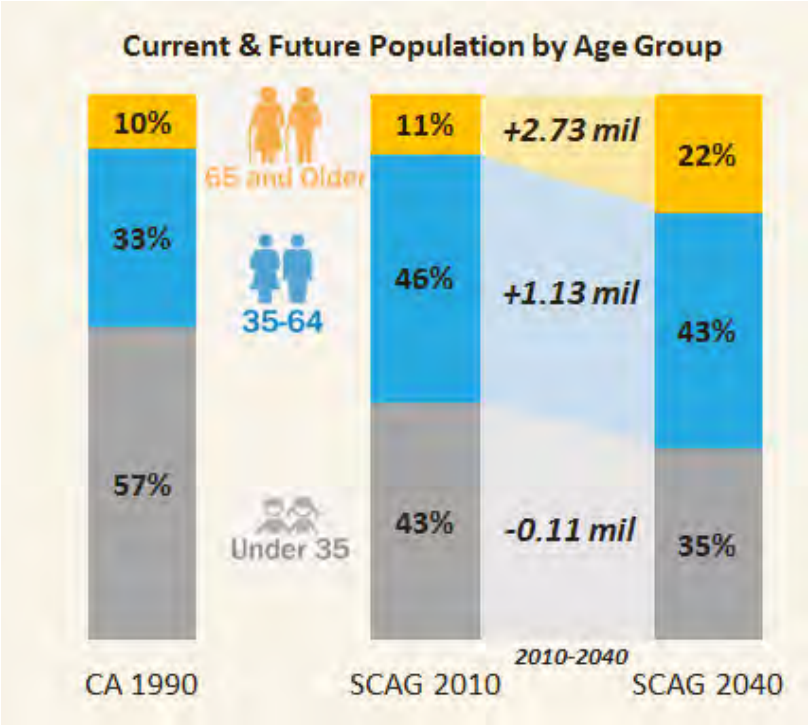
Changing Demographics and an Aging Population

We expect the region to grow differently than in the past. Before 1990, population growth was driven largely by both natural increase and migration. Since 1990, however, any gains from immigration have been offset by domestic migration losses and Southern California's population

growth has been fueled mostly by a natural increase in births – despite declining fertility rates. This continuing trend is expected to account for most of the Southern California's future population growth by 2040. Our population growth will place additional strain on all of our systems and resources.



Notably, the median age of our region's overall population is expected to rise, with increasing shares of senior citizens. As the Baby Boomer generation continues to age and live longer, our region will experience a significant increase in its senior population – a trend expected nationwide. Today, people who are 65 and older represent 12 percent of the region's total population. But by 2040, the number of seniors will increase to 22 percent – about one in five people in our region. This demographic shift will have major impacts on the locations and types of housing we build and our plan for transportation. A key challenge for the region will be to help seniors maintain their independence and age in their homes and communities. And as the number and share of seniors are projected to increase, the percentage share of younger people of working age is expected to fall. The ratio of people over the age of 65 to people of working age (15 to 64) is expected to increase to 28 seniors per 100 working age residents by 2040, compared with a 16 to 100 ratio calculated for 2010. This means that our region could face a labor shortage, and a subsequent reduction in tax revenues.



Transportation System Maintenance & Preservation

The region's aging transportation system (encompassing roads, bridges, bus and rail transit, and freight rail) is facing increasing preservations costs in the face of diminishing revenues. If we continue on our current path of serious underfunding of system preservation, the cost of bringing our system back to a reasonable state of good repair would grow exponentially. Based upon preliminary estimates, the cost to maintain our transportation system at current conditions, which is far from the ideal, will be in the tens of billions over and beyond currently committed funds. Policy leaders must collectively decide what investment level to use to maintain the region's existing transportation facilities and how to fund the significant revenue gap.

Financing Transportation

Perhaps our most critical challenge is securing funds for a transportation system that promotes a more sustainable future. The cost of a multimodal transportation system that will serve the region's projected growth in population, employment, and demand for travel surpasses the projected revenues expected from the gas tax – our historic source of transportation funding. Gas tax revenues, in fact, are going down and will continue their downward trajectory as fuel efficiency improves and the number of alternative-fuel vehicles continues to grow. Furthermore, state and federal gas taxes have not kept up with inflation; the latest adjustments occurred more than two decades ago. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 71 percent of SCAG's core revenues are local revenues. Seven sales tax measures have been adopted throughout the region since the 1980s, so the burden of raising tax dollars has shifted significantly to local agencies. In reality, we need a stronger state and federal commitment to raising tax dollars for

the Southern California transportation system – given its prominence and importance to the state and national economy, particularly when it comes to the movement of goods.

Moving Goods Efficiently in a Huge and Complex Region

The smooth and efficient movement of goods is critical to our regional economy, particularly as our region continues to recover from the recession. A number of key trends and drivers are expected to impact our region's goods movement system, some of which include:

- Population and Employment Growth: Our region's population and employment growth is expected to fuel consumer demand for products and in turn, the goods movement services that provide them. This increased demand will drive stronger growth in freight traffic on already constrained highways and rail lines. Levels of harmful emissions also will rise.

- Continued Growth in International Trade: The San Pedro Bay Ports anticipate cargo volumes to grow to 36 million containers by 2040. This growth will place further demands on marine terminal facilities, highway connections, and on-dock and off-dock intermodal terminals. If port-related rail traffic and commuter demands are to be met, main line rail capacity improvements will be required as well.

- Logistics Epicenter: Southern California is the nation's epicenter for distribution and logistics activity, with close to 1.2 million square feet of facility space for warehousing, distribution, cold storage and truck terminals.[1] By 2040, the region may experience a shortfall of more than 527 million square feet in warehouse space, relative to demand.[2]

- Air Quality Issues: Goods movement emissions contribute to regional air pollution problems (NOx and PM2.5), and they pose public health challenges. Emissions generated by the movement of goods are being reduced through efforts such as the San Pedro Bay Ports Clean Air Action Plan, as well as regulations such as the statewide Heavy Duty Truck and Bus Rule. But these reductions are unlikely to be sufficient to meet regional air quality goals.

Affordability, Gentrification and Displacement

Affordable housing throughout Southern California remains a very challenging issue, particularly as economy continues to recover and grow. Housing prices are rising steadily, and affordability is declining. While residential construction has improved notably since the recession, the production of affordable housing has not kept pace with the demand for it. As our region builds communities that are more compact and more transit-oriented, regional greenhouse gas emissions are anticipated to decline, and residents from a variety of income levels will continue to make housing choices that allow them to use an increasing number of mobility options. Certainly, the overall quality of life will increase for many people. However, people

[1] CoStar Reality Information, Inc. www.costar.com, based on November 2014 data downloads
[2] Industrial Warehousing in the SCAG Region Study, Task 4 Warehousing Demand Forecast

from low-income communities near new transit infrastructure may face displacement as they are no longer able to afford to live in the area.

Improving Public Health

Today, many people in our region suffer from poor health due to chronic diseases related to poor air quality and physical inactivity. Chronic diseases including heart disease, stroke, cancer, chronic lower respiratory disease and diabetes are responsible for 72 percent of all deaths in our region. Millions of more people live with chronic diseases every day. Within our region, more than 60 percent of residents are overweight or obese, more than 8 percent have diabetes, 27 percent suffer from hypertension, and more than 12 percent suffer from asthma. Health care costs resulting from being physical inactive, obese and overweight, and from asthma cost our Southern California region billions of dollars annually in medical expenses, lost life and lost productivity, research shows.

How a neighborhood is laid out and linked to transportation options can shape the lifestyles that people have – how physically active they are and how safe their everyday lives can be, a growing body of evidence shows. As a result, regional planning for land use and transportation across the U.S. has increasingly incorporated strategies to improve public health. One of the challenges that SCAG faces as it strives to improve public health is the sheer size and diversity of our region. Public health varies widely, by geographic location, by income and by race. There is no one size fits all approach to meeting this complex challenge. It requires flexibility and creativity to ensure that initiatives are effective in both rural and urban areas.

Confronting a Changing Environment

The consequences of climate change already are impacting Southern California, and more intensified changes are expected. Drought, water shortages and an agriculture industry in crisis have become hard realities in recent years. Climate change is transforming the state's natural habitats and overall biodiversity. Continued changes are expected to impact coastlines as sea levels rise and storm surges grow more destructive. Forestry will continue to be impacted by drought and wildfire. Climate change also will impact how we use energy and the quality of public health. Our transportation system will experience new challenges as well as the global and regional climate continues to change.

Researchers predict that both coastal and inland Southern California will see many more days of extreme heat, with temperatures exceeding 95 degrees Fahrenheit. This is expected to increase heat-related mortality, lower labor productivity, and boost demands for energy. Meanwhile, changing patterns of rain and snowfall – including the amount, frequency and intensity of precipitation across the state – will have serious long-term impacts on the supply and quality of water in Southern California, as well as how the state manages it. It is clear that our region needs to prepare for these projected challenges, and a big part of that effort is to make individual communities more resilient to the consequences of climate change, as well as the region as a whole. Without advance planning and effective action, the consequences of climate change will negatively impact our transportation system, our economy and our everyday lives.

Mobility Innovations

Since SCAG adopted the 2012 RTP/SCS, technology and innovation have emerged as major themes of the 2016 RTP/SCS. Technology as a concept is a very broad topic. The term has myriad connotations and encompasses products such as smart phones and electric cars; advancements in software development such as real-time travel information; and new service paradigms such as ride sourcing (e.g. Lyft and Uber) and peer-to-peer car sharing. Some of these so-called "new" concepts have actually been around for a long time, but only recently have they scaled up because of technological innovations. For example, car sharing and bike sharing concepts have been in development since the 1980s, but only in recent years has the ubiquity of cellular phones with Internet access, precise geographic mapping, and the ability to instantly approve payments between users and providers made these systems more useful to a wider audience.

The 2016 RTP/SCS uses the term "mobility innovations" to characterize the new technologies that help us move about the region. The Plan includes policies and models the market growth of three key new mobility innovations: Zero Emissions Vehicles, Neighborhood Electric Vehicles, and Car sharing/Ridesourcing.

D. SCENARIO PLANNING

To develop a preferred scenario for the region at 2040, SCAG first generated four preliminary "sketch scenarios" for our region's future – each one representing a different vision for land use and transportation in 2040. More specifically, each scenario was designed to explore and convey the impact of where the region would grow, to what extent the growth would be focused within existing cities and towns, and how it would grow—the shape and style of the neighborhoods and transportation systems that would shape growth over the period. The following are descriptions of the four scenarios that were presented to the Regional Council, stakeholders, and at workshops throughout the region.

Scenario 1: Trend

Scenario 1 was a base case scenario that represented "business-as-usual" growth to 2040, based on the region's population, household and employment trends. By "base case" SCAG meant and included: all existing regionally significant highway and transit projects; all ongoing Transportation Demand Management (TDM) and Transportation System Management (TSM) activities; and all projects which are undergoing right-of-way acquisitions, are currently under construction, have completed the federal environmental process (NEPA), or will be in the first two years of the previously conforming Federal Transportation Improvement Plan (FTIP). This scenario served as a yardstick to compare the three other scenarios for development of the Draft Plan. Growth and land use under the baseline scenario followed previous trends. Significant transportation investments or new policies regarding land use, housing or transportation were not introduced.

Scenario 2: 2012 RTP/SCS Updated with Local Inputs

Scenario 2 updated SCAG's established 2012 RTP/SCS with inputs from local jurisdictions, and included the adopted Plan's broad suite of land use and transportation strategies, investments and policies. Scenario 2 envisioned future regional growth well-coordinated with the transportation system improvements of the approved 2012 RTP/SCS, as well as anticipated new transportation projects planned by the region's CTCs and transit providers. This scenario reflected land use patterns as depicted by local general plan land use policies and refined by cities through SCAG's extensive bottom-up local review input process and outreach effort.

Scenario 3 (Policy A): Making Further Progress

Scenario 3 (also known as "Policy A") builds upon the concepts in Scenario 2 and incorporated additional best practices to increase transportation mode choice, reduce personal automobile dependency and further improve air quality. For example, this scenario expanded regional investment in transit integration strategies to increase transit ridership by making it quicker and easier to complete a transit trip. This scenario assumed that First/Last Mile improvements will be made at all fixed-guideway transit stations (i.e., commuter rail, subway, light-rail and bus rapid transit (BRT) stations) across the region. Scenario 3 included arterial roadways where jurisdictions are planning for some combination of high-quality bus service, higher density residential and employment at key intersections, and increased opportunities for active transportation. Scenario 3 also included a set of policies and complete street investments aimed at encouraging the replacement of the automobile for trips less than four miles in length with walking, bicycling, and slow-speed electric vehicles. Scenario 3 incorporated new technology and innovations such as bikeshare and car sharing, and assumed a well substantiated growth of these shared mobility services in urban areas predominantly through private sector actions. This scenario built upon SCAG policies from the 2012 RTP/SCS, and allowed for more future growth in walkable, mixed-use communities and in High Quality Transit Areas (HQTAs).

Scenario 4 (Policy B): Exceeding Expectations

Scenario 4 (or "Policy B") builds upon Scenario 3, and represented an ambitious and holistic slate of public policies and investments. This scenario was intended to determine which policies would be required to achieve maximum per-capita greenhouse gas emissions reductions, in order to inform a comprehensive discussion during outreach and deliberation. Scenario 4 assumed improved bus transit services throughout identified HQTAs, as well as land use policies that encourage density along those routes. There was added emphasis on higher density residential and mixed-use infill along arterials with high-quality bus service, and more robust active transportation infrastructure. This scenario directed new growth away from undeveloped high-quality habitat areas to promote resource conservation, and it assumed no new residential growth in areas vulnerable to future sea level rise. Scenario 4 included a mix of housing options, with even more focus on infill development in towns and urban centers. Multifamily development in HQTAs was emphasized throughout the region.

The scope of these four regional growth scenarios, which were developed in consultation with the CEHD Committee and the SCAG's Technical Working Group (TWG), evolved throughout the first five months of 2015. Using local population, household, and employment growth

projections, these scenarios explored a range of potential regional development patterns using myriad land use and transportation inputs. In an effort to facilitate understanding of the impacts for policymakers and for the general public, a variety of scenario impacts were considered including land, energy, and water consumption; air quality; and household costs. Based on policy direction as well as an extensive analysis of these scenarios using SCAG's Regional Travel Demand Model (RTDM) and Scenario Planning Model (SPM), and considering the substantial feedback received during the public input process, a Draft Policy Growth Forecast (PGF) was developed utilizing elements of all scenarios that demonstrates progress over the 2012 RTP/SCS. Therefore, the strategies, policies and investments represented by the Draft PGF alternative will be documented as the Draft 2016 RTP/SCS.

The Draft PGF envisions future regional growth that is well coordinated with the transportation system improvements of the approved in the previous 2012 RTP/SCS, as well as anticipated new transportation projects planned by the region's CTCs and transit providers. It also incorporates best practices for increasing transportation choices; reducing our dependence on personal automobiles; allowing future growth in walkable, mixed-use communities and in HQTAs; and further improving air quality. The technical details associated with the scenario analysis work will be fully disclosed in the associated technical appendices to the Draft 2016 RTP/SCS.

E. OUR STRATEGIES FOR TRANSPORTATION AND LAND USE

Serving as an MPO, Regional Transportation Planning Agency and Council of Governments, SCAG has an essential responsibility to develop a Draft 2016 RTP/SCS that is dedicated to detailing recommended regional transportation investments and strategies. However, SCAG also recognizes that the region's transportation network and land uses must be well integrated if we are to ensure that our region grows in ways that enhance our mobility, sustainability, and quality of life. The Draft 2016 RTP/SCS makes a concerted effort to integrate the two, so that we can develop into an even more sustainable region over the coming decades. Accordingly, this staff report reviews regional strategies for growth and land use that set the context for a comprehensive review of the agency's plans for the region's transportation system.

Land Use Strategies

The Draft 2016 RTP/SCS builds upon the 2008 Advisory Land Use Policies in the 2012 RTP/SCS. These foundational policies have guided the development of land use strategies for the SCS:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered[3] system of centers development;
- Develop "Complete Communities";

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

- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat;
- Incorporate local input and feedback on future growth;

In addition, the Draft 2016 RTP/SCS is based upon the guiding principles and framework of the Draft PGF that were reviewed and approved by the CEHD Committee in October 2015. Consistent with the scenario development process and workshop feedback, SCAG developed the Draft PGF to serve as the foundation for the 2016 RTP/SCS, and specifically, to serve as the preferred regional growth scenario to be incorporated as part of the region's SCS. The Draft PGF maintains local input-based jurisdictional growth totals, along with targeted growth in opportunity areas that are well served by transit and are conducive to successful mixed-use and higher density housing in the future (based on future transit investments and recent construction trends for similar developments).

SCAG staff conducted and completed the intensive local review and input process of the Draft PGF between June 24 to the end of July 2015. To ensure the greatest degree of accuracy and expediency, staff worked with our local partners to incorporate all of the feedback provided during the review period. Recommended revisions specifically addressed development agreements, entitlements, and projects that are currently under development or were recently completed. In addition, the Draft PGF with these technical corrections was sent out to all the local jurisdictions who provided input by July 31st to ensure that revisions were appropriately reflected in the revised data set. This entire technical revision process was completed on September 16, 2015. Any input received about the Draft PGF after the July 31 deadline will be incorporated before the adoption of Final 2016 RTP/SCS to be presented to the Regional Council in April 2016.

The following guiding principles were approved by the CEHD Committee and serve as the basis for developing the Draft PGF:

- Principle #1: The Draft PGF for the 2016 RTP/SCS shall be adopted by the Regional Council at the jurisdictional level, thus directly reflecting the population, household and employment growth projections derived from the local input and previously reviewed and approved by SCAG's local jurisdictions. The PGF maintains these projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
- Principle #2: The Draft PGF at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges[4] of local general plans or input received from local jurisdictions in this most recent round of review.

[4] With the exception of 6% of TAZs which have an average density below the density range of local general plans.

- Principle #3: For the purpose of determining consistency for CEQA streamlining, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.
- Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level is included in the Draft PGF only to conduct the required modeling analysis and is therefore, only advisory and non-binding because SCAG's sub-jurisdictional forecasts are not to be adopted as part of the 2016 RTP/SCS. After SCAG's adoption of the PGF at the jurisdictional level, the TAZ level data may be used by jurisdictions in local planning as it deems appropriate and there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS. SCAG staff plans to monitor the use of this data after the adoption of the RTP/SCS to encourage appropriate use.
- Principle #5: SCAG staff continues to communicate with other agencies who use SCAG sub-jurisdictional level data to ensure that the "advisory & non-binding" nature of the dataset is appropriately maintained.

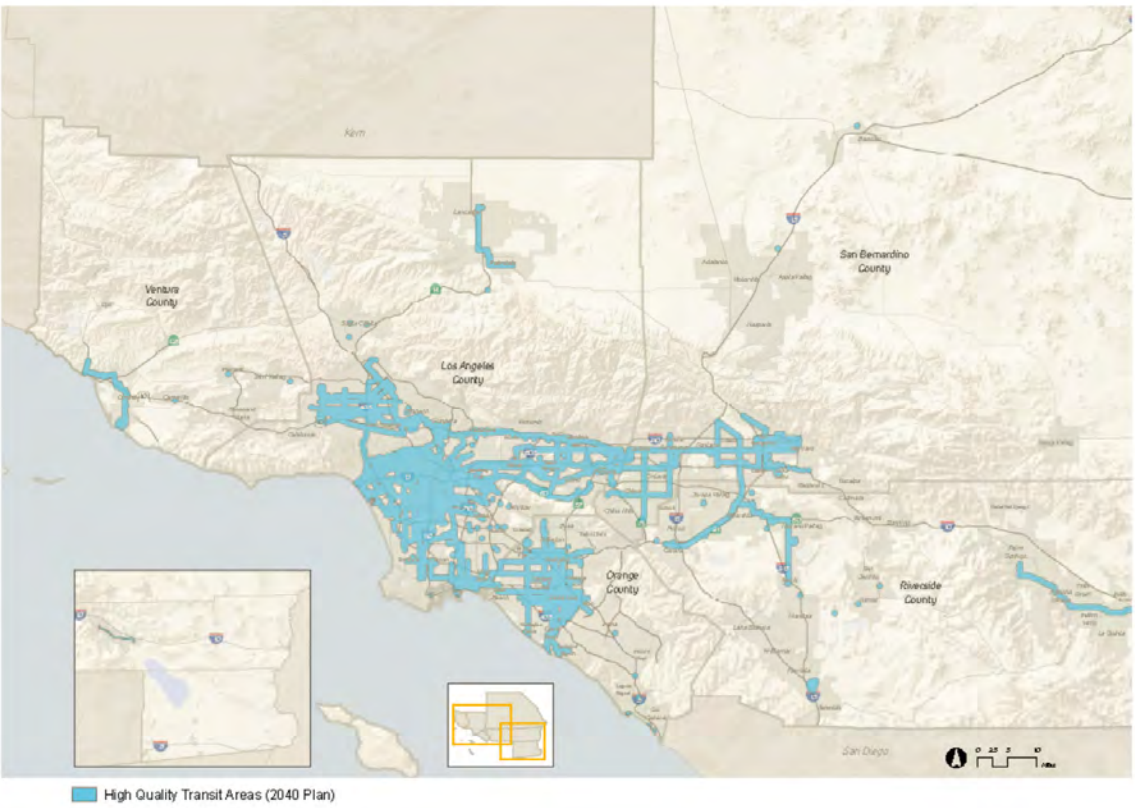
Anticipated outcomes and benefits of the Draft PGF include reduced land consumption; improved air quality and physical fitness; increased shared mobility; natural habitat preservation; enhanced energy and water conservation; more strategic transportation infrastructure expenditures; and enhanced access to Cap & Trade resources. Ultimately, the Draft PGF will integrate regional land use strategies with transportation investments to significantly reduce vehicle miles traveled (VMT) and result in cleaner air by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips. The Draft Policy Growth Forecast of population, employment and household at jurisdictional level is included as an **Attachment** to this staff report.

High Quality Transit Areas (HQTAs)
The Draft 2016 RTP/SCS forecasted land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. An HQTA is an area within one-half mile of (1) a fixed guideway transit stop, or (2) bus transit corridors where buses pick up passengers every 15 minutes or less during peak commute hours.

HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional lifecycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. Here, households have expanded transportation choices with ready access to a multitude of safe and convenient transportation alternatives to driving alone – including walking and biking, taking the bus, light rail, commuter rail, the subway, and/or shared mobility options. Households have more direct and easier access to jobs, schools, shopping, healthcare, and entertainment, especially as Millennials form households and the senior population increases. Moreover, focusing future growth in HQTAs can provide expanded housing choices that nimbly respond to trends and market demands, encourage adaptive reuse of existing structures, revitalize main streets, and increase complete street investments.

A forecasted regional land use pattern has been developed exhibiting increased residential and employment growth in HQTAs, with corresponding reduced growth in areas lacking transit infrastructure. Regional investments in "First/Last Mile" strategies are expanded within HQTAs to increase transit ridership by making it quicker and easier to complete a transit trip. Investments include enhanced street crossings, connections, wayfinding, signage, station amenities, and bike parking. While HQTAs account for only 3 percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth, and 50 percent of the future employment growth.

High Quality Transit Areas throughout the SCAG region in 2040



Livable Corridors

"Livable Corridors" are arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways. Most Livable Corridors would be located within HQTAs. Livable Corridor land-use strategies include development of mixed use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a "complete streets" approach to roadway improvements, and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment. These strategies will allow

more context sensitive density, improve retail performance, combat blight, and improve fiscal outcomes for local communities.

Neighborhood Mobility Areas

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

Zero Emissions Vehicles & Electric Vehicle Charging Stations

Since SCAG adopted the 2012 RTP/SCS, the Governor's Office released Zero Emissions Vehicle (ZEV) Action Plans in 2013 and 2015. These plans identified state level funding to support the implementation of Plug-in Electric Vehicle (PEV) and Hydrogen Fuel Cell refueling networks, and contain ambitious targets for all ZEV vehicle classes. SCAG leveraged its transportation model and land use models to complete a Regional PEV Readiness Plan in 2012. As part of the Draft 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The Draft 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

Preserving Natural Lands

Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. Certain lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem. Some cities and county transportation commissions have taken steps toward planning comprehensively for conserving natural lands and farmlands, while also meeting demands for growth. To support those and other comprehensive conservation planning efforts, SCAG studied regional scale habitat, developed a regional conservation framework, and assembled a natural resource database. The Draft 2016 RTP/SCS suggests redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

Balancing Growth Distribution Between 500-Foot Buffer Areas and HQTAs
The Draft 2016 RTP/SCS recognizes guidance from the 2005 ARB air quality manual, which recommends limiting the siting of sensitive uses within 500 feet of freeways and urban roads carrying more than 100,000 vehicles per day. 500 feet is approximately one-fifth of HQTA. While the density is increased in some areas of HQTAs, the growth remains stable in the 500-foot buffer areas to reflect local input, thereby balancing the growth distribution.

The foregoing land use strategies build upon growth policies that the Regional Council adopted as part of the 2012 RTP/SCS. Many local policy documents that SCAG reviewed in developing the land use strategies are based on best practices that encourage infill and mixed-use development in transit rich and/or transit ready areas. The strategies in the Draft 2016 RTP/SCS recognize demographic shifts and the increasing demand for multifamily housing near transit infrastructure. In 2015, 38 percent of all households in the SCAG region were multifamily homes. Through 2040, the Draft Plan projects 67 percent of the 1.5 million new homes expected to be built will be multifamily units. At the 2040 end state, this change represents an increase from 43 percent to 49 percent of all housing units in the region.

HOUSING MIX	
Baseline	**Plan**
Growth Increment: • 64% single family • 36% multifamily *End State:* • 57% single family • 43% multifamily	*Growth Increment:* • 33% single family • 67% multifamily *End State:* • 51% single family • 49% multifamily

Ultimately, the Draft 2016 RTP/SCS integrates regional land use strategies with transportation investments to reduce VMT and result in cleaner air by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips. The table below summarizes the land use characteristics for the entire region if these strategies are implemented.

LAND USE CHARACTERISTICS		
	Baseline	**Plan**
Land Use and Transit Coordination	*High Quality Transit Areas* • 36% Homes • 44% Employees	*High Quality Transit Areas* • 47% Homes • 56% Employees
Land Pattern Focus	*2012-2040 New growth:* • 3% Urban Infill • 11% Compact Walkable • 86% Standard Suburban	*2012-2040 New growth:* • 13% Urban Infill • 49% Compact Walkable • 38% Standard Suburban

Affordable Housing
As a council of governments (COG), SCAG is responsible for developing the Regional Housing Needs Assessment (RHNA) allocation, which represents future housing need for all income groups for each jurisdiction within the SCAG region. The integrated growth forecast is used as a basis to determine projected household growth as part of the RHNA methodology. The most recent RHNA allocation was adopted by the SCAG Regional Council in October 2012 and represents the 8 year planning period between October 2013 and October 2021. The next RHNA allocation is scheduled to be adopted in October 2020.

Once a jurisdiction receives its RHNA allocation, it is required to update its housing element as part of its General Plan. A jurisdiction's housing element must provide a sites and zoning analysis to accommodate its RHNA allocation and plan for all housing types, including affordable housing. Jurisdictions can consider a wide variety of zoning tools and housing types to accommodate future housing need in their housing element.

Transportation Strategies

Preserving our Existing System
Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system, and the quality of many of our roads, highways, bridges, transit, and bicycle and pedestrian facilities are continuing to deteriorate. Unfortunately, the longer they deteriorate the more expensive they will be to fix in the future. Even worse, deficient conditions compromise the safety of users throughout the network. For all of these reasons, system preservation and achieving a state of good repair are top priorities of the 2016 RTP/SCS.

Recommendation
Consistent with TC's prior action on September 3, 2015 to support the Draft 2016 RTP/SCS including the guiding principles of the 2012 RTP/SCS financial plan and reasonably available revenue strategies, staff recommends investing $272.8 billion toward preserving our existing system. The allocation of these expenditures include the transit and passenger rail system, the state highway system, and regionally significant local streets and roads. Note that the allocation for the state highway system includes bridges; the allocation for transit includes funding to both preserve and operate the transit system; and the allocation for regionally significant local streets and roads includes bridges and active transportation safety improvements. Staff recommends the following strategies:

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

Potential Benefits
Investing in system preservation is one of the most cost-effective investments. At a minimum, the proposed investments will result in:

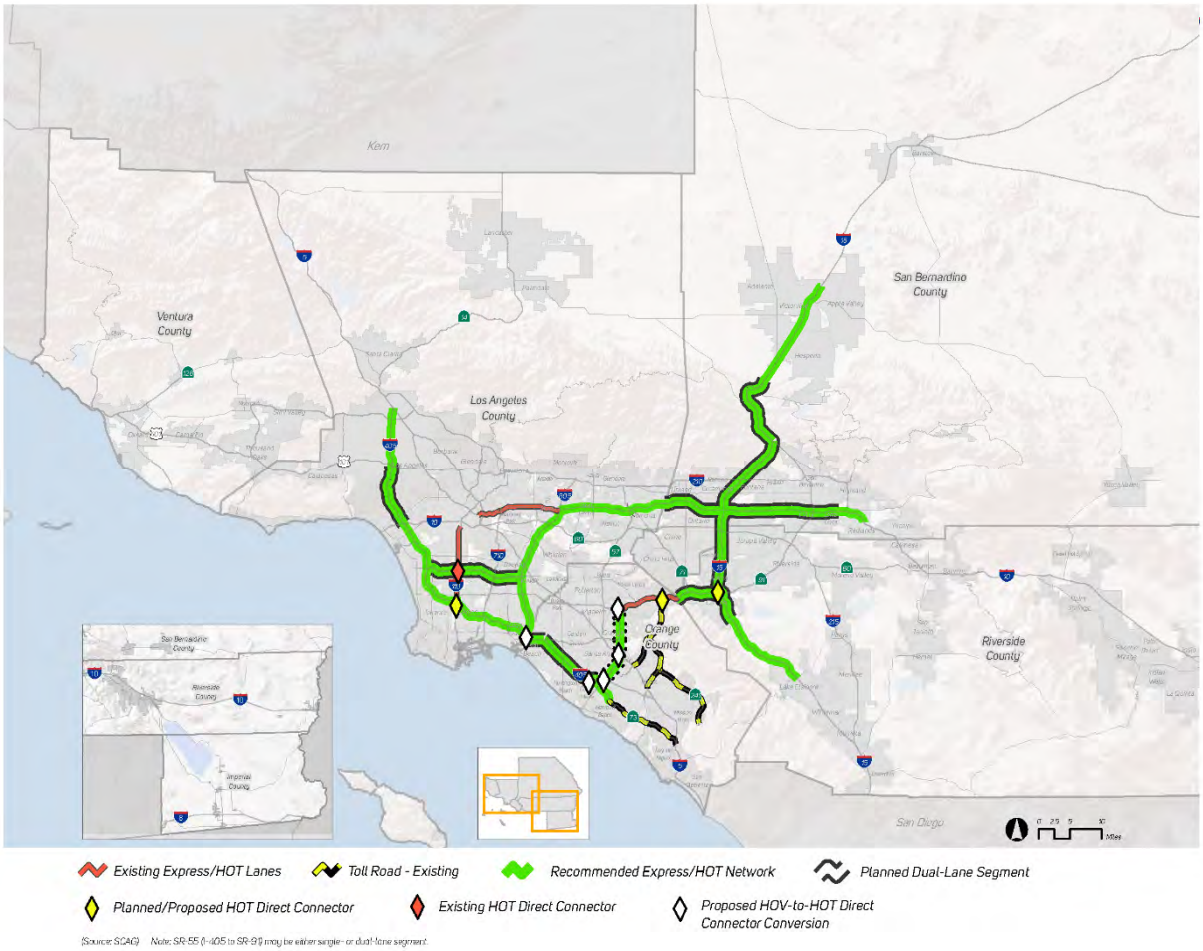
- Improved user experience (i.e. motorists, transit riders, bicyclists, pedestrians) of the system.
- Lower the costs for all tax payers over the long run.
- Lower the costs to the users in the form of reduced auto repair bills and lower fuel costs.
- Cleaner air and reduced greenhouse gas emissions from more efficiently operating transportation system.

Highway and Arterials
Our region's highways and arterials serve as a crucial backbone of our overall regional transportation network. As part of the 2016 RTP/SCS, SCAG continues to advocate for a comprehensive solution based on a system management approach to manage and maintain our highway and arterial network. Although we recognize that we can no longer rely on system expansion alone to address our mobility needs, critical gaps and congestion chokepoints in the network still hinder access to certain parts of the region. County transportation plans have identified projects to close these gaps, eliminate congestion chokepoints and complete the system in which such improvements are included in the 2016 RTP/SCS.

Consistent with our regional emphasis on the system management pyramid, recent planning efforts have focused on enhanced system management, including the integration of value pricing to better use existing capacity and offer users greater travel time reliability and choices. Express Lanes that are appropriately priced to reflect demand can outperform non-priced lanes in terms of throughput, especially during congested periods. Moreover, revenue generated from priced lanes can be used to deliver the needed capacity provided by the Express Lanes sooner, and to support complementary transit investments.

The regional Express Lane network included in the 2016 RTP/SCS builds on the success of the State Route 91 Express Lanes in Orange County, as well as the Interstate 10 and Interstate 110 Express Lanes in Los Angeles County. Additional efforts underway include the extension of the State Route 91 Express Lanes to the Interstate 15, as well planned Express Lanes on the Interstate 15 in Riverside County. Express Lanes are also planned for Interstate 15 and Interstate 10 in San Bernardino County. The following figure displays the segments in the proposed regional Express Lane network.

Proposed Regional Express Lane Network



Our region's arterial system is comprised of local streets and roads that serve many different functions. One is to link our region's residents with schools, jobs, healthcare, recreation, retail and other destinations. A number of arterials run parallel to major highways, and they can provide alternatives to them. Beyond automobiles, our arterials serve other modes of travel, including transit and active transportation. The 2016 RTP/SCS proposes a variety of arterial projects and improvements throughout the region. Operational and technological improvements

can maximize system productivity through various cost-effective and non-labor intensive means – beyond improvements to expand capacity. These include signal synchronization, spot widening, and adding grade separations at major intersections.

Recommendation

Consistent with TC's prior action on September 3, 2015 to support the Draft 2016 RTP/SCS including the guiding principles and framework of the Highways and Arterials component of the Plan, staff recommends investing $55.5 billion toward Highway and Arterial strategies throughout the region. Staff recommends the following strategies:

- Focusing on achieving maximum productivity through strategic investments in system management and demand management.
- Focusing on adding capacity primarily (but not exclusively) to:
    - Closing gaps in the system; and
    - Improving access where needed
- Supporting policies and system improvements that will encourage the seamless operation of our roadway network from a user perspective.
- Increasing roadway capacity with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.
- Focusing on addressing non-recurring congestion with new technology.
- Supporting "complete streets" opportunities developed from general plans as part of AB-1358 (2008) compliance and SB-743 (2013).

Potential Benefits

The following are some of the benefits that can be expected from investing in our roadway system.

- Improved mobility and accessibility to opportunities for the majority of our commuters and residents.
- Will provide additional capacity needed to run additional transit services, including express bus services and Bus Rapid Transit (BRT).
- More efficient system due to gap closures, eliminating the need to make detours onto local streets.

Transportation Demand Management (TDM) and System Management (TSM)

Efficient management of the demand placed on our transportation system and efficient operation of our transportation assets is critical, not only to ensure we are spending our scarce resources wisely, but also to ensure we are meeting our vision and our broader goals of improving the quality of life in Southern California. Expanding our investments in TDM and TSM strategies will allow us to achieve these objectives. Moe specifically, we must strive to:

- Manage our demand wisely before considering capital intensive options to meet our future demands, and
- Ensure an efficiently operating system through application of best practices and technology (Intelligent Transportation Systems (ITS)).

Recommendation
Staff recommends investing $6.9 billion toward TDM strategies throughout the region. There are three main areas of focus:

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

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

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

Staff also recommends $9.2 billion for TSM improvements that work in concert to optimize the performance of the transportation system. These include extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, and other ITS improvements. Several key TSM strategies include:

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

Potential Benefits

The following are some of the benefits expected to result from these investments.

- Increased use of carpooling, transit, and telecommuting, resulting in better performing system overall.
- A more efficient and fully functioning transportation system.
- Enhanced real-time traveler information resulting in improved user experience and efficient system utilization.
- Reduced congestion on our roadways.
- Reduced VMT, greenhouse gas emissions, and cleaner air.
- Reduced need for investing in expensive capital improvement projects.

Transit

Continuing to expand our transit system and improve services is critical to realizing our vision described earlier in this report and ultimately meeting our broad societal goals and objectives. Key points considered in developing recommendations to expand our transit system include:

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

Recommendation

Significant investment in transit is already committed locally, primarily based on local sales tax measures as reflected in the current RTP/SCS. Some of the illustrative projects backed by current commitments are:

- Purple Line Extension to Westwood
- Gold Line Eastside Extension Phase 2
- Airport Metro Connector
- Anaheim Rapid Connection
- Santa Ana-Garden Grove Fixed Guideway (OC Streetcar)
- Metrolink Perris Valley Line Extension to San Jacinto
- Redlands Rail

When these projects are completed, the region will have a greatly expanded urban rail network, including ten light-rail projects and three heavy rail extensions on the Metro Rail system. New BRT routes will provide additional higher speed bus service in Los Angeles and Orange Counties and the Inland Empire. Orange County will add new streetcar services to link major destinations in Anaheim, Santa Ana and Garden Grove to the Metrolink system. Riverside County will extend Metrolink to San Jacinto, and San Bernardino County will connect Metrolink to Ontario International Airport and to Redlands via Downtown San Bernardino.

In addition to current commitments, staff recommends extensive local bus, rapid bus, BRT and express service improvements. An expanded point-to-point express bus network will take advantage of the region's carpool and express lane network. New BRT service, limited-stop service, and increased local bus service along key corridors, in coordination with transit-oriented development and land use, will encourage greater use of transit for short local trips. Also included in the investment package are renewed commitments to asset management and maintaining a state of good repair.

Staff also recommends the following strategies:

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

The total recommended investment in transit is $56.1 billion for capital and $156.7 billion for operations & maintenance. This recommendation is consistent with TC's prior action on September 3, 2015 to support Draft 2016 RTP/SCS inclusion of the framework of the proposed transit strategies.

Potential Benefits

Some of the benefits of investing in transit are:

- New and enhanced transit services that provide new choices for commuters and residents
- Cleaner air and reduced congestion, VMTs and greenhouse gas emissions.
- Facilitation of current and future smart growth and sustainable communities
- The ability for our residents to choose a healthier, more active lifestyle
- The ability for our residents who do not own a vehicle to remain mobile and active

Passenger Rail and High Speed Rail

In November 2008, California voters passed a historic bond measure (Proposition 1A) that, among other things, authorizes the State to raise $9 billion in bond funds to build our first statewide high speed rail system. Phase I of this system, which will connect Los Angeles Union Station and Anaheim to the Central Valley and San Francisco Bay Area, is to be implemented during the RTP/SCS timeframe (i.e., by 2040) and presents an enormous opportunity for the state and our region. With the adoption of the 2012 RTP/SCS, the region and the California High Speed Rail Authority (CHSRA) committed to spending a combined $1 billion in Proposition 1A and matching funds on early investments in the existing passenger rail system. This commitment was formalized in a Memorandum of Understanding (MOU) which identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo

(LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with High Speed Rail.

Recommendation
Staff recommends maintaining the commitments in the 2012 RTP/SCS and the High Speed Rail MOU that will improve rail speed, service and safety for Metrolink and the LOSSAN rail corridor, provide interconnectivity to the future High Speed Rail system, and provide an attractive alternative to driving alone. This includes the MOU capital projects to bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and to implement a blended system of rail services.

A key MOU project and top priority is the Southern California Regional Interconnector Project (SCRIP, formerly called the Los Angeles Union Station Run-Through Tracks). This project will deliver regional benefits for all counties served by Metrolink and LOSSAN/Amtrak Pacific Surfliner by extending at least four tracks south of Union Station and across the U.S. Route 101 freeway to connect with the main tracks along the Los Angeles River. This will increase Union Station's capacity by 40 to 50 percent, result in improved operations, and reduce air pollution and greenhouse gas emissions from idling locomotives.

In addition to the MOU projects, investments are identified in the LOSSAN Strategic Implementation Plan for 2030 and in the Metrolink 2015 Strategic Assessment. Staff also recommends the following passenger rail strategies:

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

The total recommended investment in passenger rail is $38.6 billion for capital and $15.7 billion for operations & maintenance. This recommendation is consistent with TC's prior action on September 3, 2015 to support Draft 2016 RTP/SCS inclusion of the framework of the proposed passenger rail strategies.

Potential Benefits
Proposed investments in our Passenger and High Speed Rail system is expected to yield the following benefits.

- New and enhanced sustainable transportation options for travel between regions.
- Reduced congestion and greenhouse gas emissions from travel market shift from air and car travel.
- A system that complements and feeds current inter-city (Amtrak) and commuter rail (Metrolink) and the region's public transit network, and vice-versa.
- Economic benefits and new jobs from constructing the projects.
- Reduced demand for short haul flights in our most congested airports, particularly LAX.

Goods Movement

Consistent with TC's prior action on October 8, 2015 to support Draft 2016 RTP/SCS inclusion of the framework for goods movement strategies, these strategies total $75 billion and include the following key components:

- A Regional Clean Freight Corridor System—a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment, and finally reaching Interstate 15 in San Bernardino County. Such a system would address growing truck traffic and safety issues on core highways through the region and serve key goods movement industries. Ongoing evaluation of a regional freight corridor system is underway, including recent work on an environmental impact report (expected to be recirculated in 2016) for the Interstate 710 segment. Additionally, as a part of the 2016 RTP/SCS, SCAG continues to refine the east-west corridor component of the system along the State Route 60 corridor.
- Truck Bottleneck Relief Strategy—the top 50 truck bottlenecks were identified through a process that included a quantitative analysis of congestion in the region and stakeholder outreach. This analysis has been updated for the 2016 RTP/SCS. The 2016 RTP/SCS allocates an estimated $5 billion toward goods movement bottleneck relief strategies. In past RTPs, SCAG directly addressed truck bottlenecks by developing a coordinated strategy to identify and mitigate the top-priority truck bottlenecks. This RTP/SCS has updated previous analysis to confirm previously identified bottlenecks and to identify potential new bottlenecks.
- Rail Strategy—the region's extensive rail network offers shippers the ability to move large volumes of goods over long distances at lower costs, compared with other transportation options. The 2016 RTP/SCS continues to incorporate the following rail strategies for goods movement:
    - Additional mainline tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions
    - Expansion/modernization of intermodal facilities
    - Highway-rail grade separations
    - Port-area rail improvements, including on-dock rail enhancements
- Goods Movement Environmental Strategy—focuses on a two-pronged approach for achieving an efficient, safe and economically sound freight system that also reduces environmental impacts. For the near term, the regional strategy supports the deployment of commercially available low-emission trucks and locomotives while centering on continued investments into improved system efficiencies. In the longer term, the strategy focuses on advancing technologies — taking critical steps now toward phased implementation of a zero-emission and near-zero-emission freight system. The plan to develop and deploy advanced technologies includes 4 phases of technology development and implementation, during which technology needs are defined, prototypes are tested and developed, and efforts are scaled up. This cycle of technology development is continuous, and it will renew itself as new innovations emerge and technologies continue to evolve.

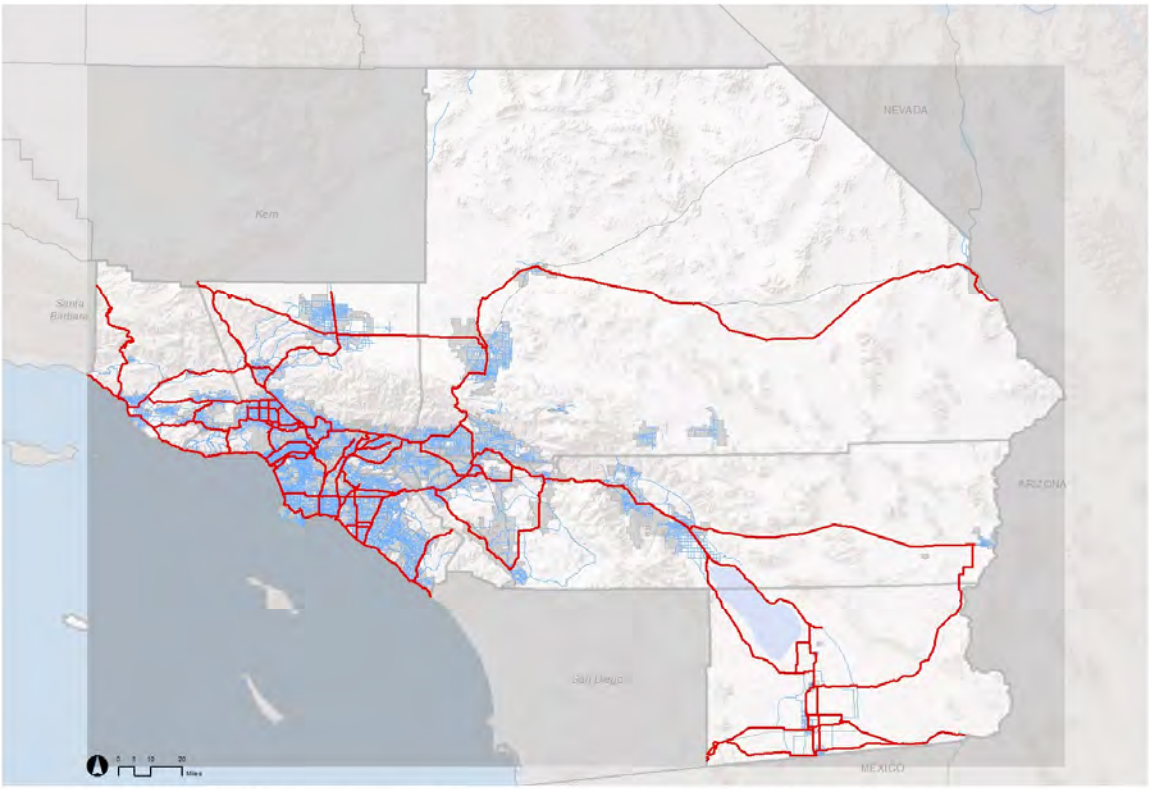
Potential Benefits
The following are some of the benefits from the proposed recommendation:

- Supports mobility for key industries.
- Serves goods movement markets in an efficient manner.
- Helps alleviate the region's congestion.
- Promotes job creation and retention.
- Improves safety (reduced truck/automobile collisions and eliminates significant number of at-grade railroad crossings).
- Reduces emissions (CO2, NOx and PM2.5).

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

Recommendation
Consistent with TC's prior action on October 8, 2015 for Draft 2016 RTP/SCS inclusion of the proposed Active Transportation Plan Investment framework, the 2016 Active Transportation Plan would double funding available for active transportation to $12.9 billion and includes 11 specific strategies for maximizing active transportation in the SCAG region in four broad categories (regional trips, transit integration, short trips and education/encouragement). These strategies include:

1. Regional-Trip Strategies (see map):
    a. Regional Greenway Network: a 2,298 mile network, based on local plans designed to increase walking and biking by creating separated bikeways designed to appeal to most potential bicyclists.
    b. Regional Bikeway Network (RBN): a 2,697 mile system of interconnected bicycle routes of regional significance, based on local plans. The RBN connects cities and counties and serves as a spine for local bikeway networks and the regional greenway network.
    c. California Coastal Trail Access: The active transportation plan provides established paths as part of the Regional Greenway Network and Regional Bikeway Network to access the California Coastal Trail.



Source: SCAG, 2015

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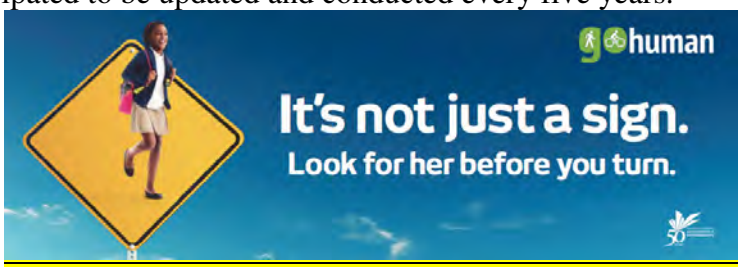
2. Transit Integration Strategies:
    a. First Mile/Last Mile: The Plan proposes bicyclist and pedestrian improvements at and around 224 rail or fixed-guideway bus stations.
    b. Livable Corridors: The Plan proposes 16 corridors totaling 670 miles for improvements separate from those areas in the First Mile/Last Mile strategy.
    c. Bike Share Services: The Plan calls for 880 stations and 8,800 bicycles starting in Downtown Los Angeles and Pasadena, and then moving into other locations.
3. Short-Trip Strategies:
    a. Sidewalk quality: The Plan calls for 10,500 miles of new and improved sidewalks through development projects or larger road construction and maintenance projects
    b. Local Bikeway Networks: The planned 7,200 miles of new local bikeways are the foundation for the regional bikeway network and the regional greenway network. Combined, the local, regional and greenway networks comprise 12,700 miles of bikeways in the region.
    c. Neighborhood Mobility Areas: The strategy includes polices to encourage replacing single and multi-occupant automobile use with biking, walking, skateboarding and neighborhood electric vehicles. Complete Streets strategies, such as traffic calming, bicycle priority streets (bicycle boulevards), and pedestrian connectivity increase physical activity, improve connectivity to the regional bikeway/greenway networks, local businesses and parks.
4. Education and Encouragement
    a. Safe Routes to School: Approximately $280 million over the life of the plan is devoted to Safe Routes to School programs and projects.
    b. Safety Campaigns: The existing Safety and Encouragement Campaign is anticipated to be updated and conducted every five years.



Potential Benefits

Proposed investments in Active Transportation are expected to yield the following benefits:

- Increased biking and walking, particularly for short trips. Walking in the 2040 Plan is expected to increase 28 percent from 2012.
- Biking in the 2040 Plan is expected to increase 71 percent.
- Improved overall transit usage by 9 percent compared to the 2040 Plan with no Active Transportation investments.
- Improved transit usage in high quality transit areas by 10 percent compared to the 2040 Plan with no Active Transportation investments.

Aviation

The SCAG region is one of the busiest and most diverse commercial aviation regions in the world. In 2014, over 60 airlines offered scheduled service to one or more of our region's airports, providing over 1,200 daily commercial departures—one every 70 seconds. These departing flights travel all over the United States and to every corner of the globe—in all, a total of 169 destinations in 37 countries had non-stop service from our region in 2014. Our airports also play a critical role in the region's goods movement network, and they impact the operations of our ground transportation network as well. The passengers arriving at or departing from our airports generate over 200,000 daily trips on our region's ground transportation system.

The development of the air passenger demand forecasts for the 2016 RTP/SCS is based on two premises:

- First, aviation demand is regional. Because aviation is used to travel much longer distances than cars, trains and other modes of transportation, nearly all commercial air travel generated by our region occurs between the region and some other region of the state, country, or globe. Air passengers first make the choice to travel by air, and then they choose which airports to utilize for their trip. Thus, the demand for air travel is for travel to and from the region as a whole, not to and from a specific airport.

- Second, aviation demand is driven by macroeconomic trends at the regional, national, and global levels. Our region draws travelers from around the world because we are fortunate to have a diverse and growing population, many prominent cultural and educational institutions, a wealth of natural attractions from the mountains to the coast, a warm and sunny climate, and tourist attractions that are known worldwide. Thus, the demand for air travel between the SCAG region and other parts of the world depends on the level of economic activity not just here but in many other locations around the country and the world.

Based on the historical relationship between economic activity and the demand for air travel, as well as expected future economic conditions in our and other regions, total air passenger demand in our region is expected to increase from 91.2 million annual passengers (MAP) in 2014 to 136.2 MAP in 2040. This represents a 1.6 percent annual growth rate over the forecast period. This regional forecast is strong and reflects the potential for the region to have long-term economic recovery and growth. This regional passenger demand distribution of 136.2 MAP along with the hybrid approach of ranges and fixed numbers for each of the twelve regional commercial airports was previously approved by TC on August 6, 2015.

Airport	2040 Demand (MAP)
TOTAL	136.2
Burbank Bob Hope Airport (BUR)	7.3
Imperial County Airport (IPL)	0.2
Los Angeles International Airport (LAX)	82.9 - 96.6
Long Beach Airport (LGB)	5.0
LA/Ontario International Airport (ONT)	11.0 - 19.0
Oxnard Airport (OXR)	0.2
Palmdale Regional Airport (PMD)	0.5 - 2.5
Palm Springs International Airport (PSP)	3.7
March Inland Port (RIV)	0.2
San Bernardino International Airport (SBD)	0.2 - 1.5
John Wayne Airport (SNA)	12.5
Southern California Logistics Airport (VCV)	0.2

Note: These forecasts were approved by Transportation Committee on August 6, 2015.

Accommodating the future demand for air passenger and air cargo is critical to the economic health of the region. The economic impact of air travel to the region is expected to increase from $27.4 billion in 2012 to $43.8 billion in 2040 (in 2012 dollars), an increase of almost 60 percent. The number of jobs supported by visitors arriving by air is expected to increase from 275,000 to 452,000. If the region's aviation system and supporting ground access network cannot accommodate the expected demand, some of this potential economic activity could be lost to other regions.

Air Cargo Forecasts

The development of the air cargo demand forecasts is similar to that of the air passenger forecasts. The demand for air cargo is driven largely by the economic interrelationship of our region and other regions around the world. Because of its high cost, shipment by air is used primarily for time-sensitive and high-value goods. Total air cargo transported through our region's airports has experienced an uneven recovery since the recession of 2007, but remained below year 2000 levels even in 2014. Based on the historical relationship between economic activity and the demand for air cargo, as well as expected future economic conditions in our and other regions, total air cargo demand in our region is expected to increase from 2.43 million metric tons in 2014 to 3.78 million metric tons in 2040. This represents a 1.8 percent annual growth rate over the forecast period. On October 8, 2015, the TC approved this proposed air cargo forecast for inclusion in the Draft 2016 RTP/SCS.

Airport Ground Access

The ground access network serving the region's airports is critical to both the aviation system and the ground transportation system. Passengers' choice of airports is based in part on the travel time to the airport and the convenience of access, so facilitating airport access is essential to the

efficient functioning of the aviation system. In addition, airport related ground trips can contribute to local congestion in the vicinity of the airports.

Recommendation
To reduce the impact of air passenger trips on ground transportation congestion, the 2016 RTP/SCS airport ground access strategies include the following:

- Support the regionalization of air travel demand
- Continue to support regional and inter-regional projects that facilitate airport ground access (e.g., High Speed Rail, High Desert Corridor)
- Support on-going local planning efforts by
    - Airport operators
    - County Transportation Commissions
    - Local jurisdictions
- Encourage development and use of transit access to the region's airports
- Encourage use of modes with high average vehicle occupancy (AVO)
- Discourage use of modes that require "deadhead" trips to/from airports

This recommendation is consistent with TC's prior action on October 8, 2015 for Draft 2016 RTP/SCS inclusion of the proposed regional aviation ground access strategies.

Potential Benefits
The following are some of the potential benefits from the proposed recommendation:

- Accommodate future aviation demand in the region in an efficient and equitable manner.
- Allows decentralization of aviation demand and the economic opportunities associated with it.
- Minimizes additional ground access improvement needs beyond those that are already committed.

F. TRANSPORTATION FUNDING

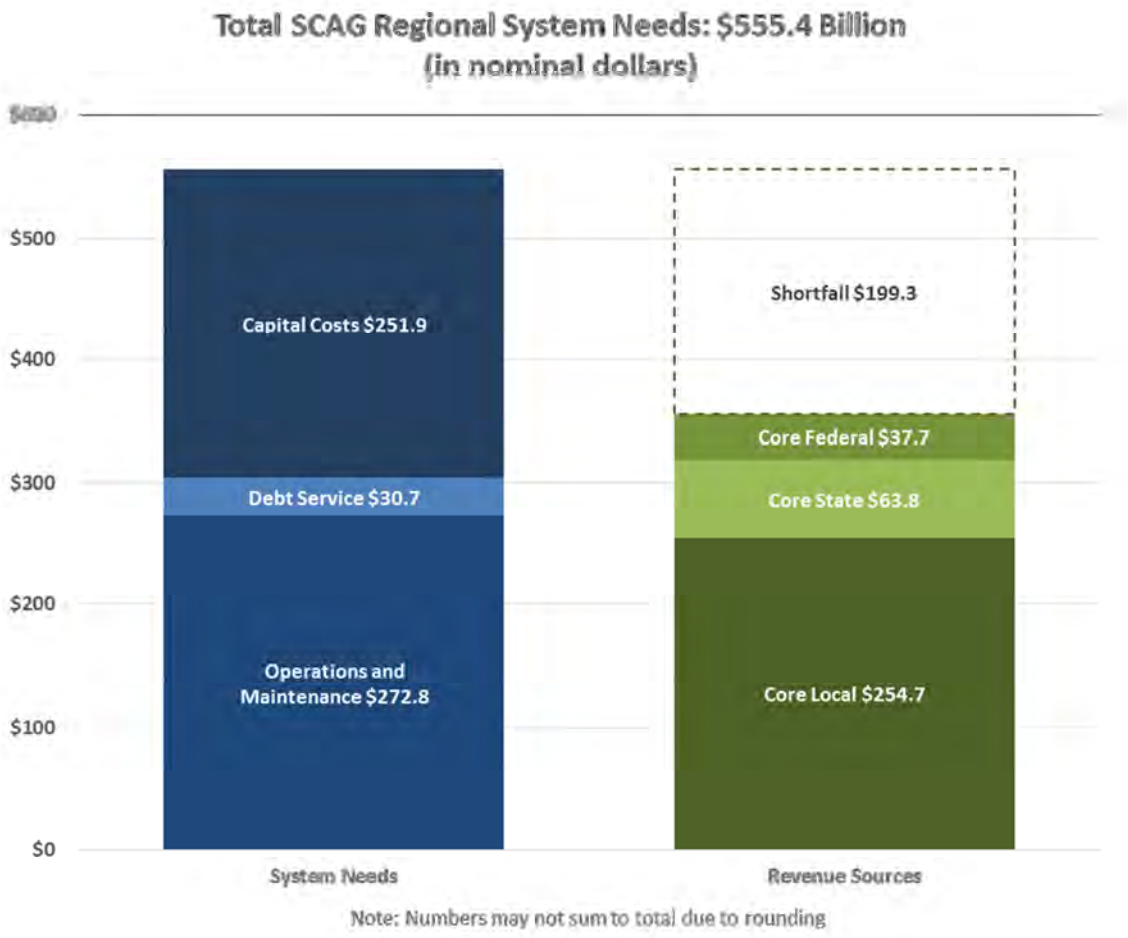
In accordance with federal fiscal constraint requirements, the financial plan for the 2016 RTP/SCS identifies how much money is reasonably expected to be available to build, operate, and maintain the region's surface transportation system through the forecast horizon year of 2040.

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

Forecast of expenditure needs totals $555 billion. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total $273 billion (49 percent). O&M includes $65 billion in state highway O&M, $157 billion in transit O&M, $16 billion in

passenger rail O&M, and $35 billion in regionally significant local streets and roads O&M. Capital project expenditures total $252 billion (45 percent) and debt service totals $31 billion (6 percent).

The difference between the expenditure forecast total ($555 billion) and the core revenue forecast total ($356 billion) is $199 billion as shown in the figure below. This funding gap is similar to the amount identified in the 2012 RTP/SCS. As part of the 2012 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees were included to fill the gap.



As part of the 2012 RTP/SCS, the Regional Council adopted a set of key guiding principles to lay the foundation for identifying reasonably available new revenues. The Transportation Committee re-confirmed use of these guiding principles at its September 2015 meeting. The guiding principles are as follows:

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

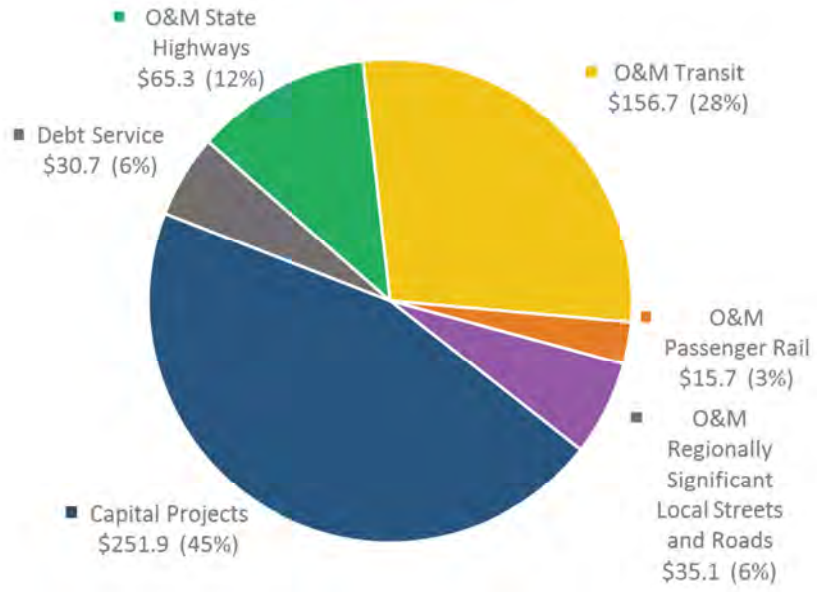
Based on these guiding principles, both near-term transitional strategies and long-term initiatives consistent with state and national discussions were supported by the Transportation Committee on September 3, 2015 for inclusion in the 2016 RTP/SCS, which are as follows:

Reasonably Available Revenue Sources and Innovative Financing Strategies
$199.3 Billion (in nominal dollars)

Revenue Source	Amount
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	$6.0
Mileage-Based User Fee (or equivalent fuel tax adjustment)	$124.8 (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	$23.5
Private Equity Participation	$3.4
Freight Fee/National Freight Program	$5.4
State Bond Proceeds, Cap-and-Trade Auction Proceeds & Other for California High-Speed Rail Program	$34.0
Value Capture Strategies	$1.2
Local Option Sales Tax (Ventura County)	$1.1

As shown in the figure below, capital projects total $251.9 billion in nominal dollars. Operating and maintenance (O&M) costs total $272.8 billion, while debt service obligations total $30.7 billion. Transit-related costs comprise the largest share of O&M costs for the region, totaling $156.7 billion. Note: Numbers below may not sum to total due to rounding.

Total Expenditures: $555.4 Billion
(in nominal dollars)



G. PLAN PERFORMANCE

First and foremost, the Draft 2016 RTP/SCS meets all of the federal and state requirements. Based upon SCAG's modeling analysis, the Draft Plan meets all the provisions of transportation conformity rules under the Clean Air Act. Cleaner fuels and new vehicle technologies will help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan also performs well when it comes to meeting state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state's targets for the SCAG region are an 8 percent per capita reduction in greenhouse gas emissions from automobiles and light trucks by 2020, and a 13 percent reduction by 2035 (compared with 2005 levels). The Draft Plan is anticipated to result in an 8 percent reduction in emissions by 2020, an 18 percent reduction by 2035, and a 22 percent reduction by 2040 as compared to 2005 levels.

The 2016 RTP/SCS also uses a number of performance measures to help gauge progress toward meeting SCAG's goals and objectives. With the preferred scenario, SCAG developed the strategies, programs, and project proposals discussed above. To determine how effective these strategies, programs, and projects would be, SCAG conducted a "Plan" vs. "No Build" (i.e., Baseline) analysis – essentially comparing what the region would look like with and without implementation of the Plan. The analysis clearly shows that implementing the 2016 RTP/SCS would result in a regional transportation network that improves travel conditions and air quality, while also promoting an equitable distribution of benefits – that is, social equity. The analysis also found that the Plan will:

- Increase the combined percentage of work trips made by carpooling, active transportation and public transit by 4 percent, and reduce the share of commuters traveling by single occupant vehicle by 4 percent.
- Reduce vehicle miles traveled per capita by 10 percent and vehicle hours traveled per capita by 18 percent.
- Increase daily travel by transit by nearly 3 percent, as a result of improved transit service and more transit-oriented development patterns.
- Reduce delay per capita by 46 percent.
- Reduce heavy duty truck delay on highways by about 40 percent.
- Reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

Land Use Co-Benefits

The land use strategies of the Draft 2016 RTP/SCS promote location efficiency by orienting new housing and job growth in areas served by high quality transit, and in other opportunity areas including existing main streets, downtowns, and corridors where infrastructure already exists. This more compact land use pattern, combined with the transportation network improvements, would result in improved pedestrian and bicycle access to community amenities, shorter average trip lengths, and reduced vehicle miles traveled. Strategies also support the development of more livable communities that provide more housing choices, consume less land, conserve natural resources, offer more and better transportation options, reduce average household transportation and utility costs, and promote an overall better quality of life.

Co-Benefits	**Draft Plan (Expressed as reductions relative to the Baseline scenario)**
Land Consumption	-23 %
Respiratory Health Cost	-13 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	-8 %
Building Energy Use, cumulative (2012-2040)	-4 %
Building Water Use, cumulative (2012-2040)	-0.6 %
Per Household Transportation Costs (fuel + auto)	-13 %
Per Household Utilities Costs (energy + water)	-9 %

Economic & Job Creation

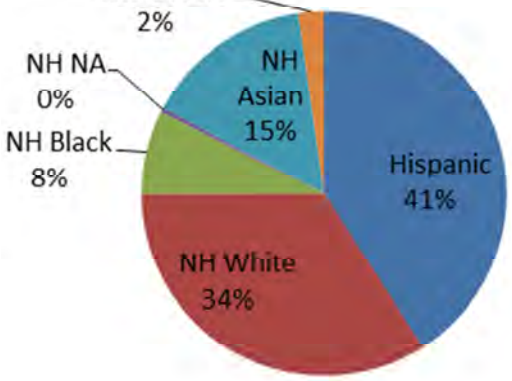
The 2016 RTP/SCS outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the State, and the nation in terms of economic development, job creation and economic growth, and overall business and economic competitive advantage in the global economy in terms of job creation and economic growth throughout the Southern California region. Over the 2016–2040 period, the RTP/SCS calls for the spending of over $500 billion on transportation improvement projects. An independent economic analysis indicates that over the twenty-five year period and six-county SCAG region, the Plan will generate significant employment. The 2016 RTP/SCS boosts employment in two ways—providing jobs for persons in highway and rail construction, operation, and maintenance, and boosting the economic competitiveness of the SCAG region by making it a more attractive place to do business.

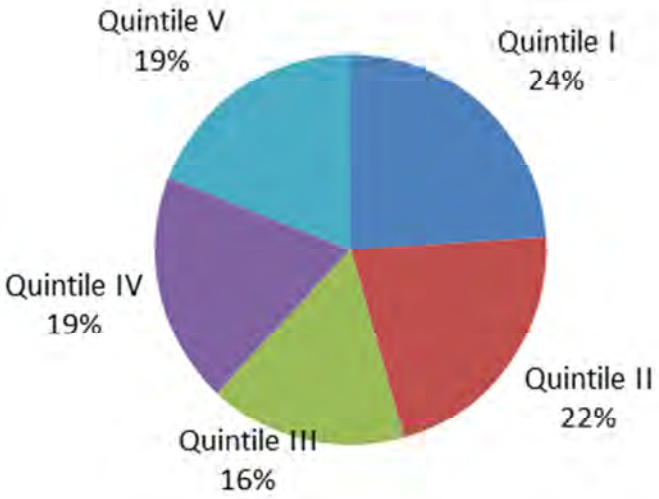
The economic analysis shows that, across SCAG's six county region, an annual average of over 188,000 jobs-year will be generated by the construction, maintenance, and operations expenditures that are specified in the RTP/SCS program, and the indirect and induced jobs that flow from those expenditures.

When investments are made in the transportation system, the economic benefits go far beyond the jobs created building it, operating it, and maintaining it. Unlike spending to satisfy current needs, infrastructure delivers benefits for decades. The infrastructure, once built, can enhance the economic competitiveness of a region. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region. An additional 375,000 annual jobs will be created by the SCAG region's increased competitiveness and improved economic performance that will result from congestion reduction and improvements in regional amenities due to implementation of the 2016 RTP/SCS.

Social Equity

SCAG staff conducted environmental justice (EJ) analysis for the Draft 2016 RTP/SCS based on the investment plan by mode (vehicle, passenger rail and transit, active transportation, etc.) and transportation usage by income/ethnicity. In regards to social equity, the 2016 RTP/SCS provides an extensive analysis on the impacts of the Plan on low-income and minority communities. A number of performance indicators were evaluated, including jobs-housing balance, accessibility to parks and other amenities, air quality, gentrification and displacement, noise impacts, and public health. The EJ results indicate that the 2016 RTP/SCS is an equitable investment plan by addressing the needs of both minority and low-income populations in the SCAG region.





The top left chart indicates that the distribution of investment from the Draft 2016 RTP/SCS is equitable among all ethnic groups compared with their respective usage and population share, while the chart on the right indicates that the Draft Plan expenditures and investment are reasonably allocated across all income quintile groups. Additionally, the Plan's EJ report includes a toolbox of suggestions for local jurisdictions and agencies to consider in addressing EJ issues, if any, at the local level.

Public Health

The 2016 RTP/SCS also focuses on improving public health outcomes in the SCAG region. A separate Appendix has been developed to highlight the Plan's performance through a public health "lens." The EEC reviewed and provided direction on the guiding principles and framework for the development and presentation of public health analysis in the Draft Plan. Plan performance is summarized in seven key focus areas, including: Access to Essential Destinations, Affordable Housing, Air Quality, Climate Adaptation, Economic Opportunity, Physical Activity and Transportation Safety. Some key performance results include a reduction in the total annual health costs for respiratory disease by more than 13 percent compared to the Baseline, as well as, a reduction in our regional obesity rate by 2.5 percent and a reduction in the share of our population that suffers with high blood pressure by 3 percent.

H. NEXT STEPS

Pending input from the Policy Committees at today's Joint Meeting, the Regional Council will be asked to formally release the Draft 2016 RTP/SCS for public review and comment on December 3, 2015. The Draft Plan will be available for public review and comment through January 27, 2016, fulfilling the 55-day review period required under SB 375. The PEIR for the Draft 2016 RTP/SCS will have a concurrent 55-day public review and comment period. In addition, during this period, staff will also initiate public hearings and another round of outreach to the elected representatives as well as stakeholders and the general public. After the close of the comment period, staff will document all of the comments received and prepare responses as

appropriate. Based on the input received through this process, staff will make necessary adjustments to the Draft 2016 RTP/SCS Plan and return to the Regional Council to present the proposed Final 2016 RTP/SCS for adoption at the Regional Council's April 7, 2016 meeting.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:
1. PowerPoint Presentation: "Draft 2016 RTP/SCS: A Plan for Our Future"
2. Draft 2016 RTP/SCS Policy Growth Forecast at the Jurisdictional Level

2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

November 5, 2015
Joint Policy Committee Meeting

Presentation Outline

1. **Regional Collaboration and Outreach in Development of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)**
   Hon. Cheryl Viegas-Walker, President
2. **Leadership and Guidance from SCAG's Policy Committees**
   Hon. Alan Wapner, Chair, Transportation Committee
   Hon. Bill Jahn, Chair, Community, Economic & Human Development Committee
   Hon. Deborah Robertson, Chair, Energy & Environment Committee
3. **Performance Outcomes of the Draft 2016 RTP/SCS**
   Hasan Ikhrata, Executive Director
4. **Environmental Compliance**
   Huasha Liu, Director, Land Use & Environmental Planning

2

Public Outreach & Committee Highlights

Meetings with Local Jurisdictions *to update and develop land use and SED forecasts (Since December 2013)*	195
Public Workshops and Open Houses *(Since May 2015)*	23
Regional Council and Joint Policy Committee Meetings *(Since March 2015)*	12
Environmental Justice Workshops *(Since November 2014)*	5
Policy Committee and Subcommittee Meetings *(Since January 2013)*	44
Technical Committee Meetings *(Since January 2013)*	93

3

Transportation Committee

4

Transportation Committee
Highways and Arterials-Related Strategies

- **Maximize productivity** through system management & demand management
- Add capacity primarily to close gaps/improve access
- New projects consider congestion management strategies
- Support **seamlessly operating system**
- Address non-recurring congestion with new technology
- Support **"complete streets"**
- Support projects consistent with ITS Architecture
- Maintain and preserve our existing infrastructure
- **Fix-it First**
- Consider the **life cycle costs** of new projects
- Continue to identify and support funding sources
- Further develop regional **Express/HOT Lane network**

5

Transportation Committee
Alternative Transportation Strategies

Transit & Passenger Rail

- Prioritize existing local commitments and expand the region's transit system
- Invest in **local bus, rapid bus, BRT** and point-to-point express bus service
- Maintain existing and future transit system assets in a state of good repair
- Use technology to operate transit more efficiently and effectively and make it more accessible to travelers
- **Support California High Speed Rail** Phase 1
- Improve Metrolink and the LOSSAN rail corridor as part of the "blended approach" to High Speed Rail

Active Transportation

- Better **align active transportation investments with land use and transportation** strategies
- Increase the competitiveness of local agencies for federal and state funding
- Develop strategies that **serve people from 8-80 years old** to reflect changing demographics and make active transportation attractive to more people
- Expand regional understanding of the **role that short trips play** in achieving goals and performance objectives, and provide strategic framework to support local planning and project development serving short trips
- Expand understanding and consideration of public health in the development of local plans and projects

6

Transportation Committee
Regional Economic Strategies

Goods Movement

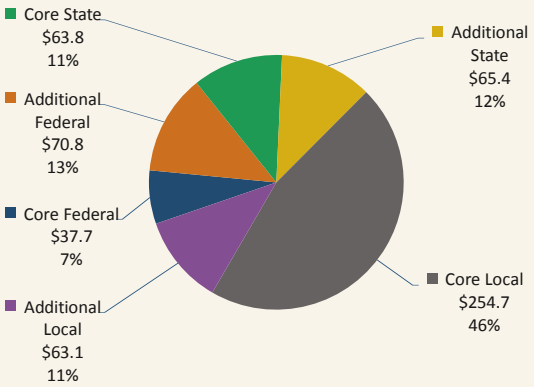
- Regional Clean Freight Corridor System
- Truck Bottleneck Relief Strategy
- Rail Strategy
  - Additional mainline tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions
  - Expansion/modernization of intermodal facilities
  - Highway-rail grade separations
  - Port-area rail improvements, including on-dock rail enhancements
- Goods Movement Environmental Strategy

Aviation

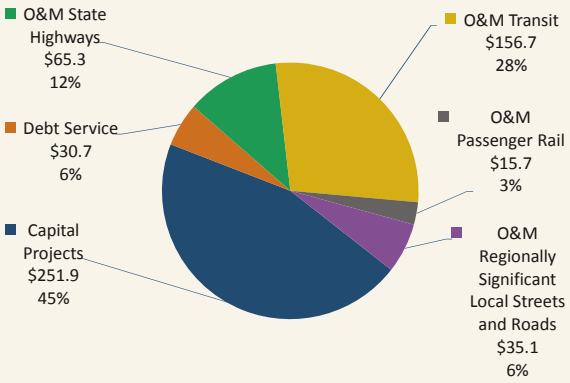
- Support **regionalization of air travel** demand
- Support regional and inter-regional projects that facilitate airport ground access
- Support on-going local planning efforts by
  - Airport operators
  - County Transportation Commissions
  - Local jurisdictions
- Encourage development and use of **transit access** to the region's airports
- Encourage use of modes with high average vehicle occupancy
- Discourage use of modes that require "deadhead" trips to/from airports

Transportation Committee
2016 RTP/SCS Financial Plan - $555.4 Billion

FY16-FY40 RTP/SCS Revenue Sources



FY15-FY40 RTP/SCS Expenditures



Note: numbers may not sum to total due to rounding

Transportation Committee
Our Future: Technology

Future Mobility: Electric Vehicles & Ridesourcing

PEV Goals

- Incentivize over 380,000 Level 1 & 2 Charging stations by 2040
- Encourage use of Neighborhood Electric Vehicles (NEVs)
- Reduce household vehicle ownership by 5% in urban and compact areas
- Encourage Carshare, Peer-2-Peer Carsharing, and Bikeshare
- Encourage shared ridesourcing (Lyft Line / Uber Pool)

9

Community, Economic & Human Development Committee

10

Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

- Directed staff to assess the implications from 2016 RTP/SCS growth forecast, including:
  - Evaluating the impacts of aging Baby Boomers
  - Investigating plausible Southern California future trends in terms of urban form, economic growth, transportation choices of immigrants, native born, Latinos and Millennials
  - Examining demographic and economic trends and their impacts on:
    - Poverty
    - Education & labor force training

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Community, Economic & Human Development Committee
Land Use & Housing

RHNA & Housing Element Reform

- Set foundation for the development of 2020 RTP/SCS and 6th cycle of Regional Housing Needs Assessment (RHNA)

2016 RTP/SCS Regional Growth Forecasting & Land Use Strategies

- Initiated in June 2013
- Adopted Local Review communication protocols
- Convened Panel of Experts producing regional growth forecast ranges
- Directed staff to meet one-on-one with all local jurisdictions (met 195 out of 197)
- Produced SCAG local jurisdictional Data/Map Books as foundation for local review/input for each jurisdiction in SCAG region
- Adopted guiding principles for policy growth forecast

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Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

Adopt Policy Growth Forecast Guiding Principles

Principle #1: Consistency with Local Input
Adoption of city/county total – pop, HH, jobs
is consistent with the Local Input

Principle #2: Consistency with GP
Sub-city/county level data consistent with respective general plan
or any updated input provided by local jurisdictions

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Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

Adopt Policy Growth Forecast Guiding Principles

Principle #3: Local Authority
CEQA streamlining consistency determination by local lead agencies
is at locals' sole discretion

Principle #4: Non-Binding
Any data at sub-city/county level
is deemed as advisory

Principle #5: Written Confirmation
Received from SCAQMD and CARB
confirming Non-Binding with the State Implementation Plan

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Energy & Environment Committee

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Energy & Environment Committee
Environmental Justice Outreach & Analysis Framework

Outreach

- Public Workshop Strategies
  - Held multiple workshops to accommodate diverse range of stakeholders
  - Utilized different formats to encourage input from participants
  - Post online input received
- Diversify Outreach Opportunities
  - Focus groups
  - One-on-one interviews with stakeholders

Analysis

- Avoid disproportionate impacts to low-income, minority, and other identified disadvantaged groups
- Thorough approach in analyzing disadvantaged groups and potential impacts of the Plan
- Consider a wide range of alternatives, mitigation, or avoidance measures if impacts are found

16

Energy & Environment Committee
2016 RTP/SCS PEIR Mitigation Measures, Guiding Principles & Performance-Based Approach

- Reviewed and provided feedback to develop the guiding principles and performance-based mitigation approach
- Guiding principles:
  - Maintain flexibilities at project-level while fulfill SCAG's responsibilities as a lead agency in light of recent CEQA case law
  - Recognize SCAG's limited authorities and distinguish SCAG commitments and project-level lead agency responsibilities
  - Facilitate CEQA streamlining and tiering at the project-level, where appropriate
- Performance-based approach to mitigation measures include:
  - SCAG mitigation measures
  - A "catch-all" mitigation measure
  - Project-level mitigation measures
- Approved by the EEC at its October 8th meeting

17

Energy & Environment Committee
Review 2016 RTP/SCS PEIR Alternatives Analysis Approaches

- The EEC reviewed the approach to the PEIR alternatives analysis at the August 6th Joint Policy Committee (including EEC) meeting, and the September 3rd and October 8th EEC meetings
- Alternatives are **substantively aligned with** the proposed Plan (2016 RTP/SCS) scenarios
- Alternatives are evaluated to assess ability to attain most of the basic objectives and assess their ability to **avoid or substantially lessen** the significant impacts

18

Energy & Environment Committee
Review Draft 2016 RTP/SCS PEIR Development Progress Updates

- The EEC at its March 5th meeting authorized the release of the Notice of Preparation (NOP) of the Draft 2016 RTP/SCS PEIR for a 30-day public review and comment period
- The EEC reviewed progress updates on the Draft 2016 RTP/SCS PEIR at the July 2nd EEC, August 6th (Joint Policy Committee), September 3rd, and October 8th EEC meetings
- Progress updates include:
  - NOP scoping process and stakeholder outreach
  - Draft PEIR outline and contents
  - Legal background and regulatory framework
  - Approaches to addressing air quality/health risk assessment, greenhouse gas emissions and climate change, environmental justice, mitigation measures, and alternatives in the Draft 2016 RTP/SCS PEIR
  - Schedule

19

Energy & Environment Committee
Public Health Guiding Principles and Framework

- Reviewed and provided direction on **Public Health Work Program**
- Reviewed and provided direction **Public Health Analysis Framework**
- Approved **Public Health Guiding Principles and Framework**
- Hosted a Special Meeting on **Public Health Focus Areas**

20

Energy & Environment Committee

Open Space, Conservation, Natural Lands and Water Resources

- Presented suggested roles for SCAG on natural and farm lands
- Overviewed Conservation Framework & Assessment, Natural Resources GIS database, Existing Information and Data Gaps products provided consultants
- Reported on Local Government and County Transportation Commission survey results on land conservation efforts
- Updated on efforts on Open Space Conservation Working Group
- Overviewed data on local and county level conservation actions
- Presented Consensus Recommendations from the Open Space Conservation Working Group Water Resources
- Received presentation from Amigos De Los Rios on opportunities for advancing mobility, open space and enhanced watershed management goals through integrated planning in river and utility corridors.

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS 50 YEARS

2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

November 5, 2015
Joint Policy Committee Meeting

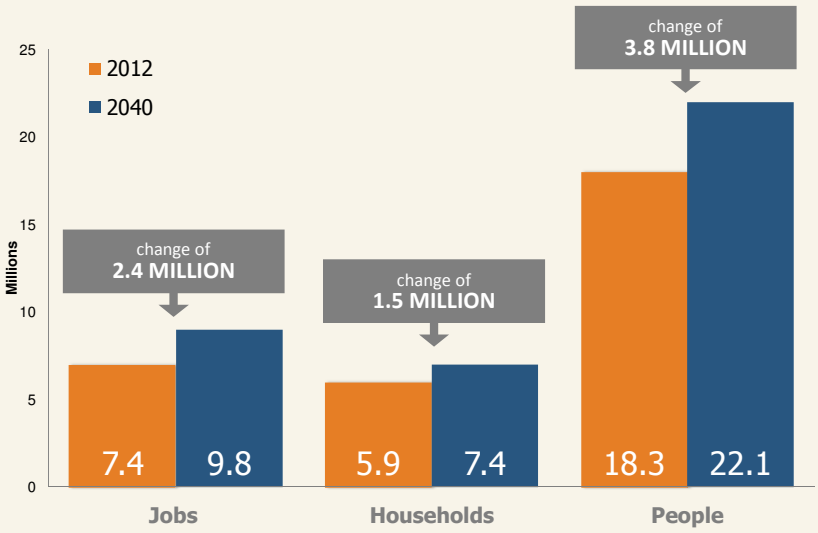
22

Why Update the RTP/SCS?
Meet 2016 RTP/SCS Performance Objectives

- Move people & goods more efficiently
- Increase accessibility
- Meet all legal & statutory requirements
  - ARB targets
  - Transportation air quality conformity
- Enhance sustainability through integrating land use and transportation resulting in numerous co-benefits
- Align with major trends in demographics & technology

23

Why Update the RTP/SCS? What's New Since 2012?
Changes in Growth and Demography



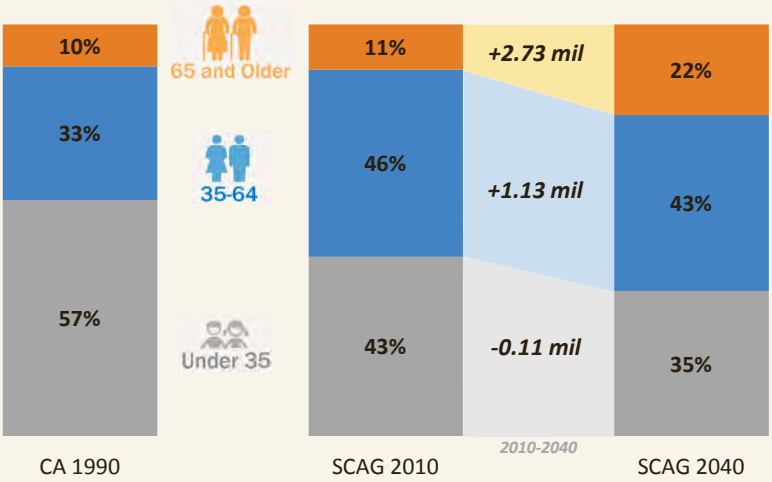
EMERGING TRENDS

- **Slower Growth**
- Fewer Children
- A Soaring Senior Population
- Increased Demand for Multifamily Housing
- Rapid Technological Advancements

24

Why Update the RTP/SCS? What's New Since 2012?
Changes in Growth and Demography

Current & Future Population by Age Group



Source: CA Department of Finance, 2014

EMERGING TRENDS

- Slower Growth
- **Fewer Children**
- **A Soaring Senior Population**
- Increased Demand for Multifamily Housing
- Rapid Technological Advancements

Why Update the RTP/SCS? What's New Since 2012?
Rapid Advancements in Technology

EMERGING TRENDS

- Slower Growth
- Fewer Children
- A Soaring Senior Population
- Increased Demand for Multifamily Housing
- **Rapid Technological Advancements**

Why Update the RTP/SCS? What's New Since 2012?
New Federal and State Guidance

Moving Ahead for Progress in the 21st Century (MAP-21) signed into law by President Obama in June 2012

- Funding surface transportation programs at over $106 billion for FY 2013 and 2014
- MAP-21 is the first long-term highway authorization enacted since 2005
- Creates performance-based surface transportation program
- Builds on highway, transit, bike, and pedestrian programs and policies established in 1991

Governor Brown's Executive Order B-30-15, Call to Action for Greater Reduction in GHG Emissions

- New Green House Gas (GHG) Target of 40% Below 1990 Levels by 2030
- Most Aggressive Benchmark enacted by any government in North America
- Will help ultimate goal of reducing emissions 80 percent under 1990 levels by 2050

SB 1077: Road Usage Charge Pilot Program

- Pilot Program to replace gas tax with User/Vehicle Miles Traveled (VMT) Fee
- Moves the Innovative Funding initiatives of 2012 RTP/SCS a step forward

27

Why Update the RTP/SCS? What's New Since 2012?
Building from the 2012 RTP/SCS

- Studied and analyzed these emerging demographic and technological trends
- Addressed New Federal and State Guidance
- Created six subcommittees to follow up critical issues identified in the 2012 RTP/SCS
- Worked closely with local governments to develop a growth forecast consistent with general plans and aligned with regional policies
- Collaborated with CTCs to ensure consistency with county transportation plans and projects
- Hosted 23 RTP/SCS Open Houses to get feedback from residents throughout Southern California
- Held dozens of policy discussions with three Policy Committees and Regional Council to get final direction on all facets of the Plan
- Utilized all of this information to recommend the 2016 RTP/SCS

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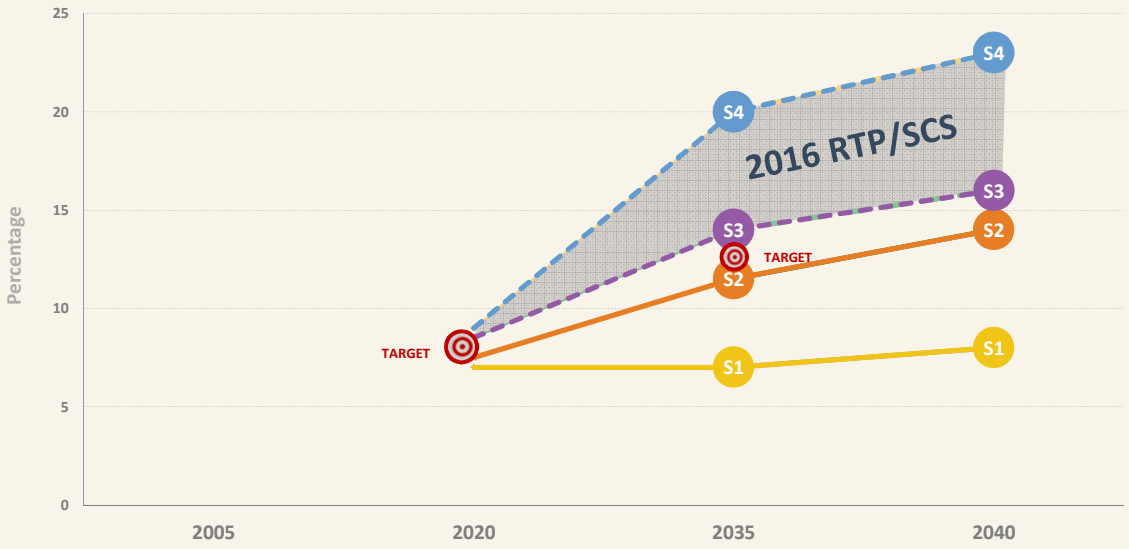
Per Capita GHG Changes from 2005

Preliminary Scenarios SCAG General Assembly, May 2015



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GHG Benefits Update

- The updated GHG reductions are based on 2014 EMFAC Model Runs
- The final results reflect full conversion to EMFAC2007 Equivalent
- The full conversion method is provided by CARB

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Draft Plan vs. Scenarios - Greenhouse Gas (GHG) Emissions

Per Capita Reduction from 2005 (Draft)

Year	SCAG GHG Targets*	2012-2035 RTP/SCS GHG Reductions*	Scenario 2: 2012 RTP/SCS Updated with Local Input**	Draft 2016 RTP/SCS**
2020	8%*	9%*	7%**	8%**
2035	13%*	16%*	15%**	18%**
2040		N/A	19%**	22%**
Meets GHG Targets?		Yes	No	Yes

* Using CARB EMFAC 2007
** EMFAC2007 Equivalent

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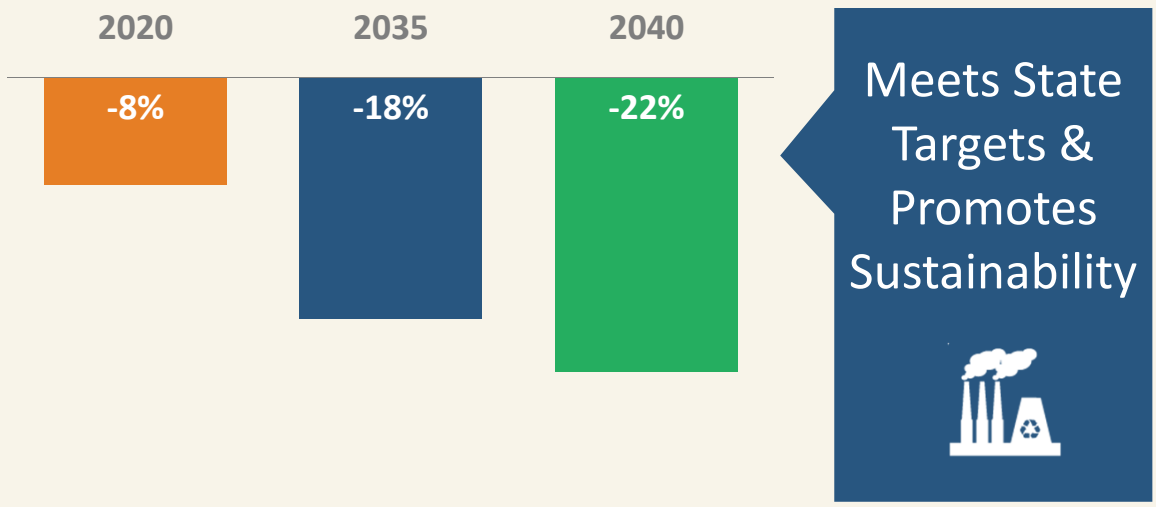
Greenhouse Gas (GHG) Emissions

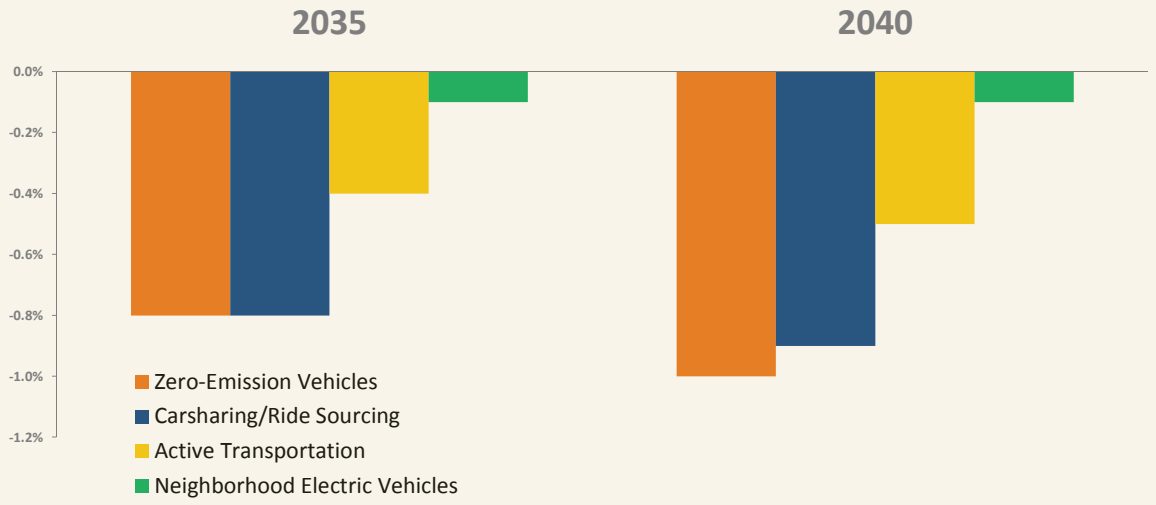
Draft Plan Per Capita Reduction from 2005 (Draft)



32

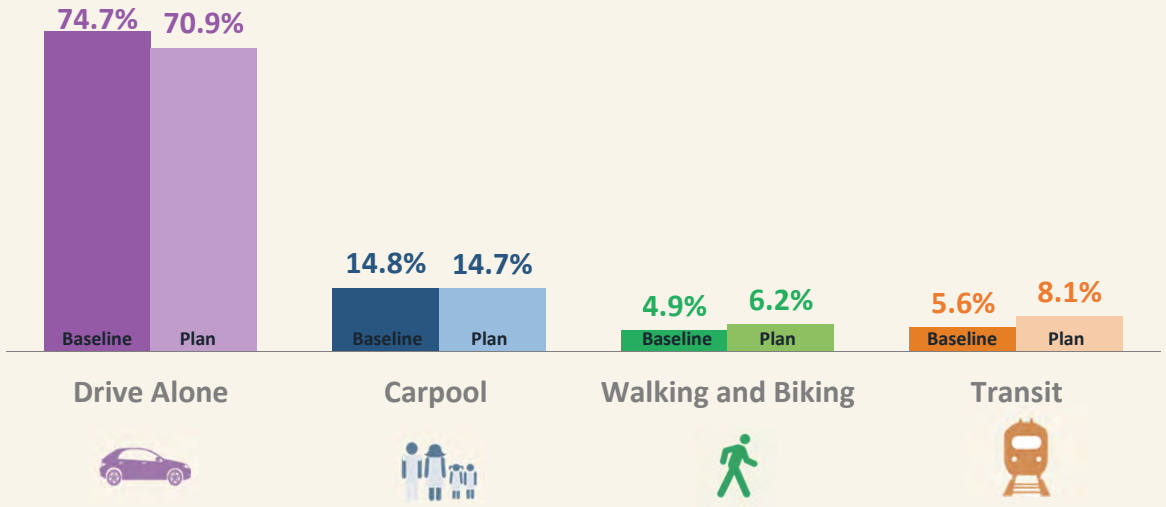
Greenhouse Gas (GHG) Emissions from New Technology & Active Transportation

Draft Plan Per Capita Reduction from 2005 (Draft)



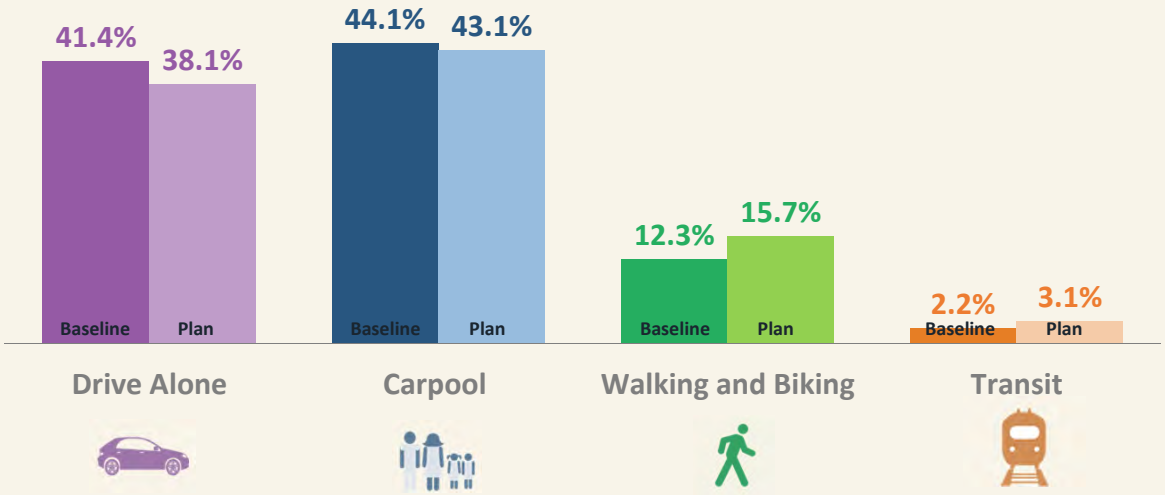
Mode Choice – Work Trips

Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

Mode Choice – Total Trips
Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

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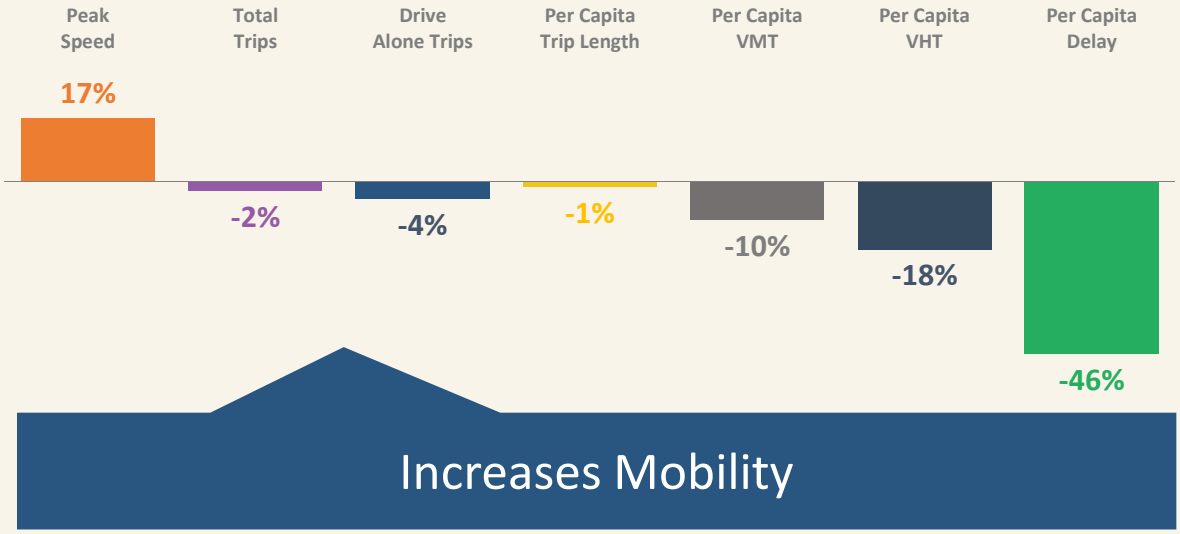
Roadway Results
Draft Plan vs. Trend Baseline (Draft)



Note: Per Capita VMT takes into account improvements from new technologies and active transportation investments, which were analyzed in supplement to SCAG's Trip Based Model

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Options for Our Future - RTP/SCS Scenario Overview
SCS Co-Benefits – Reduction from Trend Baseline

SCS Co-Benefits	Trend Baseline	Scenario 2 2012 RTP/SCS Updated with Local Input	Draft 2016 RTP/SCS	Scenario 4 Exceeding Expectations (PEIR)
Land Consumption	N/A	-10 %	-23 %	-41 %
Respiratory Health Costs	N/A	-9 %	-13 %	-19 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	N/A	-6 %	-8 %	-11 %
Building Energy Use, cumulative (2012-2040)	N/A	-2 %	-4 %	-5 %
Building Water Use, cumulative (2012-2040)	N/A	-0.4 %	-0.6 %	-1.0 %
Per Household Transportation Costs (fuel + auto)	N/A	-9 %	-13 %	-19 %
Per Household Utilities Costs (energy + water)	N/A	-4 %	-9 %	-11 %

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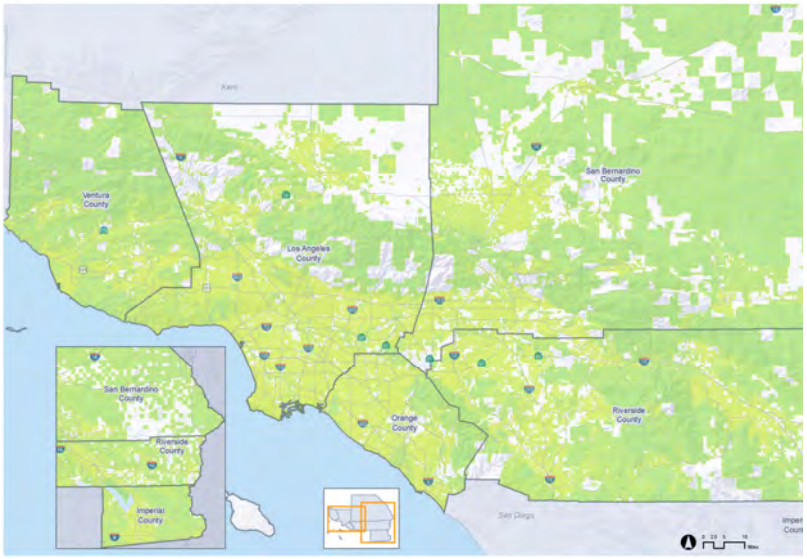
Water Use in 2040
Draft Plan vs. Trend Baseline (Draft)



Reduction of 860,000 Acre-Feet In Water Consumption

Enough for 151,000 People Annually from 2012 to 2040

*Per Capita Water Consumption = 181 Gallons Per Day in California (California Water Science Center, US Geological Survey)

Total Water Use Acre-Feet Plan minus Baseline (by SPZ)

Decrease

Source: SCAG Scenario Planning Model

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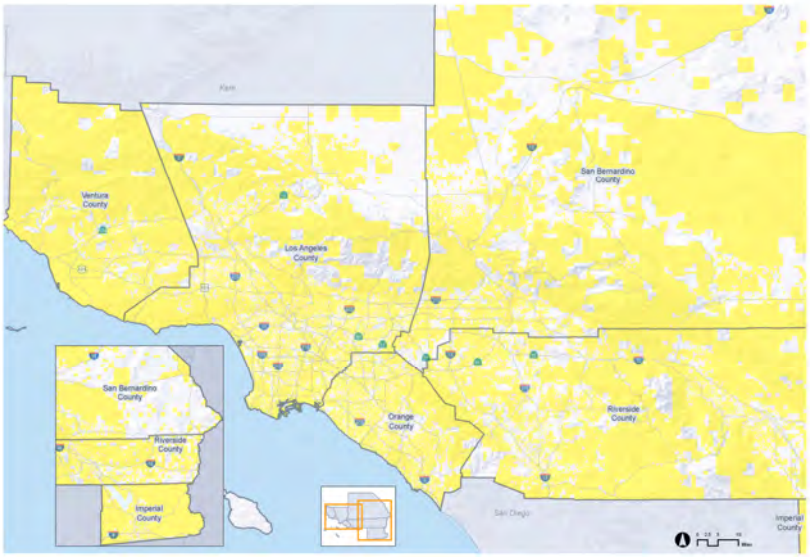
Electricity Use in 2040
Draft Plan vs. Trend Baseline (Draft)



Reduction of 740 Trillion BTUs in Electricity Usage

Enough for 133,000 People Annually from 2012 to 2040

*Per Capita Energy Consumption = 200 Million BTU Per Person in California for 2013 (US Energy Information Administration)

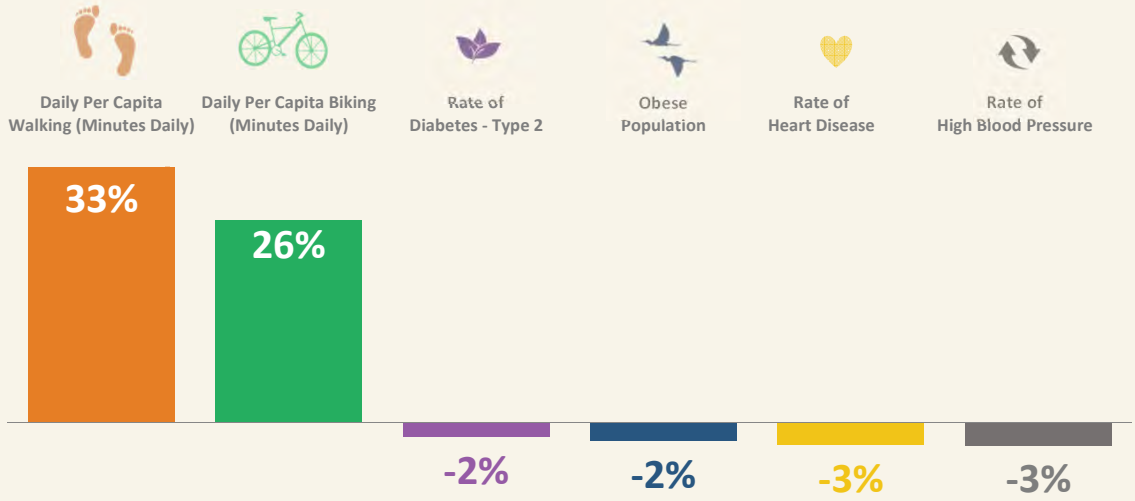
Total Electricity Use Annual Kilowatt-hour Plan minus Baseline (by SPZ)

Decrease

Source: SCAG Scenario Planning Model

39

Public Health Outcomes in 2040 – Adults Aged 18-65
Draft Plan vs. Trend Baseline (Draft)



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2016 2040 RTPSCS

ECONOMIC & JOB CREATION ANALYSIS

November 5, 2015
Joint Policy Committee Meeting

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Economic Benefits Background: 2012 SCAG RTP/SCS

2012 SCAG RTP/SCS Economic Analysis found:

- Transportation critical for regions key industries
  - Goods Movement/Logistics/International Trade
  - Tourism & Hospitality
  - Entertainment, etc.
- Job Creation from Infrastructure Investment
  - Construction
  - Operations
  - Maintenance
- Network Benefits in the form of Efficiency/Competitiveness Gains
  - Reduced transportation cost to regions business
  - Improves region's competitiveness
  - Continued analysis of specific economic benefits

42

Academic Findings Increasingly Link Transportation & Economics

In the scholarly literature, two economic transformations have occurred over the past two to three decades that make transportation access an increasingly important for regional metropolitan economies in the U.S.

- **Agglomeration Economies and the Need for Access**
  - U.S. Metropolitan economies are increasingly reliant on the value of proximity
  - What urban economists call "agglomeration economies", or the propensity of successful local economies to cluster
- **Congestion and Employment**
  - Congestion in most metro areas has risen to levels that, academic research indicates, tends to limit economic growth

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Initial Economic Analysis Activities To Date

- Economic Team used same methodology developed and vetted in 2012
- Foundation is incorporation of SCAG's Travel Demand Model from 2016 RTP/SCS
- Team worked closely with Regional Economic Models, Inc. (REMI) and SCAG staff to improve accuracy of input of preliminary and final travel demand model data, calibration, simulations
- Ran 20 plus simulations to account for the complexities of the 2016 plan

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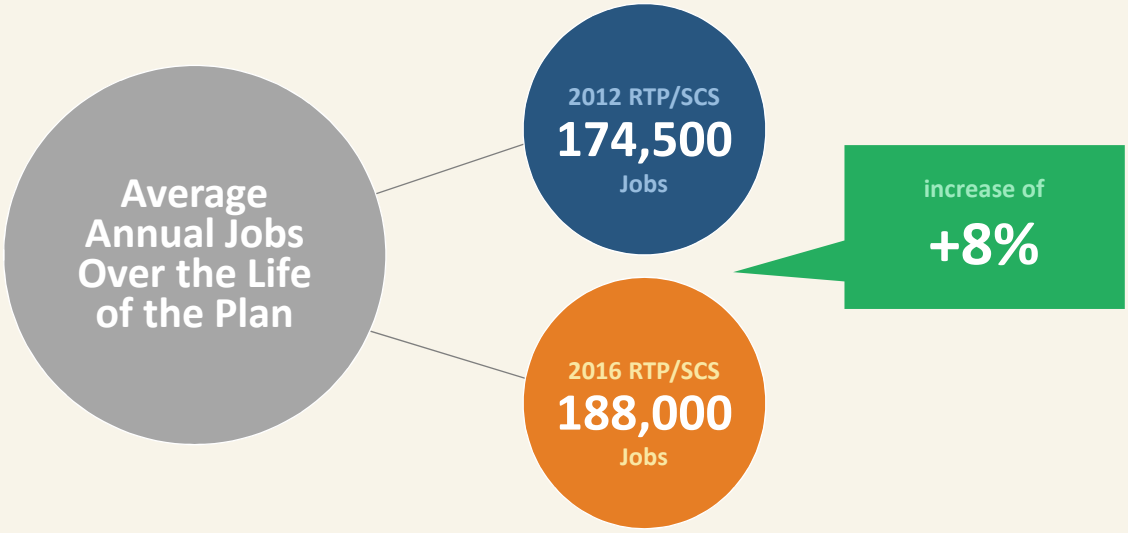
Economic Benefits through 2040
Construction, Operations and Maintenance (Draft)



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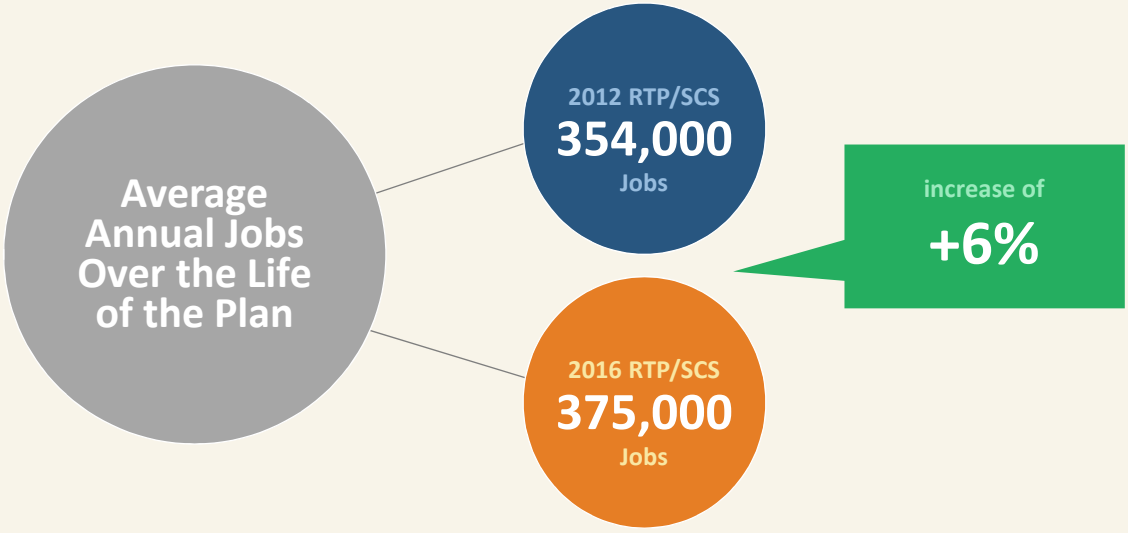
Economic Benefits through 2040
Network Benefits (Draft)



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Upcoming Schedule

Draft 2016 RTP/SCS & PEIR Release	December 3, 2015
2016 RTP/SCS Public Comment Period	Minimum 55 Days
2016 RTP/SCS PEIR Public Comment Period	Minimum 45 Days
Elected Officials Briefings	January 2016
Public Hearings	January 2016
Final Adoption of 2016 RTP/SCS & PEIR	April 7, 2016

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RECOMMENDED ACTION

Direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the proposed framework and key elements of the plan described in the staff report, and recommend that the Regional Council release the Draft 2016 RTP/SCS for formal public review and comments in December 2015.

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Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
25	Brawley city	25,800	42,900	7,600	15,000	8,000	16,800
25	Calexico city	40,200	62,200	10,200	19,300	8,300	17,500
25	Calipatria city	7,600	9,600	1,000	1,600	1,300	2,200
25	El Centro city	44,100	61,000	13,100	19,900	20,300	43,800
25	Holtville city	6,100	8,000	1,800	2,500	1,000	2,000
25	Imperial city	15,800	25,400	4,600	8,800	3,400	9,500
25	Westmorland city	2,300	2,700	600	700	300	500
25	Unincorporated	37,700	70,300	10,400	24,700	16,400	32,300
37	Agoura Hills city	20,500	22,700	7,300	8,200	12,500	15,300
37	Alhambra city	84,000	88,800	29,300	31,900	28,000	33,500
37	Arcadia city	56,700	65,900	19,600	22,900	28,900	34,400
37	Artesia city	16,600	18,000	4,500	5,000	5,000	5,800
37	Avalon city	3,800	5,100	1,500	2,100	2,500	3,000
37	Azusa city	47,100	55,000	12,800	15,600	16,600	20,600
37	Baldwin Park city	76,100	83,600	17,200	19,300	16,500	19,500
37	Bell city	35,700	36,900	8,900	9,200	12,400	13,700
37	Bellflower city	77,100	79,600	23,700	24,400	13,600	14,700
37	Bell Gardens city	42,300	44,000	9,700	10,100	9,400	10,500
37	Beverly Hills city	34,400	37,200	14,900	16,200	57,700	68,900
37	Bradbury city	1,100	1,200	400	400	100	200
37	Burbank city	103,300	118,700	42,500	48,400	106,800	145,000
37	Calabasas city	23,800	24,500	8,700	9,100	16,700	17,300
37	Carson city	92,000	107,900	25,300	30,800	58,500	69,700
37	Cerritos city	49,300	50,900	15,500	16,000	30,400	33,700
37	Claremont city	35,500	39,400	11,700	13,200	17,400	19,700
37	Commerce city	12,900	13,500	3,400	3,600	44,600	49,100
37	Compton city	97,300	100,900	23,100	24,000	25,400	28,200
37	Covina city	48,200	51,600	15,900	17,200	25,300	29,500
37	Cudahy city	23,800	23,800	5,600	5,600	2,900	2,900
37	Culver City city	39,100	40,700	16,800	17,500	44,100	53,000
37	Diamond Bar city	56,000	63,900	17,900	21,200	15,400	19,300
37	Downey city	112,500	121,700	33,900	37,300	47,500	53,000
37	Duarte city	21,500	24,300	7,000	8,200	10,100	11,900
37	El Monte city	114,200	137,200	27,800	34,700	28,000	35,700
37	El Segundo city	16,700	17,300	7,100	7,400	38,400	45,400
37	Gardena city	59,400	68,700	20,600	24,200	28,900	33,500
37	Glendale city	193,200	214,000	72,400	81,100	111,300	127,000
37	Glendora city	50,500	54,300	17,200	18,900	20,000	23,000
37	Hawaiian Gardens city	14,300	15,900	3,600	4,000	4,800	5,600
37	Hawthorne city	85,300	87,000	28,600	30,000	27,200	32,100
37	Hermosa Beach city	19,600	20,400	9,500	9,800	7,400	10,000
37	Hidden Hills city	1,900	2,000	600	600	300	300
37	Huntington Park city	58,500	67,400	14,600	17,400	15,600	18,600
37	Industry city	500	500	100	100	67,700	74,700
37	Inglewood city	110,900	129,000	36,600	43,300	31,100	37,400
37	Irwindale city	1,400	2,000	400	500	18,800	21,500
37	La Cañada Flintridge city	20,400	21,600	6,900	7,300	6,500	8,300
37	La Habra Heights city	5,400	6,200	1,800	1,900	200	400
37	Lakewood city	80,600	84,700	26,600	28,200	18,900	21,400
37	La Mirada city	48,800	52,100	14,700	15,800	17,400	20,200
37	Lancaster city	158,300	209,900	47,400	65,300	45,800	59,600
37	La Puente city	40,100	50,200	9,500	12,400	6,300	8,700
37	La Verne city	31,800	32,900	11,400	12,100	12,200	14,300
37	Lawndale city	33,000	33,900	9,700	10,100	6,700	8,200
37	Lomita city	20,500	21,200	8,100	8,400	4,600	5,400
37	Long Beach city	466,300	484,500	163,800	175,500	153,200	181,700
37	Los Angeles city	3,845,500	4,609,400	1,325,500	1,690,300	1,696,400	2,169,100
37	Lynwood city	70,300	76,100	14,700	16,200	9,200	10,900
37	Malibu city	12,700	14,100	5,300	5,600	8,500	10,300

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
37	Manhattan Beach city	35,300	37,100	14,000	14,800	18,000	20,700
37	Maywood city	27,500	28,900	6,600	6,900	3,600	4,000
37	Monrovia city	36,800	40,300	13,800	15,300	19,700	23,300
37	Montebello city	63,000	67,300	19,100	21,000	27,500	30,800
37	Monterey Park city	61,300	65,000	20,200	21,500	32,500	36,500
37	Norwalk city	105,900	106,300	27,100	27,200	24,100	27,300
37	Palmdale city	154,200	201,500	43,100	59,300	29,300	40,300
37	Palos Verdes Estates city	13,600	13,900	5,100	5,200	2,300	2,900
37	Paramount city	54,500	58,000	13,900	14,800	19,600	22,300
37	Pasadena city	140,300	150,700	58,900	62,400	111,000	144,800
37	Pico Rivera city	63,400	69,100	16,600	18,400	18,900	22,400
37	Pomona city	150,500	190,400	38,600	51,100	55,100	67,200
37	Rancho Palos Verdes city	42,000	42,300	15,600	15,700	5,800	6,200
37	Redondo Beach city	67,200	74,400	29,000	33,000	24,000	29,800
37	Rolling Hills city	1,900	2,000	700	700	100	100
37	Rolling Hills Estates city	8,100	8,600	3,000	3,100	5,900	6,800
37	Rosemead city	54,300	60,800	14,300	16,400	13,700	16,200
37	San Dimas city	33,600	34,500	12,000	12,400	11,200	12,700
37	San Fernando city	23,900	26,900	6,000	7,000	10,900	12,700
37	San Gabriel city	40,100	46,900	12,600	15,300	14,100	16,800
37	San Marino city	13,200	13,300	4,300	4,400	3,600	4,200
37	Santa Clarita city	202,000	262,200	67,300	90,300	73,500	95,900
37	Santa Fe Springs city	16,600	21,700	4,800	6,500	54,600	62,000
37	Santa Monica city	90,700	103,400	47,100	53,900	89,600	103,700
37	Sierra Madre city	11,000	11,200	4,800	5,000	1,900	2,100
37	Signal Hill city	11,200	12,000	4,200	4,600	13,800	16,500
37	South El Monte city	20,300	22,500	4,600	5,200	15,700	17,800
37	South Gate city	94,700	111,800	23,200	28,300	20,400	24,000
37	South Pasadena city	25,800	27,100	10,500	11,100	9,300	10,500
37	Temple City city	35,900	40,600	11,600	13,500	6,900	8,400
37	Torrance city	146,500	159,800	56,100	62,000	102,300	117,600
37	Vernon city	100	300	0	100	43,200	46,100
37	Walnut city	29,800	33,800	8,700	10,400	8,400	9,900
37	West Covina city	107,000	116,700	31,700	35,000	29,500	34,300
37	West Hollywood city	34,800	41,800	22,600	27,800	29,800	37,300
37	Westlake Village city	8,300	8,800	3,300	3,500	13,300	15,900
37	Whittier city	85,900	96,900	28,300	32,600	26,900	31,700
37	Unincorporated	1,040,700	1,273,700	292,700	392,400	222,900	288,400
59	Aliso Viejo city	49,300	51,000	18,500	19,400	18,900	20,900
59	Anaheim city	345,300	403,400	99,200	122,600	177,900	245,600
59	Brea city	41,100	50,600	14,500	18,100	46,700	53,700
59	Buena Park city	81,800	92,500	24,000	27,900	34,300	39,800
59	Costa Mesa city	111,200	116,400	40,000	42,500	84,400	93,200
59	Cypress city	48,500	49,700	15,700	16,300	22,100	27,700
59	Dana Point city	33,800	35,800	14,200	15,300	11,900	14,100
59	Fountain Valley city	56,000	59,300	18,700	19,900	30,400	34,900
59	Fullerton city	138,000	160,500	45,500	55,200	60,800	94,100
59	Garden Grove city	172,900	178,200	46,200	48,200	51,700	58,500
59	Huntington Beach city	193,200	207,100	74,900	81,200	75,800	87,000
59	Irvine city	227,100	327,300	81,800	123,400	224,400	320,000
59	Laguna Beach city	23,100	23,100	10,800	11,000	12,100	14,100
59	Laguna Hills city	30,600	31,500	10,400	10,900	18,500	19,400
59	Laguna Niguel city	63,900	72,000	24,300	27,700	18,300	22,100
59	Laguna Woods city	16,500	17,100	11,400	11,700	4,400	6,500
59	La Habra city	61,100	68,500	19,000	21,700	17,300	19,900
59	Lake Forest city	78,500	90,700	26,300	30,500	39,200	49,000
59	La Palma city	15,800	15,800	5,100	5,100	7,700	8,500
59	Los Alamitos city	11,600	12,100	4,100	4,200	14,200	15,600
59	Mission Viejo city	94,500	96,600	33,200	34,100	37,100	39,100
59	Newport Beach city	86,300	92,700	38,800	41,700	76,000	79,100

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
59	Orange city	138,500	153,000	43,600	49,300	94,100	105,500
59	Placentia city	51,500	58,400	16,600	18,900	19,000	23,500
59	Rancho Santa Margarita city	48,500	48,700	16,700	16,800	17,200	19,500
59	San Clemente city	64,400	68,000	24,000	25,300	24,800	29,500
59	San Juan Capistrano city	35,200	39,500	11,500	13,300	14,700	17,900
59	Santa Ana city	329,200	343,100	73,300	78,000	154,800	166,000
59	Seal Beach city	24,400	24,800	13,000	13,300	11,000	12,300
59	Stanton city	38,700	41,600	10,700	11,800	7,200	8,500
59	Tustin city	77,300	83,000	25,600	27,900	37,600	66,400
59	Villa Park city	5,900	6,100	2,000	2,000	1,500	1,700
59	Westminster city	91,000	92,800	26,200	26,800	24,200	26,400
59	Yorba Linda city	66,200	70,500	21,900	23,400	15,600	17,700
59	Unincorporated	120,700	180,100	37,800	56,900	20,700	41,200
65	Banning city	30,100	37,600	10,800	14,000	7,300	14,200
65	Beaumont city	39,400	80,600	12,400	27,200	5,900	18,000
65	Blythe city	20,000	24,600	4,500	6,200	3,700	6,600
65	Calimesa city	8,100	24,800	3,300	10,900	1,300	5,900
65	Canyon Lake city	10,700	11,300	3,900	4,100	1,200	2,700
65	Cathedral City city	52,200	68,100	17,100	26,000	10,800	21,200
65	Coachella city	42,400	146,300	9,200	40,100	8,500	34,400
65	Corona city	156,000	172,300	45,300	52,000	66,400	88,400
65	Desert Hot Springs city	27,800	58,900	9,100	21,900	3,700	12,900
65	Eastvale City	56,500	65,400	14,100	16,500	4,300	9,800
65	Hemet city	80,800	126,500	30,300	52,200	21,000	45,500
65	Indian Wells city	5,100	7,200	2,800	4,400	4,000	7,000
65	Indio city	78,800	123,300	23,800	39,300	16,000	36,800
65	Lake Elsinore city	54,100	111,400	15,200	35,000	11,800	31,700
65	La Quinta city	38,300	47,700	14,900	19,100	12,400	21,500
65	Menifee city	81,600	121,100	28,400	48,100	10,300	23,500
65	Moreno Valley city	197,600	256,600	51,800	73,000	31,400	83,200
65	Murrieta city	105,600	129,800	32,800	43,500	23,200	45,100
65	Norco city	26,900	32,100	7,000	9,200	13,200	25,700
65	Palm Desert city	49,800	61,700	23,400	31,400	36,900	53,600
65	Palm Springs city	45,600	56,900	22,900	31,300	26,300	45,800
65	Perris city	70,700	116,700	16,600	32,700	15,100	32,200
65	Rancho Mirage city	17,600	25,000	8,900	13,600	12,300	20,500
65	Riverside city	310,700	386,600	92,400	118,600	120,000	200,500
65	San Jacinto city	45,100	79,900	13,200	27,600	5,900	17,800
65	Temecula city	104,100	137,400	32,500	42,900	43,000	63,500
65	Wildomar city	33,000	56,200	10,100	18,100	5,000	13,500
65	Jurupa Valley City	97,000	114,500	25,000	30,400	24,500	32,600
65	Unincorporated	359,500	487,500	112,700	159,200	71,300	160,200
71	Adelanto city	31,100	70,000	7,900	18,100	3,900	7,800
71	Apple Valley town	70,200	100,600	23,700	34,800	15,400	27,600
71	Barstow city	23,100	35,100	8,100	12,900	8,100	16,800
71	Big Bear Lake city	5,100	6,900	2,200	3,000	3,800	5,400
71	Chino city	79,400	120,400	21,000	34,000	42,600	50,600
71	Chino Hills city	75,800	94,900	23,000	28,300	11,500	18,600
71	Colton city	52,800	69,100	15,000	20,800	16,800	29,200
71	Fontana city	200,200	280,900	49,600	74,000	47,000	70,800
71	Grand Terrace city	12,200	14,200	4,400	5,700	2,200	5,300
71	Hesperia city	91,100	129,100	26,400	39,100	14,900	28,300
71	Highland city	53,700	66,900	15,500	20,600	5,500	10,200
71	Loma Linda city	23,400	29,300	8,800	11,800	16,700	21,100
71	Montclair city	37,200	42,700	9,600	11,600	16,500	19,000
71	Needles city	4,900	7,000	1,900	2,800	2,200	3,800
71	Ontario city	166,300	258,600	45,100	75,300	103,300	175,400
71	Rancho Cucamonga city	170,100	204,300	55,400	73,100	69,900	104,600
71	Redlands city	69,600	85,500	24,800	32,400	31,700	53,400
71	Rialto city	100,800	112,000	25,400	31,500	21,100	30,500

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
71	San Bernardino city	211,900	257,400	59,300	77,100	88,900	128,900
71	Twentynine Palms city	25,900	37,300	8,300	11,400	4,300	8,500
71	Upland city	74,700	81,700	25,900	28,900	31,700	43,500
71	Victorville city	119,600	184,500	33,100	55,400	29,800	52,700
71	Yucaipa city	52,300	72,500	18,400	28,200	8,200	15,000
71	Yucca Valley town	21,000	26,300	8,300	12,200	6,100	10,000
71	Unincorporated	295,600	344,100	94,200	111,300	57,400	91,100
111	Camarillo city	66,300	79,900	24,800	30,200	35,800	47,300
111	Fillmore city	18,800	21,800	5,200	6,300	3,000	5,300
111	Moorpark city	34,800	43,000	10,600	13,100	11,300	16,600
111	Ojai city	7,500	8,400	3,100	3,300	5,100	5,300
111	Oxnard city	200,100	237,300	50,100	60,100	58,100	79,200
111	Port Hueneme city	21,800	22,400	7,100	7,300	6,400	6,700
111	San Buenaventura (Ventura) city	106,700	125,300	40,700	48,400	60,700	66,000
111	Santa Paula city	29,800	39,600	8,500	11,500	7,800	11,700
111	Simi Valley city	125,100	142,400	41,300	47,400	44,000	61,100
111	Thousand Oaks city	127,800	131,700	45,900	47,200	68,200	81,900
111	Unincorporated	96,700	113,600	32,100	37,500	31,800	38,700

Note: Rounded to the nearest 100, may not add up to rounded county figures due to separate rounding process.
Reflecting local input as of July 31, 2015, input received after July 31, 2015 will be incorporated into final plan before April 2016.

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REPORT

DATE: December 3, 2015

TO: Regional Council (RC)

FROM: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

BY: Hasan Ikhrata, Executive Director, 213-236-1944, ikhrata@scag.ca.gov

SUBJECT: Release of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

RECOMMENDED ACTION:
Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

EXECUTIVE SUMMARY:
Over the last several months, SCAG's Regional Council and Policy Committees have been discussing the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for the Regional Council to approve the official release of the Draft 2016 RTP/SCS. In order to allow more time to review the Draft 2016 RTP/SCS, the public comment period is changed to 60-days, commencing December 4, 2015 and ending February 1, 2016 concurrent with the Draft 2016 RTP/SCS PEIR.

The Draft 2016 RTP/SCS Executive Summary is attached to this report for your review. The complete Draft 2016 RTP/SCS and its corresponding Appendices are available on our website at http://scagrtpscs.net/Pages/Draft2016RTPSCS.aspx

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

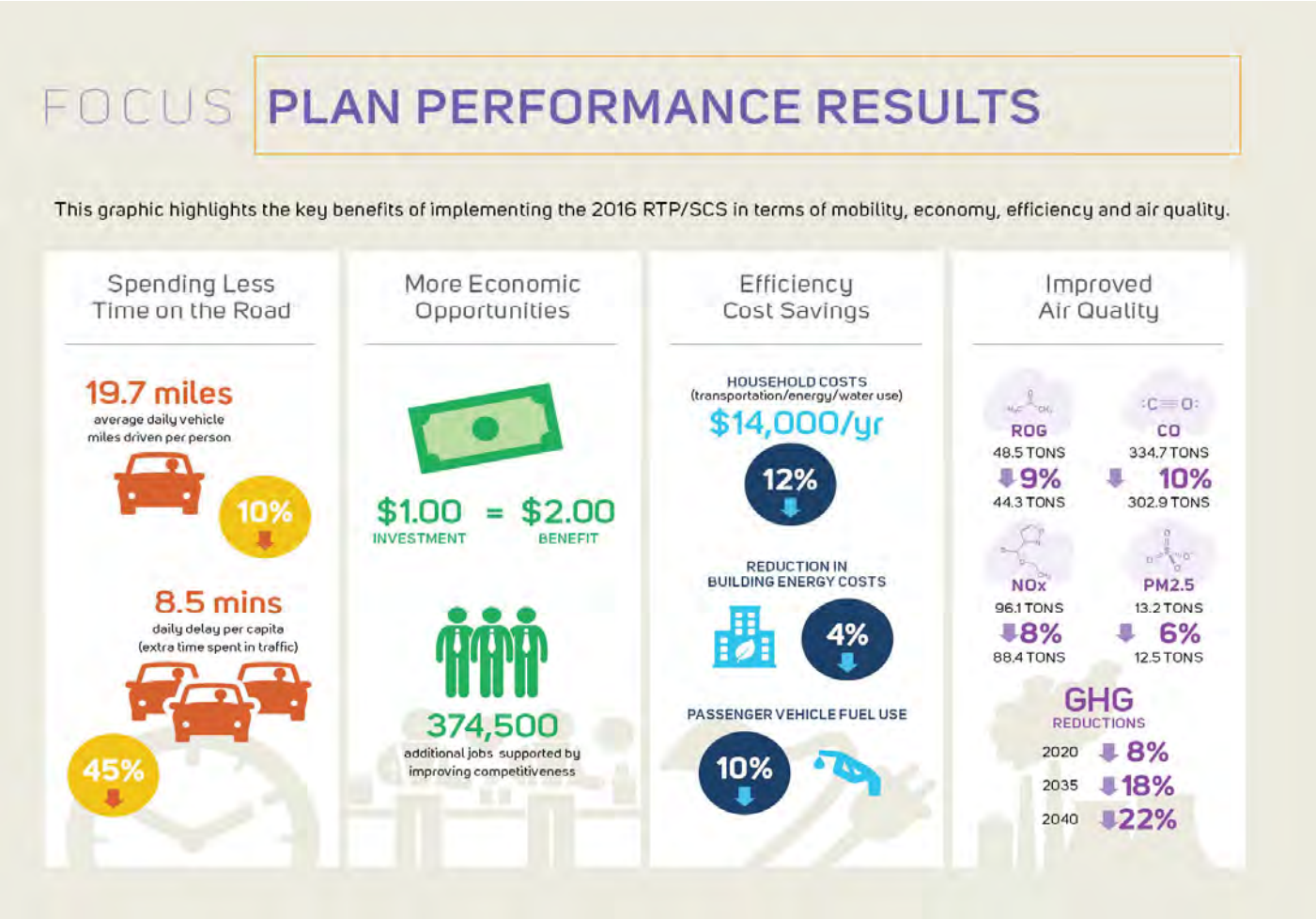
BACKGROUND:
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that

sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximizes transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

SCAG staff is pleased to present to the Regional Council the Draft 2016 RTP/SCS, which builds from many of the policies in the currently approved 2012 RTP/SCS. During the last three years, SCAG staff has worked to develop a comprehensive update of the current Plan that we believe provides good options for the future of the SCAG region. Over the last several months, SCAG's Regional Council and Policy Committees have jointly discussed the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for SCAG staff to finalize the Draft Plan and for the Regional Council to approve today the official release of the Draft 2016 RTP/SCS for public review and comment.

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest over $556.5 billion between 2016 and 2040 to significantly improve every component of our multi-modal transportation system and strategically integrate land use strategies with transportation investments, resulting in greater economic opportunity and a higher quality of life in the region.

Investments and strategies in the Plan will result in:



Summary of the November 5 Joint Meeting of the Policy Committees (CEHD, EEC, TC)

A number of public comments were received by the Policy Committees at the Joint Policy Committee meeting that were mostly supportive of the Draft 2016 RTP/SCS. Most of the comments received were positive and related to support for the Active Transportation and Public Health elements contained in the Draft Plan and the willingness of the speakers and the organizations they represented to continue to engage with staff on further refining these issues through and beyond the Plan adoption.

The Joint Policy Committee members' discussion was focused on a select number of issues: High-Speed Rail; Mileage-Based User Fee; Regional Aviation and criteria for project inclusion.

The Draft Plan includes support for the proposed California High-Speed Rail Phase 1 project as well as funding projects associated with the Memorandum of Understanding (MOU) in the constrained portion of the Draft 2016 RTP/SCS based upon the collective approve of the Policy Committee members on November 5, 2015. This MOU is between CHSRA, SCAG and several of the region's local transportation agencies to fund $1 billion of local rail improvement projects and was approved by the SCAG Regional Council on February 2, 2012. The Transportation Committee approved the passenger rail strategy and framework proposed in the Draft 2016 RTP/SCS on September 3, 2015, which includes these projects.

In the 2012 RTP/SCS, SCAG became the first MPO in the country to include in the financial plan a Mileage Based User Fee as a replacement to the gas tax in the outer years of the plan. Since that time, the Governor has signed SB 1077, creating a task force to further study a Mileage Based User Fee in California. The Transportation Committee took action on September 3, 2015, and the Policy Committees took action jointly on November 5, 2015, to include a Mileage Based User Fee program or equivalent revenue strategy as one of the possible reasonably available revenue sources for inclusion in the Plan.

To address concerns raised by some Policy Committee members at the November 5, 2015 Joint Policy Committee meeting, the Draft 2016 RTP/SCS clarifies that a Mileage Based User Fee program should feature specific governance, accountability, and approaches for protecting privacy as well as address income and geographic (e.g., rural vs. urban) equity impacts.

With respect to Regional Aviation, on August 6, 2015, the Transportation Committee held a special meeting on the Regional Aviation Forecast and approved for inclusion in the Draft Plan the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040 and an approach to distributing the growth to the region's twelve commercial airports. The Draft Plan is consistent with this action. To address a public comment received at the November 5, 2015 Joint Policy Committee meeting regarding adequate support for regionalization policy in the Plan, the Draft 2016 RTP/SCS maintains the importance of regionalization of aviation demand and recognizes that additional actions to realize its full implementation will be explored post-adoption of the 2016 RTP/SCS. Further, the airport impact analysis will be based on the higher range of the demand at the airports where ranges were assigned in order to simulate the worst case scenario from airport-related impacts.

Finally, regarding the criteria for project inclusion, SCAG's planning process and the Draft 2016 RTP/SCS respect the local planning process on specific projects. For projects that are still going through the local review process, there is adequate flexibility within the regional planning process to

allow SCAG to reflect the locally selected project specifics at the conclusion of the local review process, either through a special amendment to the RTP/SCS or through future updates.

Highlights of the Draft 2016 RTP/SCS

The remainder of the staff report provides key highlights of the proposed Draft 2016 RTP/SCS.

Our Vision
The Plan envisions vibrant, livable communities that are healthy and safe and which offer transportation options that provide timely access to schools, jobs, services, health care and other basic needs. These communities will be conducive to walking and bicycling and offer residents improved access to parks and natural lands. Collectively, these communities will support opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity and that "one-size fits all" solutions are not practical or feasible.

Integrating Land Use and Transportation
The Draft 2016 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain our resources and expand efficiency, mobility and accessibility for people across the region. The integrated strategies, programs and projects included in the Plan are designed to improve a region with very specific changes underway: Over the next 25 years, our region's population is projected to grow by more than 20 percent, from about 18 million people to more than 22 million people. Diverse households will reside in all types of communities, including urban centers, cities, towns, suburban neighborhoods and rural areas. Much of the region will continue to be populated by households living in detached single-family dwellings located in lower-density suburban areas. However, 67 percent of new residences will be higher density multifamily housing, built as infill development within High Quality Transit Areas (described further below). We anticipate that households will demand more direct and easier access to jobs, schools, shopping, healthcare and entertainment, especially as Millennials mature and seniors grow in number. Our Southern California region will remain a vital gateway for goods and services, an international center for innovation in numerous industries and a place that offers its residents a high standard of living. We know that our future growth will add new pressures to our transportation system and to our communities. However, through long-term planning that integrates strategies for transportation and land use, we can ensure that our region grows in ways that enhance our mobility, sustainability and quality of life.

Major Transportation Initiatives and Sustainable Communities Strategies
The Draft 2016 RTP/SCS includes several major transportation initiatives and Sustainable Communities Strategies that will move us in the direction towards achieving our vision for 2040.

- **Preserving the transportation system we already have (Fix it First):** The Draft 2016 RTP/SCS calls for the investment of $274.9 billion toward preserving our existing system. The allocation of these expenditures includes the transit and passenger rail system, the state highway system, and regionally significant local streets and roads.

- **Expanding the regional transit system to give people more alternatives to driving alone:** The Draft 2016 RTP/SCS includes $56.1 billion for capital transit projects and $156.7 billion for operations and maintenance. This includes significant expansion of the Metro subway and Light

Rail Transit (LRT) system in Los Angeles County. Meanwhile, new Bus Rapid Transit (BRT) routes will expand higher speed bus service regionally; new streetcar services will link major destinations in Orange County; and new Metrolink extensions will better connect communities in the Inland Empire. Other extensive improvements are planned for local bus, rapid bus, BRT and express service throughout the region. To make transit a more attractive and viable option for people, the 2016 RTP/SCS also supports implementing and expanding transit signal priority, regional and inter-county fare agreements and media, increased bicycle carrying capacity on transit and rail vehicles, real-time passenger information systems to allow travelers to make more informed decisions, and implementing first/last mile strategies to extend the effective reach of transit.

- **Expanding passenger rail:** The Draft 2016 RTP/SCS plans for an investment in passenger rail of $38.6 billion for capital projects and $15.7 billion for operations and maintenance. The Plan calls for maintaining the commitments in the 2012 RTP/SCS and the High Speed Rail Memorandum of Understanding (MOU), which identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with California's High Speed Rail project. These capital projects will bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and help lead to a blended system of rail services.

- **Improving highways and arterials:** The Draft 2016 RTP/SCS calls for investing $54.5 billion for capital projects and $102.5 billion for operations and maintenance toward strategies to improve efficiency of our highway and arterial system throughout the region. This includes focusing on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access, and other measures. The plan also continues to support a regional network of High Occupancy Toll (HOT) Lanes building on the success of the SR-91 Express Lanes in Orange County, and I-10 and I-110 Express Lanes in Los Angeles County.

- **Managing demands on the transportation system:** The Draft 2016 RTP/SCS calls for investing $6.9 billion toward Transportation Demand Management (TDM) strategies throughout the region. These strategies focus on reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft; redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules; and reducing the number of drive-alone trips through increased use of transit, rail, bicycling, walking and other alternative modes of travel.

- **Optimizing the performance of the transportation system:** The Draft 2016 RTP/SCS earmarks $9.2 billion for Transportation System Management (TSM) improvements, including extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management, and other Intelligent Transportation System (ITS) improvements.

- **Promoting walking, biking and other forms of active transportation:** The Draft 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012, including promoting active transportation for short trips by improving sidewalk quality, local bike networks, and neighborhood mobility areas; and for regional trips by improving a regional greenway network, bike network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region's transit system; promoting 16 regional corridors that support biking and walking; supporting bike share programs; and educating people about the benefits of active transportation for students, as well as promoting safety campaigns.

- **Strengthening the regional transportation network for goods movement:** The Draft 2016 RTP/SCS includes $74.8 billion in goods movement investment. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment to Interstate 15 in San Bernardino County; working to relieve the top 50 truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and in the longer term, advancing technologies to implement a zero-emission and near zero-emission freight system.

- **Leveraging technology.** Advances in communications, computing and engineering – from shared mobility innovations to zero emission vehicles – can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications – and as they are increasingly used, air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the Draft 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles powered by a gasoline engine when their battery is depleted. The Draft 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

Sustainable Communities Strategies

- **Focusing new growth around transit:** The Draft 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: Identify regional strategic areas for infill development and investment; develop "Complete Communities;" develop nodes on a corridor; plan for additional housing and jobs near transit; plan for changing demand in types of housing; continue to protect stable, existing single-family areas; Ensure adequate access to open space and preservation of habitat; and incorporate local input and feedback on future growth. These policies support the development of:

- High Quality Transit Areas (HQTAs) – areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only 3 percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth, and 50 percent of the future employment growth.
- Livable Corridors – arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
- Neighborhood Mobility Areas (NMAs) – these areas represent the synthesis of various planning practices and are applicable in a wide range of settings. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a "complete streets" approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.

- **Preserving natural lands:** Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The Draft 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

Overall Financial Plan

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest $556.5 billion through the forecast horizon year of 2040 to significantly improve every component of our multi-modal transportation system, including much needed investment for the operation and maintenance of our existing system. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total $274.9 billion (49 percent).

The funding of the Plan is based on $356.1 billion in core revenue sources and $200.4 billion in new revenue sources that are reasonably expected to be available over the plan period. Local sources, totaling $254.7 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling $63.8 billion (18 percent) and federal sources totaling $37.7 billion (11 percent). Core revenues are existing transportation funding sources projected through 2040. The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

The forecast of expenditure needs totals $556.5 billion. The difference between the expenditure forecast total ($556.5 billion) and the core revenue forecast total ($356.1 billion) is $200.4 billion. This funding gap is similar to the amount identified in the 2012 RTP/SCS. As part of the 2012 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees (or other comparable source such as equivalent adjustment to fuel tax adjustments) were included to fill the gap.

State and Federal Compliance

The Draft 2016 RTP/SCS meets all of the federal and state requirements. Based upon SCAG's modeling analysis, the Draft Plan meets all the provisions of transportation conformity rules under the Clean Air Act. Cleaner fuels and new vehicle technologies will help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan meets state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state's targets for the SCAG region are an eight (8) percent per capita reduction in greenhouse gas emissions from automobiles and light duty trucks by 2020, and a 13 percent reduction by 2035 (compared to 2005 levels). The Draft RTP/SCS achieves a greenhouse gas reduction of 8 percent per capita in 2020, 18 percent per capita in 2035, and a 22 percent reduction by 2040 as compared to 2005 levels. Thus the Draft Plan meets and/or exceeds the targets established by the California Air Resources Board (ARB) for the SCAG region.

Next Steps

The official release of the Draft 2016 RTP/SCS triggers a 60-day public review and comment period. Staff will continue to conduct significant outreach efforts targeting elected officials key stakeholders, community groups and the general public to ensure ample opportunities to provide feedback on the Plan. In January 2016, staff will conduct a minimum of 14 Elected Officials' Briefings and three (3) Public Hearings throughout the six-county SCAG region to solicit feedback on all elements of the Plan. At the end of the 60-day comment period, staff will document and provide a written response to each comment received. These comments will be summarized and presented to the Regional Council on March 3, 2016. Based on policy direction from the Regional Council at the March 3, 2016 meeting, staff will make final revisions to the Draft Plan. On April 7, 2016, the Regional Council will be asked to consider the Final 2016 RTP/SCS for adoption.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:

1. Draft 2016 RTP/SCS Executive Summary
2. PowerPoint Presentation: "2016 RTP/SCS – A Plan For Our Future"

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

50 YEARS

2016 2040 RTPSCS

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

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

Executive Summary

DRAFT

DECEMBER 2015

EXECUTIVE SUMMARY

ENVISIONING OUR REGION IN 2040

Transport yourself 25 years into the future. What kind of Southern California do you envision? SCAG envisions a region that has grown by nearly four million people – sustainably. In communities across Southern California, people enjoy increased mobility, greater economic opportunity and a higher quality of life.

OUR VISION

In our vision for the region in 2040, many communities are more compact and connected seamlessly by numerous public transit options, including expanded bus and rail service. People live closer to work, school, shopping and other destinations. Their neighborhoods are more walkable and safe for bicyclists. They have more options available besides driving alone, reducing the load on roads and highways. People live more active and healthy lifestyles as they bike, walk or take transit for short trips. Goods flow freely along roadways, highways, rail lines and by sea and air into and out of the region – fueling economic growth.

Southern California's vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. The region's roads and highways are well-managed so that they operate safely and efficiently, while demands on the regional network are managed effectively by offering people numerous alternatives for transportation.

Housing across the region is sufficient to meet the demands of a growing population with shifting priorities and desires and there are more affordable homes for all segments of society. With more connected communities, more choices for travel and robust commerce, people enjoy more opportunities to advance educationally and economically. As growth and opportunity are distributed widely, people from diverse neighborhoods across the region share in the benefits of an enhanced quality of life.

With more alternatives to driving alone available, air quality is improved and the greenhouse gas emissions that contribute to global climate change are reduced. Communities throughout Southern California are more prepared to confront and cope with the inevitable consequences of climate change, including droughts and wildfires, heat waves, rising seas and extreme weather. Meanwhile, natural lands and recreational areas that offer people a respite from the busier parts of the region are preserved and protected.

At mid-century, technology has transformed how we get around. Automated cars have emerged as a viable option for people and are being integrated into the overall transportation system. Shared mobility options that rely on instantaneous communication and paperless transactions have matured and new markets for mobility are created and strengthened.

Above all, people across the region possess more choices for getting around and with those choices come opportunities to live healthier, more economically secure and higher quality lives.

This vision for mid-century, which is built on input received from thousands of people across Southern California, is embodied in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS, or Plan), a major planning document for our regional transportation and land use network. It balances the region's future mobility and housing needs with economic, environmental and public health goals. This long-range Plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic and policy circumstances change. The 2016 RTP/SCS is a living, evolving blueprint for our region's future.

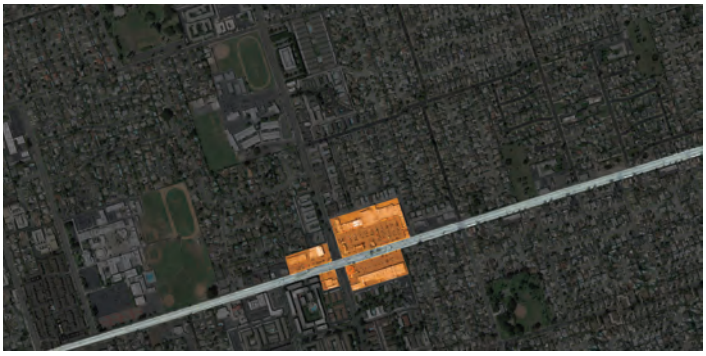
HOW WE GET TO WORK

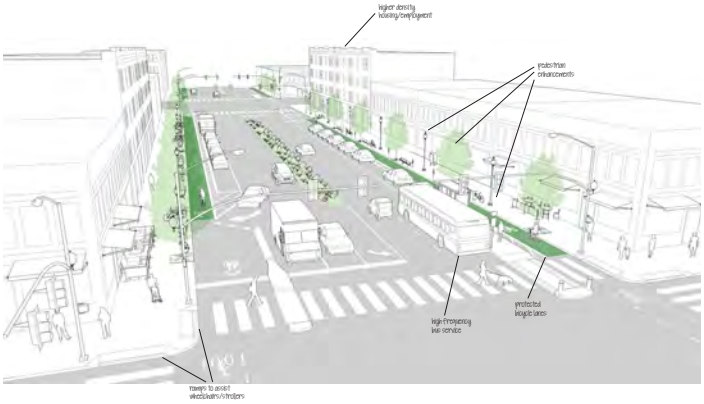
14% CARPOOL

76% DRIVE ALONE

5% TRANSIT *(Bus/Rail)*

5% NON-MOTORIZED *(Walk/Bike)*





OUR OVERARCHING STRATEGY

It is clear that the path toward realizing our vision will require a single unified strategy, one that *integrates planning for how we use our land with planning for how we get around*.

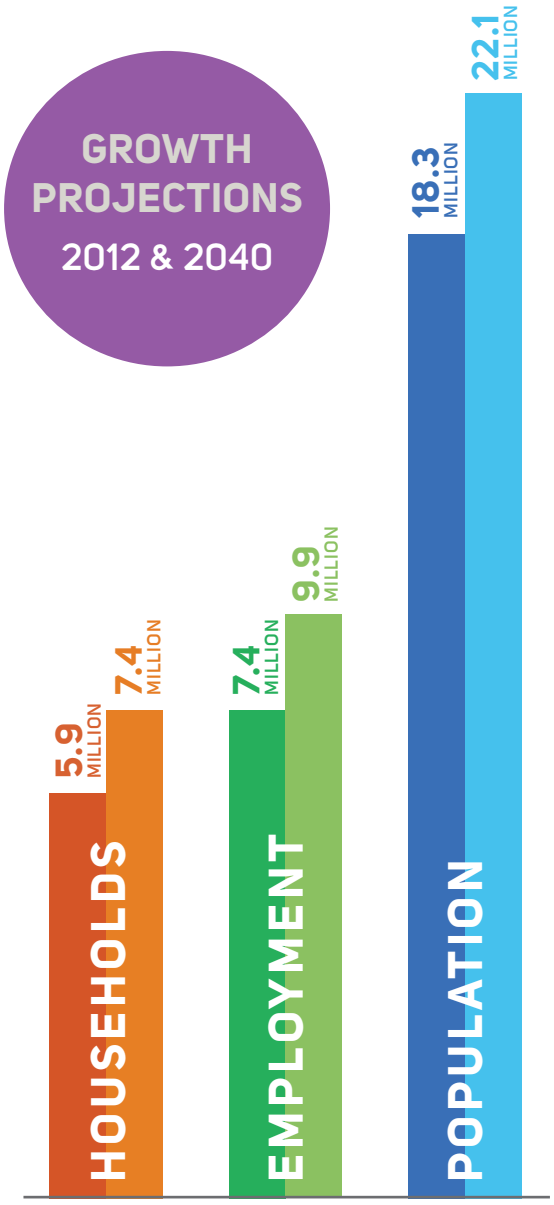
Here is what we mean: we can choose to build new sprawling communities that pave over undeveloped natural lands, necessitating the construction of new roads and highways – which will undoubtedly become quickly overcrowded and contribute to regional air pollution and ever increasing greenhouse gas emissions that drive climate change.

Or, we can grow more compact communities in existing urban areas, providing neighborhoods with efficient and plentiful public transit, abundant and safe opportunities to walk, bike and pursue other forms of active transportation and preserving the region's remaining natural lands for people to enjoy. This second vision captures the essence of what people have said they want during SCAG outreach to communities across the region.

SCAG acknowledges that more compact communities are not for everyone, and that many residents of our region prefer to live in established suburban neighborhoods. The agency supports local control for local land use decisions, while striving for a regional vision of more sustainable growth.

Within the 2016 RTP/SCS, you will read about plans for "High Quality Transit Areas," "Livable Corridors," and "Neighborhood Mobility Areas." These are a few of the key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity and an overall higher quality of life. These features embody the idea of integrating planning for how we use land with planning for transportation.

As we pursue this unified strategy, it will be vital that we ensure that the benefits of our initiatives are widely distributed and that the burdens of development are not carried by any one group disproportionately. Social equity and environmental justice must be key considerations of our overall Plan.

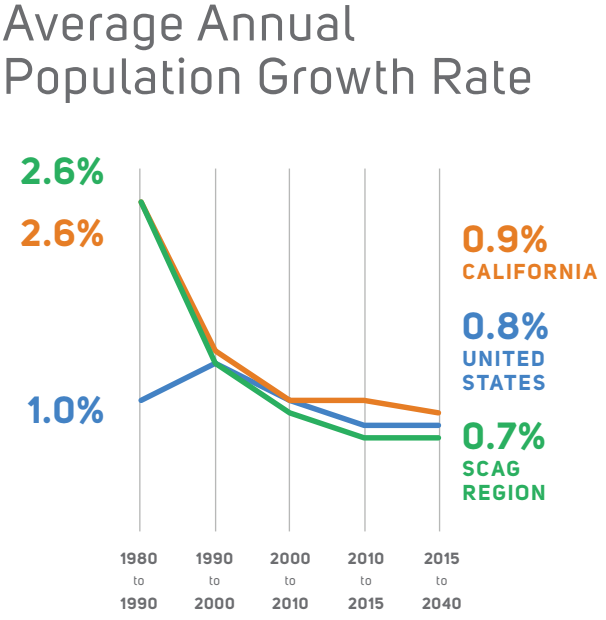


Source: CA DOF, CA EDD, SCAG

CHALLENGES WE FACE

We are living at a time of great change in Southern California. Our region must confront several challenges as we pursue the goals outlined in the 2016 RTP/SCS:

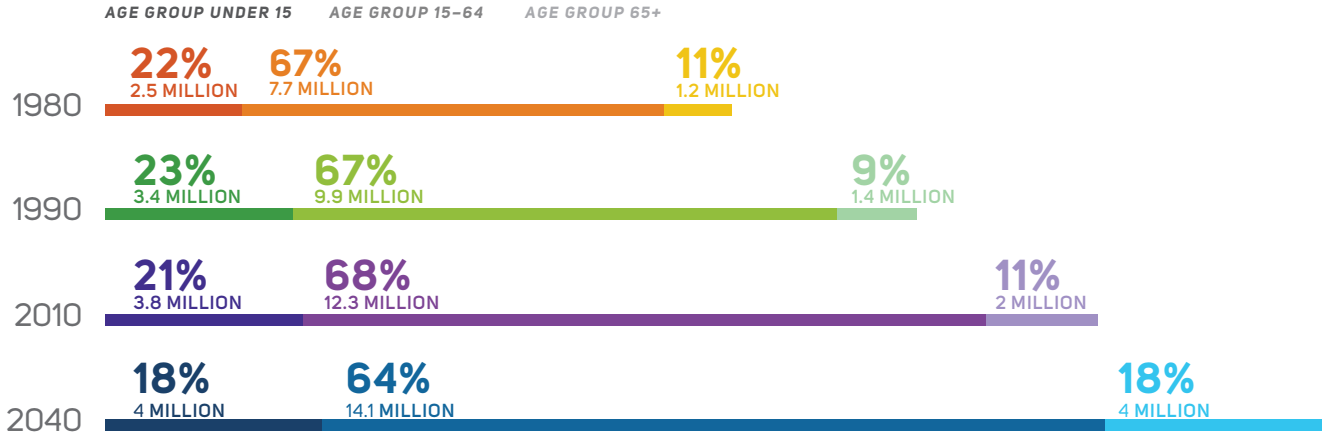
- **We are growing slower:** But our region is projected to grow to 22 million people by 2040 – an increase of nearly four million people.
- **Our overall population will be older:** The median age of our region's overall population is expected to rise, with an increasing share of senior citizens. This demographic shift will have major impacts on transportation needs and on our transportation plans. A key challenge for the region will be to provide seniors with more transportation options for maintaining their independence as they age.
- **A smaller percentage of us will be working:** The share of younger people of working age is expected to fall. The ratio of people over the age of 65 to people of working age (15 to 64) is expected to increase. This means that our region could face a labor shortage and a subsequent reduction in tax revenues.



Source: US Census Bureau, CA DOF, SCAG

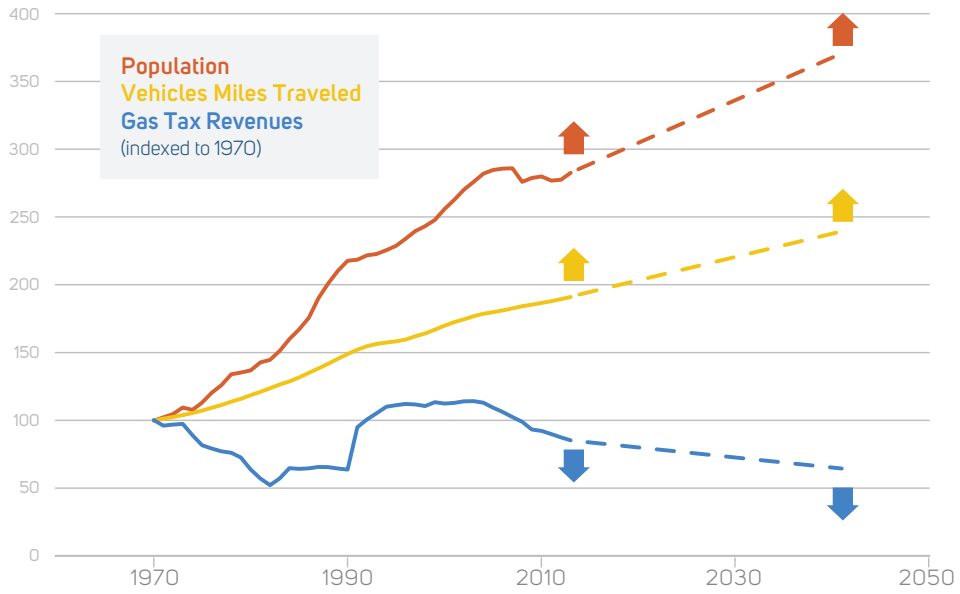
- **A large number of us want more urban lifestyles:** Today's Millennials, born between 1980 and 2000, are expected to demand more compact communities and more access to transit – shifting regional priorities for the overall transportation system and the types of housing that is constructed. Baby Boomers are also expected to increasingly desire these kinds of communities.
- **Many of us will continue to live in the suburbs and drive alone:** Despite the emerging trends discussed above, many people in the region will continue to live in suburban neighborhoods and drive alone to work, school, shopping and other destinations - rather than using public transit and other transportation alternatives. The 2016 RTP/SCS will not change how everyone chooses to get around, but the Plan is designed to offer residents more choices so that we can experience regionwide benefits.
- **Housing prices are increasing:** Housing prices are rising steadily and affordability is declining. As communities are redeveloped to be more compact with new transit options and revitalized urban amenities, existing residents may risk displacement.
- **Our transportation system requires rehabilitation and maintenance:** Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system and the quality of many of our roads, highways, bridges, transit and bicycle and pedestrian facilities is continuing to deteriorate. If we continue on our current path of seriously underfunding system preservation, the cost of bringing our system back to a reasonable state of good repair will grow exponentially.

More Baby Boomers Will Age & Retire



Source: US Census Bureau, SCAG

FIGURE 1 CALIFORNIA POPULATION, TRAVEL AND GAS TAX REVENUE TRENDS



Source: Caltrans, California Department of Finance, California State Board of Equalization, White House Office of Management and Budget

The State of Disrepair

17% OF HIGHWAYS ARE **DISTRESSED**

6% OF LOCAL ROADS IN **FAILED CONDITION IN 2012**

25% OF LOCAL ROADS WILL BE IN **FAILED CONDITION** IN 2022 UNDER CURRENT (2012) FUNDING

18% OF BRIDGES RATED AS **FUNCTIONALLY OBSOLETE**

10% OF BRIDGES RATED AS **STRUCTURALLY DEFICIENT**

$102.5 BILLION

of all **proposed expenditures** through **2040** are allocated to highway & arterial system operations & maintenance in the **2016 RTP/SCS**

Source: Federal Highway Administration National Bridge Inventory & 2014 State Highway Operation & Protection Program

- **Transportation funding is scarce and insufficient:** Full funding for transportation improvements is currently not sustainable, given the projected needs. Projected revenues from the gas tax, the historic source of transportation funding, will not meet transportation investment needs – and gas tax revenues, in real terms, are actually in decline as tax rates (both state and federal) have not been adjusted in more than two decades while the number of more fuel efficient and alternative powered vehicles continues to grow.
- **Moving goods through the region faces growing pains:** The movement of goods will face numerous challenges as consumer demand for products increases and the region continues to grow as a major exchange point for global trade. Infrastructure for freight traffic will be strained, current efforts to reduce air pollution from goods movement sources will not be sufficient to meet national air quality standards, capacity at international ports will be over-burdened and warehouse space could fall short of demands.
- **Technology is transforming transportation:** Mobility innovations including electric cars, the availability of real-time traveler information, the expansion of car sharing and ridesourcing due to smart phones and other technological advances will require updated planning to smoothly integrate these new travel options into the overall transportation system.
- **Millions of people are in poor health:** Many people in our region suffer from poor health due to chronic diseases related to poor air quality and physical inactivity. Heart disease, stroke, cancer, chronic lower respiratory disease and diabetes are responsible for 72 percent of all deaths in our region. Millions of more people live with chronic diseases, such as asthma, every day.
- **Climate change demands that we adapt:** The consequences of climate change will continue to strain everyday life for millions of people. Droughts and wildfires, water shortages brought about by drought but also declining snowpack in our mountains, rising seas, extreme weather events and other impacts will require communities to make their neighborhoods more resilient to climate change.

OUR PROGRESS SINCE 2012

Although our challenges are great, the region has made significant progress over the past few years.

TRANSIT

Transit service continues to expand throughout the region and the level of service has exceeded pre-recessionary levels – mainly due to a growth in rail service. Significant progress has been made toward completing capital projects for transit, including the Los Angeles County Metropolitan Transportation Authority (Metro) Orange Line Extension and the Metro Expo Line. Meanwhile, five major Metro Rail projects are now under construction in Los Angeles County.

PASSENGER RAIL

Passenger rail is expanding and improving service on several fronts. The Amtrak Pacific Surfliner is now being managed locally by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Agency; Metrolink is nearing completion on the Perris Valley Line; Metrolink became the first commuter railroad in the nation to implement Positive Train Control and purchase fuel-efficient, low-emission Tier IV locomotives; and the California High-Speed Train system is under construction in the Central Valley, and scheduled to begin service to Burbank Bob Hope Airport in 2022 and reach Los Angeles Union Station in 2028. Several other capital projects are underway or have been completed, including the Anaheim Regional Intermodal Transportation Center (ARTIC) and the Burbank Bob Hope Airport Regional Intermodal Transportation Center, among others.

HIGHWAYS

The expansion of highways has slowed considerably over the last decade because of land, financial and environmental constraints. Still, several projects have been completed since 2012 to improve access and close critical gaps and congestion chokepoints in the regional network. These include the Interstate 5 South Corridor Project in Los Angeles County, Interstate 10 westbound widening in Redlands and Yucaipa, and the Interstate 215 Bi-County Project in Riverside and San Bernardino Counties, among others.

REGIONAL HIGH-OCCUPANCY VEHICLE (HOV) AND EXPRESS LANE NETWORK

The demands on our region's highways continue to exceed available capacity during peak periods, but several projects to close HOV gaps have been completed. The result has been 27 more miles of regional HOV lanes on Interstates 5, 405, 10, 215 and 605, on State Route 57 and on the West County Connector Project within Orange County. The region is also developing a Regional Express Lane Network. Among the milestones: a one-year demonstration of Express Lanes in Los Angeles County along Interstate 10 and Interstate 110 was made permanent in 2014; and construction has begun on Express Lanes on State Route 91 extending eastward to Interstate 15 in Riverside County.

ACTIVE TRANSPORTATION

Our region is making steady progress in encouraging more people to embrace active transportation and more than $650 million in Active Transportation Program investments are underway. Nearly 37 percent of all trips less than one mile and 18 percent of all trips less than three miles are made via active transportation. As a percentage share of all trips, bicycling has increased more than 70 percent since 2007 to 1.12 percent. More than 500 miles of new bikeways have been constructed in the region and safety and encouragement programs are helping people choose walking and biking as options.

GOODS MOVEMENT

The region continues to make substantial progress toward completing several major capital initiatives to support freight transportation and reducing harmful emissions generated by goods movement sources. Progress since 2012 has included: the San Pedro Bay Ports Clean Air Action Program (CAAP) has led to diesel particulate matter dropping by 82 percent, oxides of nitrogen by 54 percent and oxides of sulfur by 90 percent; and the San Pedro Bay Ports Clean Truck Program has led to an 80 percent reduction in port truck emissions. The region has also shown progress in advanced technology for goods movement, including a one-mile Overhead Catenary System (OCS) in the City of Carson. Construction of the Gerald Desmond Bridge has begun. Fourteen out of 71 planned grade separation projects throughout the region have been completed, and another 24 should be completed in 2016. Double tracking of the Union Pacific (UP) Alhambra Subdivision has been initiated. The Colton Crossing, which physically separated two Class I railroads with an elevated 1.4-mile-long overpass that lifts Union Pacific (UP) trains traveling east-west, was completed in August 2013.

SUSTAINABILITY IMPLEMENTATION

Since 2012, SCAG's Sustainability Planning Grant Program has funded 70 planning projects (totaling $10 million) to help local jurisdictions link local land use plans with 2012 RTP/SCS goals. Local jurisdictions have updated outmoded general plans and zoning codes; completed specific plans for town centers and Transit Oriented Development (TOD); implemented sustainability policies; and adopted municipal climate action plans. Thirty of the 191 cities in the SCAG region reported updating their general plans since 2012 and another 42 cities have general plan updates pending. Fifty-four percent of all the adopted and pending general plans include planning for TOD, 55 percent plan to concentrate key destinations and 76 percent include policies encouraging infill development. To protect water quality, 91 percent of cities have adopted water-related policies and 85 percent have adopted measures to address water quality. To conserve energy, 86 percent of cities have implemented community energy efficiency policies, with 80 percent of those cities implementing municipal energy efficiency policies and 76 percent implementing renewable energy policies. Of the region's 191 cities, 189 have completed sustainability components, with 184 cities implementing at least ten or more policies or programs and ten cities implementing 20 or more policies or programs. This last group includes Pasadena, Pomona and Santa Monica.

AFFORDABLE HOUSING

The state is offering new opportunities to help regions promote affordable housing. In spring 2015, California's Affordable Housing Sustainable Communities (AHSC) program awarded its first round of funding to applicants after a competitive grant process. Of $122 million available statewide, $27.5 million was awarded to ten projects in the SCAG region. Eight-hundred forty-two affordable units, including 294 units designated for households with an income of 30 percent or less of the area median income, will be produced with this funding. Meanwhile, Senate Bill 628 (Beall) and Assembly Bill 2 (Alejo), provide jurisdictions an opportunity to establish a funding source to develop affordable housing and supportive infrastructure and amenities.

PUBLIC HEALTH

The SCAG region has several ongoing efforts to promote public health. The Los Angeles County Department of Public Health and the Department of City Planning are developing a Health Atlas, which highlights health disparities among neighborhoods. In Riverside County, the Healthy Riverside County Initiative is working to have healthy cities resolutions adopted by a minimum of 15 cities. The County of San Bernardino has recently completed the Community Vital Signs Initiative, which envisions a "county where a commitment to optimizing health and wellness is embedded in all decisions by residents, organizations and government."

ENVIRONMENTAL JUSTICE

Since the adoption of the 2012 RTP/SCS, social equity and environmental justice have become increasingly significant priorities in regional plans. For example, plans to promote active transportation, improve public health, increase access to transit, preserve open space, cut air pollution and more are all evaluated for how well the benefits of these efforts are distributed among all demographic groups. The State of California's Environmental Protection Agency (Cal/EPA) developed a new tool, CalEnviroScreen, which helps to identify areas in the state that have higher levels of environmental vulnerability due to historical rates of toxic exposure and certain social factors. Based on this tool, much of the region can stand to benefit from Cap-and-Trade grants that give priority to communities that are disproportionately impacted.

SETTING THE STAGE FOR OUR PLAN

SCAG began developing the 2016 RTP/SCS by first reaching out to the local jurisdictions to hear directly from them about their growth plans. The next step was to develop scenarios of growth, each one representing a different vision for land use and transportation in 2040. More specifically, each scenario was designed to explore and convey the impact of where the region would grow, to what extent the growth would be focused within existing cities and towns and how it would grow—the shape and style of the neighborhoods and transportation systems that would shape growth over the period. The refinement of these scenarios, through extensive public outreach and surveys, led to a "preferred scenario" that helped guide the strategies, programs and projects detailed in the Plan.

MAJOR INITIATIVES

With the preferred scenario selected, the 2016 RTP/SCS, which includes $556.5 billion in transportation investments, has proposed several major initiatives to strive toward our vision for 2040.

PRESERVING THE TRANSPORTATION SYSTEM WE ALREADY HAVE (FIXING IT FIRST)

The 2016 RTP/SCS calls for the investment of $274.9 billion toward preserving our existing system. The allocation of these expenditures includes the transit and passenger rail system, the state highway system and regionally significant local streets and roads.

EXPANDING OUR REGIONAL TRANSIT SYSTEM TO GIVE PEOPLE MORE ALTERNATIVES TO DRIVING ALONE

The 2016 RTP/SCS includes $56.1 billion for capital transit projects. This includes significant expansion of the Metro subway and Light Rail Transit (LRT) system in Los Angeles County. Meanwhile, new Bus Rapid Transit (BRT) routes will expand higher-speed bus service regionally; new streetcar services will link major destinations in Orange County; and new Metrolink extensions will further connect communities in the Inland Empire. Other extensive improvements are planned for local bus, rapid bus, BRT and express service throughout the region. To make transit a more attractive and viable option, the 2016 RTP/SCS also supports implementing and expanding transit signal priority; regional and inter-county fare agreements and media; increased bicycle carrying capacity on transit and rail vehicles; real-time passenger information systems to allow travelers to make more informed decisions; and implementing first/last mile strategies to extend the effective reach of transit.

EXPANDING PASSENGER RAIL

The 2016 RTP/SCS calls for an investment in passenger rail of $38.6 billion for capital projects and $15.7 billion for operations and maintenance. The Plan calls for maintaining the commitments in the 2012 RTP/SCS, including Phase 1 of California High-Speed Train system and the High-Speed Train System Memorandum of Understanding (MOU), which identifies a candidate project list to improve the Metrolink system and the LOSSAN rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with California's High-Speed Train project. These capital projects will bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and help lead to a blended system of rail services.

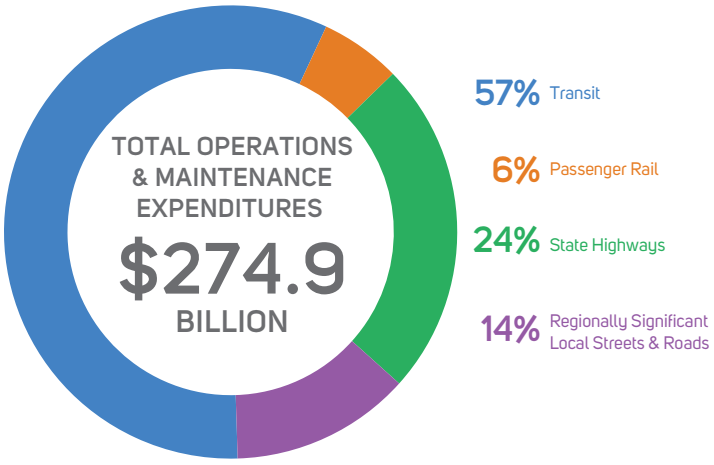
IMPROVING HIGHWAY AND ARTERIAL CAPACITY

The 2016 RTP/SCS calls for investing $54.5 billion in capital improvements and $102.5 billion in operations and maintenance of the state highway system and regionally significant local streets and roads throughout the region. This includes focusing on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access; and other measures including the deployment of new technology. The Plan also continues to support a regional network of Express Lanes, building on the success of the State Route 91 Express Lanes in Orange County, as well as Interstate 10 and Interstate 110 Express Lanes in Los Angeles County.

MANAGING DEMANDS ON THE TRANSPORTATION SYSTEM

The 2016 RTP/SCS calls for investing $6.9 billion toward Transportation Demand Management (TDM) strategies throughout the region. These strategies focus on reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for ridesourcing services such as Uber and Lyft; redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules; and reducing the number of drive-alone trips through increased use of transit, rail, bicycling, walking and other alternative modes of travel.

FIGURE 2 PRESERVATION AND OPERATIONS EXPENDITURES



Source: California Department of Transportation, 2015 Ten-Year SHOPP Plan

OPTIMIZING THE PERFORMANCE OF THE TRANSPORTATION SYSTEM

The 2016 RTP/SCS earmarks $9.2 billion for Transportation System Management (TSM) improvements, including extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management and other Intelligent Transportation System (ITS) improvements.

PROMOTING WALKING, BIKING AND OTHER FORMS OF ACTIVE TRANSPORTATION

The 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012. To promote short trips, these include improving sidewalk quality, local bike networks and neighborhood mobility areas. To promote longer regional trips, these include developing a regional greenway network, and continuing investments in the regional bikeway network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region's transit system; increasing access to 224 rail, light rail and fixed guideway bus stations; promoting 16 regional corridors that support biking and walking; supporting bike share programs; and educating people about the benefits of active transportation for students, as well as promoting safety campaigns.

STRENGTHENING THE REGIONAL TRANSPORTATION NETWORK FOR GOODS MOVEMENT

The 2016 RTP/SCS includes $74.8 billion in goods movement strategies. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710; connecting to the State Route 60 east-west segment and finally reaching Interstate 15 in San Bernardino County; working to relieve the top 50 truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and in the longer term advancing technologies to implement a zero- and near zero-emission freight system.

TABLE 1 SELECTED TRANSIT CAPITAL PROJECTS

Airport Metro Connector
Crenshaw LAX Transit Corridor
East San Fernando Valley Transit Corridor
Eastside Transit Corridor Phase 2
Exposition Transit Corridor, Phase 2 to Santa Monica
Metro Gold Line Foothill Extension Phase 2A
Metro Gold Line Foothill Extension: Azusa to County Line
Regional Connector
Purple Line Extension to La Cienega, Century City, Westwood
Sepulveda Pass Corridor
South Bay Metro Green Line Extension
West Santa Ana Branch Transit Corridor
Bus & Rail Capital—LA County Near Term
Countywide Bus System Improvement–Metro Fleet
Countywide Bus System Improvement—LA County Muni Fleet
Metro Rail System Improvements (Capital Costs Only)
Metro Rail Rehabilitation and Replacement (Capital Costs Only)
Transit Contingency/New Rail Yards/Additional Rail Cars (Capital Costs Only)–LA County
Anaheim Rapid Connection
Countywide Fixed Route, Express and Paratransit capital (Baseline)–Orange County
Santa Ana and Garden Grove Streetcar
Coachella Valley Bus Rapid Service
Perris Valley Line
Perris Valley Line Extension to San Jacinto
Foothill/5th Bus Rapid Transit
Gold Line Phase 2B to Montclair
Metrolink San Bernardino Line Double tracking
Passenger Rail Service from San Bernardino to Ontario Airport
Redlands Rail
West Valley Connector Bus Rapid Transit
Vermont Short Corridor
Metro Red Line Extension: Metro Red Line Station North Hollywood to Burbank Bob Hope Airport
Metro Green Line Extension: Metro Green Line Norwalk Station to Norwalk Metrolink Station
Slauson Light Rail: Crenshaw Corridor to Metro Blue Line Slauson Station

Source:2016-2040 RTP/SCS Project List

LEVERAGING TECHNOLOGY

Advances in communications, computing and engineering – from shared mobility innovations to zero-emission vehicles – can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications – and as they are increasingly used air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency of Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances, these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

TABLE 2 MAJOR TRANSIT OPERATIONS AND MAINTENANCE PROJECTS AND INVESTMENTS

(Over $500 Million)
Access Services Incorporated (Paratransit)–Metro subsidy
Preventive Maintenance (Capital & Operating Maintenance Items Only) – LA County
Countywide Fixed Route, Express and Paratransit Operations–Orange County
OCTA SRTP Implementation
Metrolink Operations–Orange County
Transit Extensions to Metrolink–Go Local Operations–Orange County
San Bernardino Countywide Local Transit Service Operations
Regionwide Transit Operations and Maintenance–Preservation
Expand Bus Service: Productive Corridors
Expand Bus Service: BRT
Expand Bus Service: Point-to-Point

Source: 2016-2040 RTP/SCS Project List

TABLE 3 TOP SIX MOU PROJECTS

Los Angeles	Southern California Regional Interconnector Project
Los Angeles	CP Brighton to CP Roxford Double Track
Orange	State College Blvd. Grade Separation
Riverside	McKinley St. Grade Separation
San Bernardino	CP Lilac to CP Rancho Double Track
San Diego	San Onofre to Pulgas Double Track

CP = A track switch, or the location of a track signal or other marker with which dispatchers can specify when controlling trains.

IMPROVING AIRPORT ACCESS

Recognizing the SCAG region is one of the busiest and most diverse commercial aviation regions in the world and that air travel is an important contributor to the region's economic activity, the 2016 RTP/SCS includes strategies for reducing the impact of air passenger trips on ground transportation congestion. Such strategies include supporting the regionalization of air travel demand; continuing to support regional and inter-regional projects that facilitate airport ground access (e.g., High-Speed Train); supporting ongoing local planning efforts by airport operators, county transportation commissions and local jurisdictions; encouraging development and use of transit access to the region's airports; encouraging the use of modes with high average vehicle occupancy; and discouraging the use of modes that require "deadhead" trips to/from airports (e.g., passengers being dropped off at the airport via personal vehicle).

FOCUSING NEW GROWTH AROUND TRANSIT

The 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: identifying regional strategic areas for infill and investment; structuring the plan on a three-tiered system of centers development; developing "Complete Communities"; developing nodes on a corridor; planning for additional housing and jobs near transit; planning for changing demand in types of housing; continuing to protect stable, existing single-family areas; ensuring adequate access to open space and preservation of habitat; and incorporating local input and feedback on future growth. These policies support the development of:

- **High Quality Transit Areas (HQTAs):** areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 50 percent of the future employment growth.
- **Livable Corridors:** arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
- **Neighborhood Mobility Areas (NMAs):** these areas represent the synthesis of various planning practices and are applicable in a wide range of settings. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a "Complete Streets" approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.

- **Improving Air Quality and Reducing Greenhouse Gases:** It is through integrated planning for land use and transportation that the SCAG region, through the initiatives discussed in this section, will strive toward a more sustainable region. The SCAG region must achieve specific federal air quality standards. It also is required by state law to lower regional greenhouse gas emissions. California law requires the region to reduce per capita greenhouse gas emissions in the SCAG region by eight percent by 2020 – compared with 2005 levels – and by 13 percent by 2035. The strategies, programs and projects outlined in the 2016 RTP/SCS are projected to result in reduced greenhouse gas emissions in the SCAG region that exceeds these reduction targets.

PRESERVING NATURAL LANDS

Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

TABLE 4 SAMPLE MAJOR HIGHWAY PROJECTS COMMITTED BY THE COUNTIES

	COUNTY	ROUTE	DESCRIPTION	COMPLETION YEAR	COST ($1,000'S)
MIXED-FLOW LANES	Imperial	SR-98	Widen and improve SR-98 or Jasper Rd to 4/6 lanes	2025	$1,170,483
	Imperial	SR-111	Widen and improve to a 6-lane freeway with interchanges to Heber, McCabe and Jasper and overpass at Chick Rd	2030	$999,136
	Los Angeles	SR-57/SR-60	Improve the SR-57/SR-60 interchange	2029	$475,000
	Orange	I-5	Add 1 mixed-flow lane in each direction from SR-57 to SR-91	2040	$305,924
	Orange	SR-55	Add 1 mixed-flow lane in each direction and fix chokepoints from I-405 to I-5 and add 1 auxiliary lane in each direction between select on/off ramps and operational improvements through project limits	2020	$274,900
	Orange	SR-91	Add 1 mixed-flow lane on SR-91 eastbound from SR-57 to SR-55 and improve interchange at SR-91/SR-55	2025	$425,000
	Orange	I-405	Add 1 mixed-flow lane in each direction from I-5 to SR-55	2023	$374,540
	Ventura	SR-118	Add 1 mixed-flow lane in each direction from Tapo Canyon Rd to LA Avenue	2025	$216,463
TOLL LANES	Los Angeles	I-110	Construct HOT off-ramp connector from 28th St to Figueroa St	2023	$55,000
	Riverside	I-15	Add 1 HOT lane in each direction from Cajalco Rd to SR-74	2029	$453,174
	San Bernardino	I-15	Add 2 HOT lanes in each direction from US-395 to I-15/I-215 interchange	2030	$687,994
HOV LANES	Los Angeles	I-5	Add 1 HOV lane in each direction from Weldon Canyon Rd to SR-14	2017	$410,000
	Los Angeles	SR-14	Add 1 HOV lane in each direction from Ave P-8 to Ave L	2027	$120,000
	Los Angeles	SR-71	Convert expressway to freeway-add 1 HOV lane and 1 mixed-flow lane	2028	$13,392
	Orange	I-5	Add 1 HOV lane in each direction from Pico to SD County Line	2040	$237,536
	Riverside	I-15	Add 1 HOV lane in each direction from SR-74 to I-15/I-215 interchange	2039	$375,664
	San Bernardino	I-10	Add 1 HOV lane in each direction from Ford to RV County Line	2030	$126,836
	San Bernardino	I-215	Add 1 HOV lane in each direction from SR-210 to I-15	2035	$249,151
	San Bernardino	I-210	Add 1 HOV lane in each direction from I-215 to I-10	2040	$178,780
	Ventura	US-101	Add 1 HOV lane in each direction from Moorpark Rd to SR-33	2029	$132,000

TABLE 5 MAJOR HOV PROJECTS

COUNTY	ROUTE	FROM	TO	COMPLETION YEAR
Los Angeles	I-5	Weldon Canyon	SR-14	2017
Los Angeles	I-5	Pico Canyon	Parker Rd	2025
Los Angeles	SR-14	Ave P-8	Ave L	2027
Los Angeles	SR-71	Mission Blvd	Rio Rancho Rd	2028
Orange	I-5	Pico	SD County Line	2040
Orange	I-5	SR-55	SR-57	2018
Orange	SR-73	I-405	MacArthur	2040
Riverside	I-15	SR-74	I-15/I-215 Interchange	2039
Riverside	I-215	Nuevo Rd	Box Springs Rd	2030
San Bernardino	I-10	Ford St	RV/SB County Line	2030
San Bernardino	I-215	SR-210	I-15	2035
San Bernardino	I-210	I-215	I-10	2040
Ventura	US-101	Moorpark Rd	SR-33	2029
FREEWAY TO FREEWAY HOV CONNECTORS				
Los Angeles	I-5/I-405	Connector (partial)		2029
Los Angeles	I-405/I-110	Connector Improvements		2021
Orange	I-405/SR-73	Connector		2040
Riverside	SR-91/SR-71	Connector Improvements		2020
San Bernardino	I-10/I-15	Connector (partial)		2035

TABLE 6 EXPRESS/HOT LANE NETWORK

	COUNTY	ROUTE	FROM	TO
HOT LANE ADDITIONS	Los Angeles	I-10	I-605	San Bernardino County Line
	Los Angeles	I-105*	I-405	I-605
	Los Angeles	I-405**	I-5	Orange County Line
	Los Angeles	I-605	I-10	Orange County Line
	Orange	SR-55***	SR-91	I-405
	Orange	SR-73	I-405	MacArthur Boulevard
	Orange	I-405**	Los Angeles County Line	SR-55
	Orange	I-605	Los Angeles County Line	I-405
	Riverside	I-15**	San Bernardino County Line	SR-74
	Riverside	SR-91*	Orange County Line	I-15
	San Bernardino	I-10**	Los Angeles County Line	Ford Street
	San Bernardino	I-15**	High Desert Corridor	Riverside County Line
HOT DIRECT CONNECTORS	Los Angeles	I-405/I-110	I-405 NB to I-110 NB and I-110 SB to I-405 SB	
	Orange	I-5/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	SR-91/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	SR-91/SR-241	SR-241 NB to SR-91 EB and SR-91 WB to SR-241 SB	
	Orange	I-405/SR-55	Existing HOV to proposed HOT direct connector	
	Orange	I-405/SR-73	Planned HOV to proposed HOT direct connector	
	Orange	I-405/I-605	Existing HOV to proposed HOT direct connector	
	Riverside	SR-91/I-15	SR-91 EB to I-15 SB and I-15 NB to SR-91 WB	

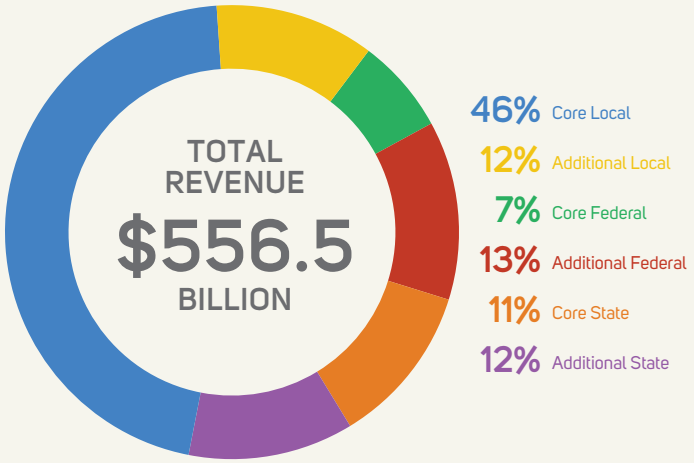
*Notes: * Dual Express lanes for entire length ** Dual Express lanes for a section *** May be either single or dual Express lanes*

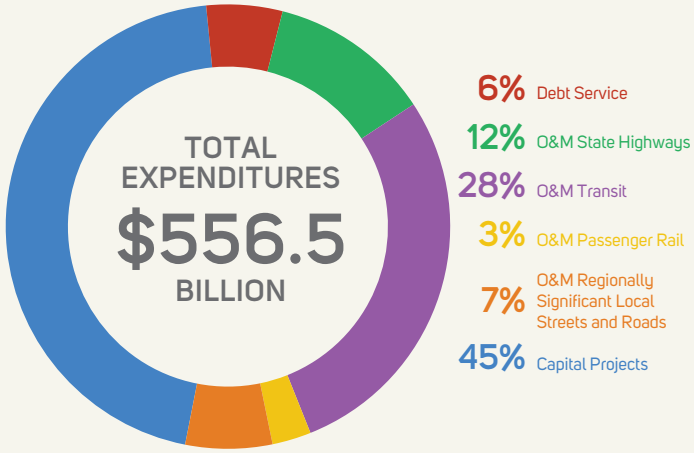
FINANCING OUR FUTURE

To accomplish the ambitious goals of the 2016 RTP/SCS through 2040, SCAG forecasts expenditures of $556.5 billion – of which $274.9 billion is budgeted for operations and maintenance of the regional transportation system and another $250.9 billion is reserved for transportation capital improvements.

Forecasted revenues comprise both existing and several new funding sources that are reasonably expected to be available for the 2016 RTP/SCS, which together total $556.5 billion. Reasonably available revenues include short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user fees (or equivalent fuel tax adjustment). These and other categories of funding sources were identified as reasonably available on the basis of their potential for revenue generation, historical precedence and the likelihood of their implementation within the time frame of the Plan.

FIGURE 3 FY 2016–2040 SUMMARY OF REVENUE & EXPENDITURES (IN NOMINAL DOLLARS)





WHAT WE WILL ACCOMPLISH

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

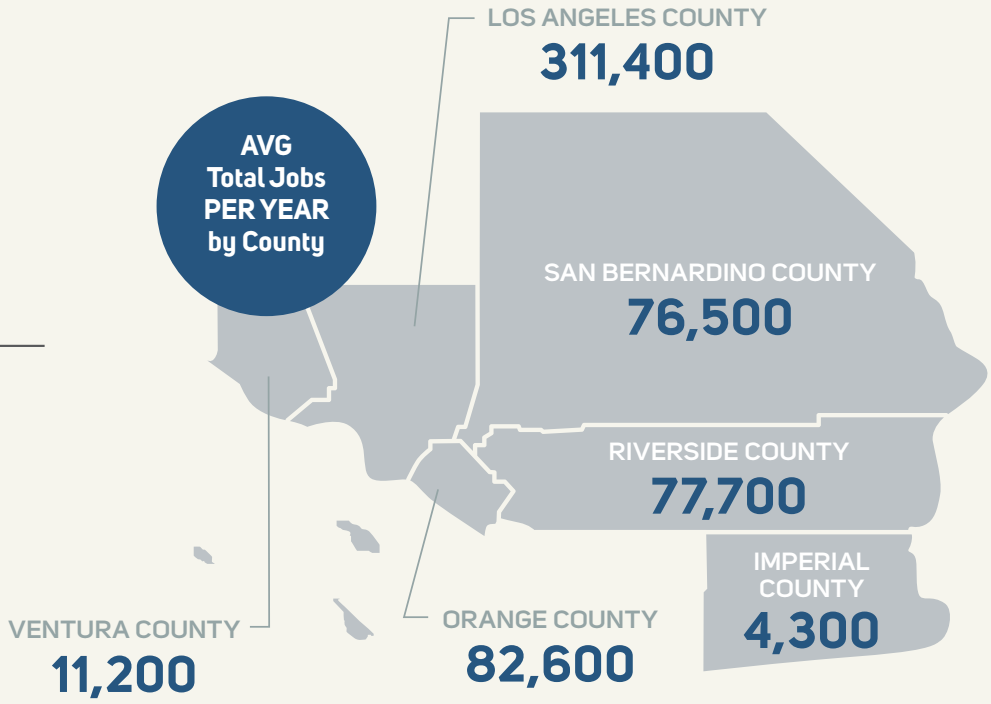
- The Plan would result in an eight percent reduction in greenhouse gas emissions per capita by 2020, an 18 percent reduction by 2035 and a 22 percent reduction by 2040 – compared with 2005 levels. This would exceed the state's mandated reductions, which are eight percent by 2020 and 13 percent by 2035.
- Regional air quality would improve under the Plan, as cleaner fuels and new vehicle technologies help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region.
- The combined percentage of work trips made by carpooling, active transportation and public transit would increase by about four percent, with a commensurate reduction in the share of commuters traveling by single occupant vehicle.
- The number of Vehicle Miles Traveled (VMT) per capita would be reduced by nearly ten percent and Vehicle Hours Traveled (VHT) per capita by 18 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service.
- Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.
- The Plan would reduce delay per capita by 45 percent, and heavy duty truck delay on highways by nearly 40 percent. This means we would spend less time sitting in traffic and our goods would move more efficiently.
- About 375,000 additional new jobs annually would be created, due to the region's increased competitiveness and improved economic performance that would result from congestion reduction and improvements in regional amenities due to implementation of the Plan.
- The Plan would reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.
- The Plan would result in a reduction in our regional obesity rate of 2.5 percent, and a reduction in the share of our population that suffers with high blood pressure of three percent. It would also result in a reduction in the total annual health costs for respiratory disease of more than 13 percent.

CREATING JOBS IN THE SCAG REGION

563,700

AVG Total JOBS
per year
in the SCAG Region

Total jobs, all sources, construction, operations and maintenance, network benefits, from 2016 RTP/SCS, with 2012 shown for comparison, annual average jobs (relative to baseline)



Daily Vehicle Miles Traveled (VMT)
per capita

2012 BASE YEAR	2040 BASELINE	2040 PLAN
22.8 MILES	21.8 MILES	19.7 MILES

Baseline to Plan Comparison **-10%**

Base Year to Plan Comparison **-14%**

Daily Minutes of Delay
per capita

2012 BASE YEAR	2040 BASELINE	2040 PLAN
12.1 MINUTES	15.4 MINUTES	8.5 MINUTES

Baseline to Plan Comparison **-45%**

Base Year to Plan Comparison **-30%**

HOW WE WILL ENSURE SUCCESS

Our Plan includes several performance outcomes and measures that are used to gauge our progress toward meeting our goals. These include:

- Location Efficiency, which reflects the degree to which improved land use and transportation coordination strategies impact the movement of people and goods.
- Mobility and Accessibility, which reflects our ability to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices.
- Safety and Health, which recognize that the 2016 RTP/SCS has impacts beyond those that are exclusively transportation-related (e.g., pollution-related disease).
- Environmental Quality, which is measured in terms of criteria pollutants and greenhouse gas emissions.
- Economic Opportunity, which is measured in terms of additional jobs created and the net contribution to Gross Regional Product achieved through improved regional economic competitiveness – as a result of the transportation investments provided through the 2016 RTP/SCS.
- Investment Effectiveness, which indicates the degree to which the Plan's expenditures generate benefits that transportation users can experience directly.
- Transportation System Sustainability, which reflects how well our transportation system is able to maintain its overall performance over time in an equitable manner with minimum damage to the environment and without compromising the ability of future generations to address their transportation needs.

The 2016 RTP/SCS is designed to ensure that the regional transportation system serves all segments of society. The Plan is subject to numerous performance measures to monitor its progress toward achieving social equity and environmental justice. These measures include accessibility to parks and natural lands, roadway noise impacts, air quality impacts and public health impacts, among many others.

PLAN PERFORMANCE RESULTS

Spending Less Time on the Road

19.7 miles
average daily vehicle miles driven per person

10%

8.5 mins
daily delay per capita (extra time spent in traffic)

45%

More Economic Opportunities

$1.00 = $2.00
INVESTMENT BENEFIT

374,500
additional jobs supported by improving competitiveness

Efficiency Cost Savings

HOUSEHOLD COSTS
(transportation/energy/water use)
$14,000/yr

12%

REDUCTION IN BUILDING ENERGY COSTS

4%

PASSENGER VEHICLE FUEL USE

10%

Improved Air Quality

ROG
48.5 TONS
9%
44.3 TONS

CO
334.7 TONS
10%
302.9 TONS

NOx
96.1 TONS
8%
88.4 TONS

PM2.5
13.2 TONS
6%
12.5 TONS

GHG REDUCTIONS

2020	8%
2035	18%
2040	22%

LOOKING BEYOND 2040

The 2016 RTP/SCS is based on a projected budget constrained by the local, state and federal revenues that SCAG anticipates receiving between now and 2040. The Strategic Plan discusses projects and strategies that SCAG would pursue if new funding were to become available. The Strategic Plan discussion includes long-term emission reduction strategies for rail and trucks; expanding the region's high-speed and commuter rail systems; expanding active transportation; leveraging technological advances for transportation; addressing further regional reductions in greenhouse gas emissions; and making the region more resilient to climate change – among other topics. We anticipate that these projects and strategies may inform the development of the next Plan, the 2020 RTP/SCS.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
50 YEARS

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2016 2040 RTPSCS

DRAFT DECEMBER 2015

WWW.SCAGRTPSCS.NET

please recycle 2347 2015.11.24

2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

December 3, 2015
Regional Council Meeting

Why Update the RTP/SCS?

- Move people & goods more efficiently
- Increase accessibility
- Meet all legal & statutory requirements
  - ARB targets
  - Transportation air quality conformity
- Enhance sustainability through integrating land use and transportation resulting in numerous co-benefits
- Align with major trends in demographics & technology

2

Our Vision:
Vibrant, livable communities that are...

- Healthy and safe
- Offer transportation options that provide easy access to schools, jobs, service, health care, and other basic needs
- Conducive to walking and bicycling
- Provide access to parks and natural lands
- Supportive of opportunities for business, investment and employment, fueling a more prosperous economy

3

Major Transportation Strategies

- Expanding our regional transit system to give people more alternatives to driving alone
- Expanding passenger rail
- Promoting walking, biking and other forms of active transportation
- Preserving the transportation system we already have (Fix it First)

Major Transportation Strategies

- Improving highways and arterials
- Managing demands on the transportation system
- Optimizing the performance of the transportation system
- Strengthening the regional transportation network for goods movement
- Leveraging technology
- Improving airport access

5

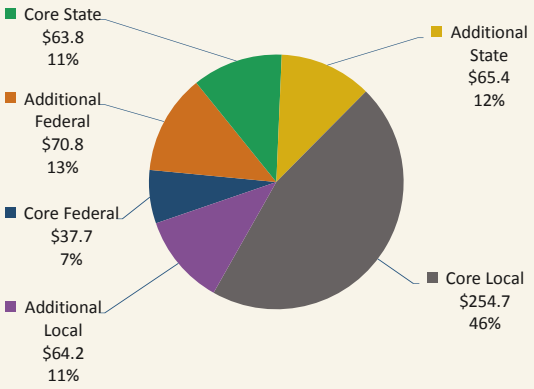
Major Land Use Strategies

- Focusing new growth around transit
  - High Quality Transit Areas (HQTAs)
  - Livable Corridors
  - Neighborhood Mobility Areas
- Preserving Natural Lands

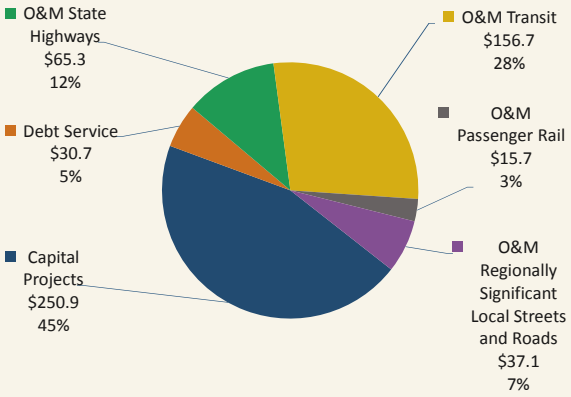
6

2016 RTP/SCS Financial Plan - $556.5 Billion

FY16-FY40 RTP/SCS Revenue Sources



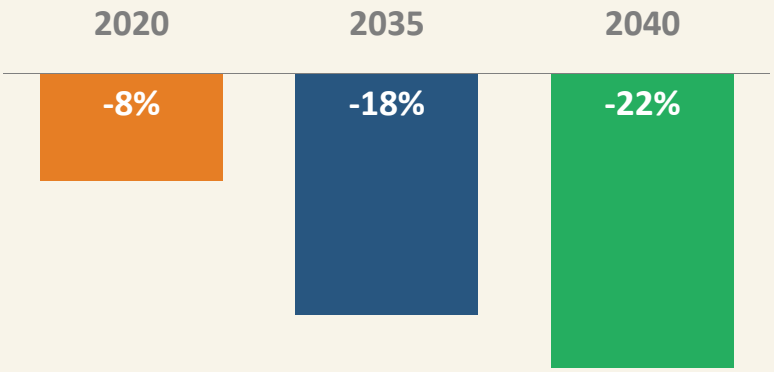
FY15-FY40 RTP/SCS Expenditures



Note: numbers may not sum to total due to rounding

7

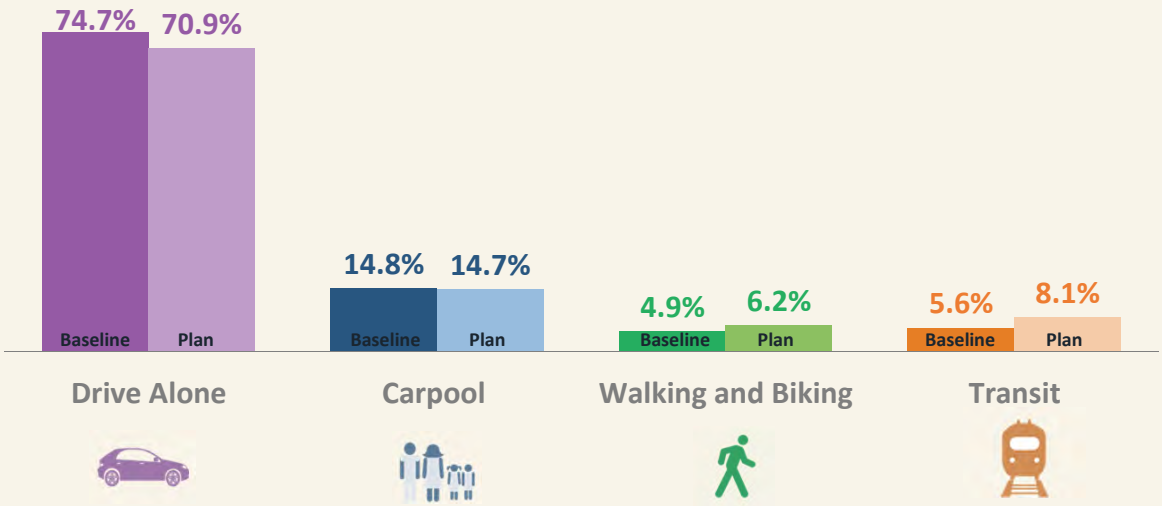
Greenhouse Gas (GHG) Emissions
Draft Plan Per Capita Reduction from 2005 (Draft)



Meets State Targets & Promotes Sustainability

8

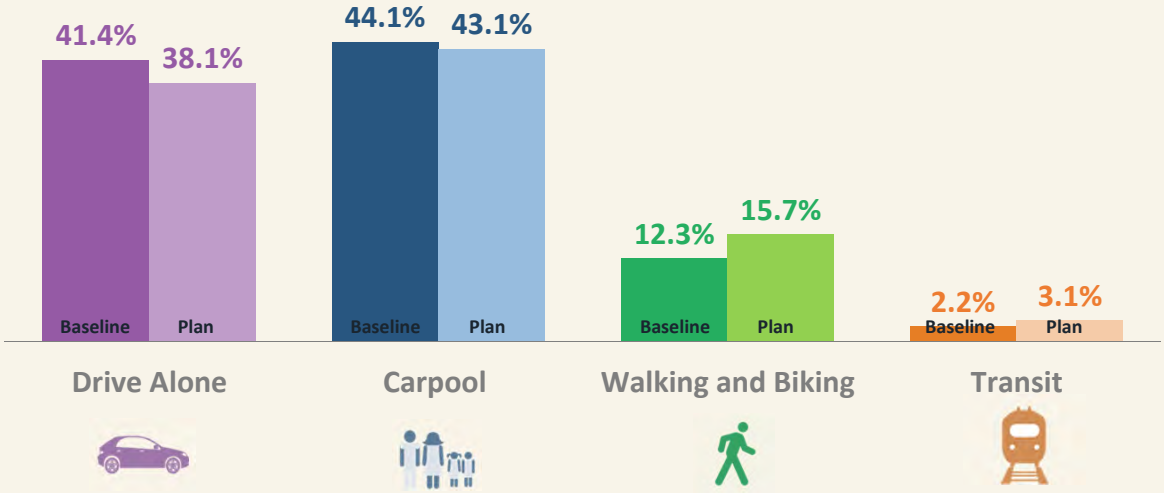
Mode Choice – Work Trips
Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

9

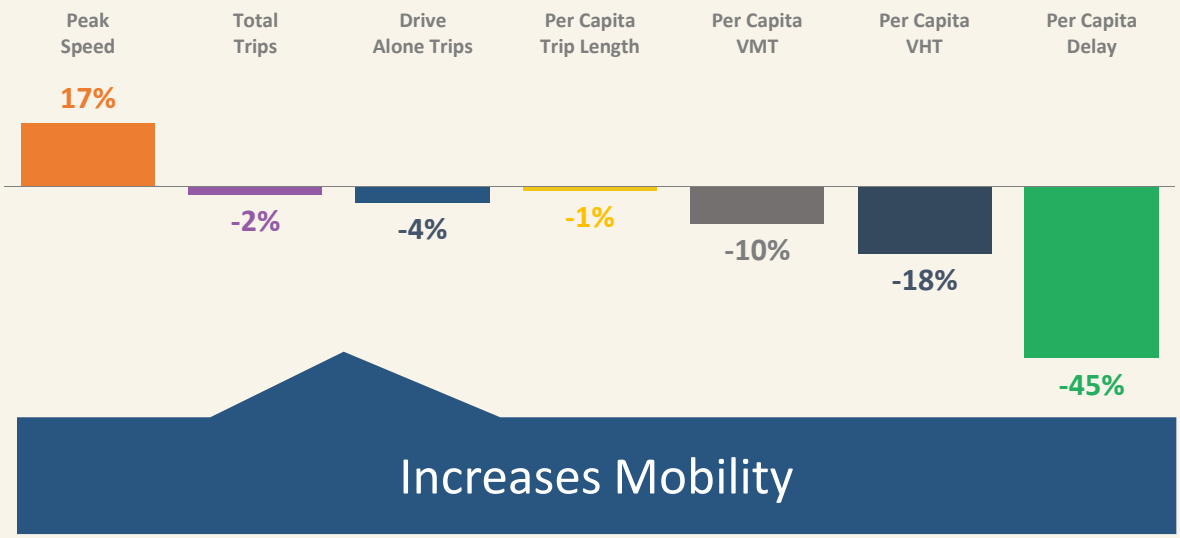
Mode Choice – Total Trips
Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

10

Roadway Results
Draft Plan vs. Trend Baseline (Draft)



Note: Per Capita VMT takes into account improvements from new technologies and active transportation investments, which were analyzed in supplement to SCAG's Trip Based Model

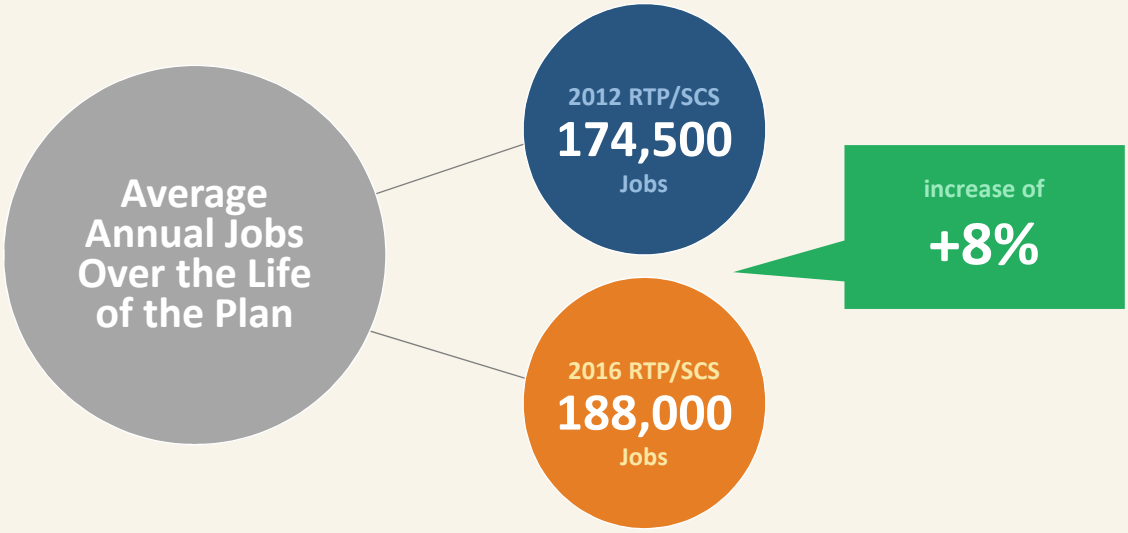
11

Options for Our Future - RTP/SCS Scenario Overview
SCS Co-Benefits – Reduction from Trend Baseline

SCS Co-Benefits	Trend Baseline	Scenario 2 2012 RTP/SCS Updated with Local Input	Draft 2016 RTP/SCS	Scenario 4 Exceeding Expectations
Land Consumption	N/A	-10 %	-23 %	-41 %
Respiratory Health Costs	N/A	-9 %	-13 %	-19 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	N/A	-6 %	-8 %	-11 %
Building Energy Use, cumulative (2012-2040)	N/A	-2 %	-4 %	-5 %
Building Water Use, cumulative (2012-2040)	N/A	-0.4 %	-0.7 %	-1.0 %
Per Household Transportation Costs (fuel + auto)	N/A	-9 %	-13 %	-19 %
Per Household Utilities Costs (energy + water)	N/A	-4 %	-9 %	-11 %

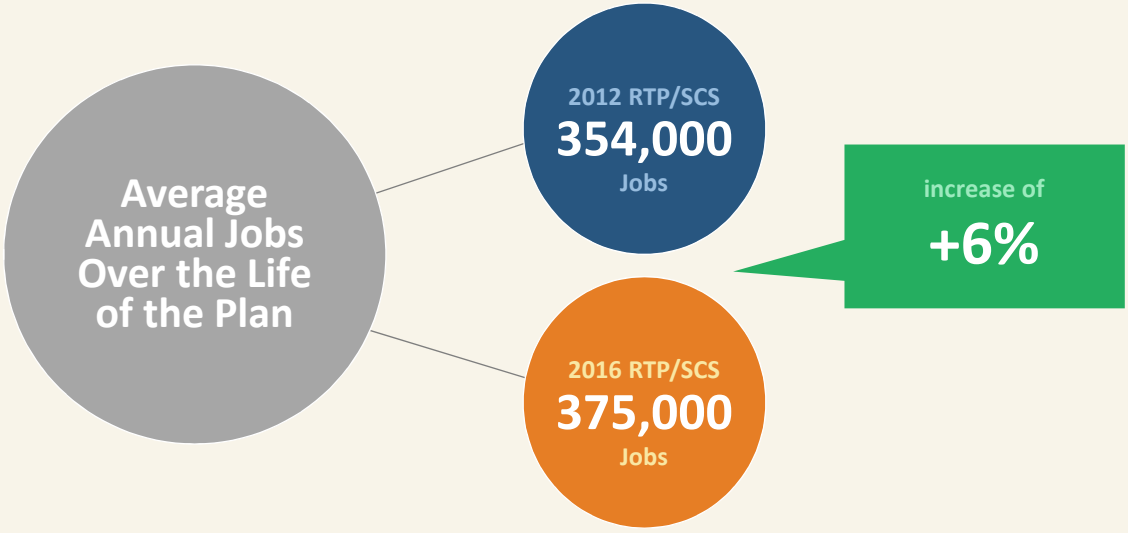
12

Economic Benefits through 2040
Construction, Operations and Maintenance (Draft)



13

Economic Benefits through 2040
Network Benefits (Draft)



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Upcoming Schedule

2016 RTP/SCS Public Comment Period	Minimum 55 Days
2016 RTP/SCS PEIR Public Comment Period	Minimum 45 Days
Elected Officials Briefings	January 2016
Public Hearings	January 2016
Final Adoption of 2016 RTP/SCS & PEIR	April 7, 2016

RECOMMENDED ACTION

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

REPORT

DATE: March 3, 2016

TO: Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)

FROM: Hasan Ikhrata, Executive Director, 213-236-1944, Ikhrata@scag.ca.gov

SUBJECT: Overview of Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Comments and Revision Approach

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For information and discussion only.

EXECUTIVE SUMMARY:
The purpose of today's joint meeting is to inform and receive input from the Regional Council and Policy Committee members on staff's intended approach for responding to comments and preparing revisions to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS.)

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon. Finally, the development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the Plan.

Through a continuing, cooperative, and comprehensive planning process with its stakeholders, SCAG developed the Draft 2016 RTP/SCS (also referred to herein as the "Plan"), which meets state and federal requirements and lays out a collective vision for improving the region's mobility, economy, and sustainability. SCAG released the Draft 2016 RTP/SCS for a 60-day public comment period that began on December 4, 2015 and ended on February 1, 2016. The public review and comment period caps off more than three years of dialogue and consultation on this planning effort. During the public review and comment period, SCAG conducted a large-scale outreach campaign throughout the six-county region to educate and solicit feedback on the Plan. Throughout the month of January, SCAG held 14 elected official briefings and four public hearings, three of which were video-conferenced simultaneously to the regional offices to make them more accessible to residents throughout the region. In addition, SCAG held two PEIR workshops to inform interested parties about the comprehensive environmental analysis that accompanies the Plan. All of materials for the briefings, public hearings, and workshops were posted on SCAG's website. During our outreach, many expressed their support of the Plan and offered feedback on how the Plan could be further improved. Most of the comments addressed broad themes, such as transportation investments, growth and development patterns, environmental issues (e.g., air quality), implementation of the Plan, and the role of local/regional government.

SCAG encouraged the public to comment on the Plan at the aforementioned outreach events and through the www.scagrtpscs.net online commenting form and regular mail. SCAG received 158 separate communications (both oral and written) containing approximately 1,000 comments on the Draft 2016 RTP/SCS. A total of 117 comments were received from agencies/organizations and 41 were received from individuals. A summary list of commenters is attached to this report (Attachment 1).

Based on staff's review, the majority of comments regarding the Draft 2016 RTP/SCS were generally supportive of the Plan. At a summary level, comments can be combined into fifteen (15) major categories as described below. Staff seeks to inform the Regional Council and Policy Committee members and receive input on the intended approach for responding to comments

and preparing revisions. The major categories of RTP/SCS comments and requests for clarification, with a proposed approach described, are as follows.

1. ACTIVE TRANSPORTATION

Areas Seeking Clarification– While there were no comments requiring major revisions to the Active Transportation Appendix, many commenters, including advocacy groups and public health agencies and organizations, encouraged SCAG to increase the proposed funding for active transportation investments over the levels identified in the Draft 2016 RTP/SCS of $12.9 billion. Many also encouraged SCAG to front-load or prioritize investments in active transportation over highway investments. Additionally, commenters wanted a greater emphasis on complete streets in all transportation projects.

Proposed Approach – SCAG will prepare appropriate responses regarding the proposed funding for active transportation in the Final 2016 RTP/SCS. SCAG will propose to pursue greater documentation of active transportation expenditures, and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan. These include projects funded through lump-sum maintenance programs and active transportation components of larger multi-modal construction projects.

2. AVIATION

Areas Seeking Clarification – Numerous comments were received regarding the aviation demand forecast methodology and the forecast for LAX. The comments focused on SCAG's justification for developing a forecast that was higher than the expired Settlement Agreement, which through a Gate Cap, limited the airport to 78.9 million annual passengers. Also in regards to LAX, there were questions about the inclusion of ground access projects that had not completed the environmental review process.

Proposed Staff Approach – Most of the comments surrounding the LAX portion of the forecast can be addressed through having a more detailed description on the process and methodology that SCAG went through for the aviation demand forecast. The process was conducted in an open and transparent manner that went before not only SCAG's Transportation Committee but also the Aviation Technical Advisory Committee. The forecast for the 2016 RTP/SCS used a market based approach, understanding that airlines are deregulated and have the freedom to fly the routes that they want. Due to the nature of the comments, SCAG staff will spend more time in the Final 2016 RTP/SCS better explaining how the regional forecast and the airport specific forecasts were derived.

In terms of including ground access projects in the RTP/SCS that have not received full environmental clearance, there are no regulatory or statutory restrictions that prohibit inclusion of such projects in the RTP/SCS. In fact, inclusion of a project in the RTP/SCS can be viewed as the first step towards implementation of the project. Should the scope and nature of a project

change in the course of the environmental review process, such changes can be reflected in the future RTP/SCS either through the regular update process or through an amendment.

3. CONGESTION MANAGEMENT

Areas Seeking Clarification – Comments indicated preference or priority for one transportation strategy or mode over another (e.g., SCAG should invest in transit or active transportation rather than adding new carpool lanes or investing in other Transportation Demand Management/Transportation Systems Management strategies).

Proposed Approach – The 2016 RTP/SCS includes a wide variety of transportation strategies and investments, recognizing that improvements to all transportation modes are necessary in order to reduce congestion and improve the transportation system in the SCAG region. These include transportation demand management, transportation systems management, active transportation investments, land use strategies and multi-modal capital and operating improvements.

4. ENVIRONMENTAL JUSTICE

Areas Seeking Clarifications – Many respondents reported satisfaction with the expansion of the technical analysis in the Environmental Justice Appendix, which was well served from an extensive stakeholder engagement process. A number of comments have specifically expressed concern regarding gentrification and displacement as a result of transit investments from the Plan, and have suggested that SCAG expand its analysis in the Appendix. Others requested that SCAG track trends and foster coordination between advocacy groups and local jurisdictions to address these challenges.

Proposed Approach – Staff will expand the gentrification and displacement section of the Environmental Justice Appendix to include additional variables, such as an analysis on the cost burdens for renters and owners for neighborhoods that are within close proximity to rail transit stops. For future updates of the RTP/SCS, SCAG will also continue to work with stakeholders and jurisdictions to look at ways to address social equity challenges, particularly in terms of gentrification and displacement.

5. GOODS MOVEMENT

Areas Seeking Clarification – Many of the comments focused on the goods movement environmental strategy including availability and unresolved issues with zero- and near zero-emission technologies and the implementation of these technologies.

Proposed Approach – SCAG recognizes that there are numerous issues to resolve in order to achieve our regional objective of a zero-emissions goods movement system. Our proposed action plan outlined in the Goods Movement Appendix appropriately includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.

6. HOUSING

Areas Seeking Clarification – Several comments requested that there be more emphasis in the RTP/SCS on housing affordability and the undermining impact unaffordability has on the goals of the RTP/SCS. Moreover, commenters suggested that SCAG track affordable housing building activity to measure local and regional progress.

Proposed Approach – SCAG is committed to working with its local jurisdictions to ensure that their housing elements are in compliance with State housing law and offers technical assistance for affordable housing grant programs. Additionally, SCAG is developing a pilot survey to determine affordable housing building activity in the region. Currently available data by jurisdiction is incomplete and inconsistent and SCAG will be working to increase the State-mandated annual progress report submittal rates in the region so as to provide more information regarding housing affordability in future RTP/SCS updates.

7. NATURAL/FARM LANDS

Areas Seeking Clarification – Many commenters expressed general support for policies in the Natural/Farm Lands Appendix, and a strong desire to see SCAG take a leadership role in implementation of a regional conservation program. Many commenters also expressed support for Regional Wildlife corridors and crossings and expressed a desire to see SCAG's recognition and promotion of conservation mechanisms other than Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCPs), such as the programs of local, regional, state and federal agencies and non-profit and non-governmental conservation organizations who help facilitate, coordinate and find funding for land conservation transactions.

Proposed Approach – In the coming years, SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies. Conservation groups are encouraged to participate in the effort. In addition, SCAG intends to work with local entities to assist in the cross-jurisdictional coordination of habitat conservation. Suggestions for strategies and mechanisms in addition to HCPs and NCCPs will be encouraged and appreciated.

8. MOBILITY INNOVATIONS

Areas Seeking Clarification – Comments noted that the Plan identified specific examples of technology and that ultimately, the marketplace would determine dominant technologies. Commenters suggested that it should be noted that technologies referenced were only examples and that future technologies should not be ignored or excluded from meeting the goals of the RTP/SCS. Commenters also noted that the Plan should consider how to support autonomous vehicles.

Proposed Approach – SCAG's policies are technology neutral with regard to supporting zero and/or near-zero emissions vehicles. SCAG will continue to support natural gas fleet vehicles by

hosting and administering the Southern California Clean Cities Coalition. In addition, SCAG has met regularly with Hydrogen Fuel Cell industry partners. Plug-in Electric vehicles are specifically analyzed in the RTP/SCS due to the transportation/land use policy nexus regard station siting. Regarding car sharing, and ridesourcing, SCAG does not view these as specific technologies, but rather as emerging transportation modes. In the Mobility Innovations Appendix, SCAG identifies various new technologies that show promise in meeting the goals of the RTP/SCS.

In addition, SCAG staff are aware that automated vehicles will be available within the timeframe of the 2016 RTP/SCS. However, SCAG staff note that there is still significant uncertainty regarding the time, and the ownership model for these vehicles. SCAG staff will continue to assemble new sources of data and refine methodologies to analyze these emerging modes.

9. PASSENGER RAIL

Areas Seeking Clarification – A comment stated that the California High-Speed Rail Authority (CAHSRA) Draft 2016 Business Plan may include a new strategy to pursue an Initial Operating Segment connecting to the San Francisco Bay Area rather than to the SCAG region as previously envisioned. Another comment requested that clarifying language should be inserted in the RTP/SCS to indicate that SCAG's support for the California High-Speed Train is contingent upon the MOU commitment of $1 billion towards local rail improvements.

Proposed Approach – The CAHSRA has reiterated its commitment to the Southern California High-Speed Rail MOU, which calls for $1 billion in investments in the Metrolink and Los Angeles-San Diego-San Luis Obispo (LOSSAN) systems in Southern California. The CHSRA Board is not expected to adopt the final 2016 Business Plan until after the Regional Council adopts the 2016 RTP/SCS. Consequently, staff proposes that any impacts to the RTP/SCS resulting from the final 2016 Business Plan be reflected through a future RTP/SCS amendment, if necessary. Chapter 5 of the Draft 2016 RTP/SCS already discusses in detail the MOU commitment towards investing $1 billion in improvements to the Metrolink and LOSSAN systems in advance of the High-Speed Train project, as part of the "blended approach" to delivering high-speed rail service to the SCAG region that was adopted by the Regional Council as part of the 2012 RTP/SCS.

10. PUBLIC HEALTH

Areas Seeking Clarification – Many commenters, including advocacy groups and public health agencies and organizations, supported the inclusion of the Public Health Appendix in the Draft 2016 RTP/SCS. Additionally, comments encouraged SCAG to expand analysis of public health outcomes through improved modeling in collaboration with stakeholders for the 2020 RTP/SCS. Several comments suggested that the Plan did not go far enough to curb the use of automobiles and expand the use of transit and active transportation.

Proposed Approach – SCAG will prepare appropriate responses to address the comments received and will document suggestions for further analysis to be included in the 2020 RTP/SCS. These suggestions will be reviewed internally and with stakeholders to ensure that they are implemented in an appropriate manner. SCAG will also monitor the progress made in achieving the goals set in the 2016 RTP/SCS over the next four years and consider developing measurable goals and targets related to public health in future plan updates.

11. SUSTAINABLE COMMUNITIES STRATEGY

Areas Seeking Clarification – Comments were received on CEQA incentive eligibility, and other incentive and funding programs, and how to utilize SCAG's Forecasted Development Type Maps (as shown in the SCS Background Documentation Appendix) to determine SCS consistency. There were some comments requesting for further detailed maps, and some requesting the maps not be utilized to determine any SCS consistency. Additionally, other commenters encouraged SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.

Proposed Approach – SCAG will provide clarifying responses to each of the comments submitted and will consider incorporating edits to the text in the Final 2016 RTP/SCS. For CEQA streamlining purposes, the consistency determination of a project with the SCS will be at the discretion of lead agencies. For other incentive and funding programs, SCS consistency will be determined as stated in the respective program's guidelines.

12. TRANSIT

Areas Seeking Clarification – Comments were specific to individual projects, including questions regarding project alignments and termini, costs, technologies and service delivery strategies, and project completion dates. Comments criticized the geographic distribution of investments within the Plan or argued for project acceleration. Also, comments offered criticism of ongoing service realignments at local agencies.

Proposed Approach – SCAG will review and address project specific comments on a case-by-case basis. Generally, SCAG works with the county transportation commissions to identify specific transportation projects for inclusion in the RTP/SCS. In many cases, projects are funded through local option sales tax expenditure plans. Neither funds nor projects can be re-allocated from one county to another. Final determinations regarding transit technologies, project costs, project alignments, and project completion dates are the responsibility of the appropriate lead agency and determined through local planning and project development processes. Service realignments are local issues to be addressed by the appropriate lead agency, in conjunction with the relevant county transportation commission.

13. TRANSPORTATION FINANCE

Areas Seeking Clarification – Many of the comments focused on new revenue sources (e.g., mileage-based user fee) and the need for more evaluation, including assurances about the distribution of funds and consideration of the impacts of the fee on different segments of the population.

Proposed Approach – SCAG agrees that additional work is needed including but not limited to evaluating options for implementation, accountability and approaches for protecting privacy as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) would become effective—which is why the Plan does not assume revenues from this source before 2025. Further, state agencies will be conducting a 9 month long pilot test of road charging during the summer of 2016 to address some of these issues. SCAG, in collaboration with local, regional, state and federal stakeholders, will continue to actively participate in efforts to make transportation funding more sustainable in the long-run.

14. CONCERNS OR QUESTIONS ON INDIVIDUAL PROJECTS

Areas Seeking Clarification – Several commenters support or oppose, or seek clarification on, individual projects in the RTP/SCS. For example, SCAG received multiple comments supporting or opposing the SR-710 North Project.

Proposed Approach –SCAG will acknowledge and document all support and oppose positions submitted on individual projects as part of the 'Comments and Responses' documentation. SCAG will also make every effort to be responsive to all comments seeking clarification through our responses to the comments.

With regard to the SR-710 North Project, SCAG recognizes that the project is currently pending environmental review, and as with other projects included within the Plan's Project List Appendix, when the SR-710 North Study environmental review process is complete and a locally preferred alternative (LPA) is identified in the final environmental document, SCAG will work with Metro to amend the RTP/SCS as necessary to update the project description and associated modeling analysis. The SR-710 North Project is currently modeled as four toll lanes in each direction. SCAG believes that modeling the SR-710 North Project as a toll lane is justified as it represents a conservative scenario (worst-case) with respect to potential environmental impacts and adequately serves as a placeholder benchmark to analyze the SR-710 North Project's effect on the entire SCAG region.

15. OTHER

Areas Seeking Clarification – Other comments raise questions or concerns that do not fit into the above categories. For example, SCAG received several comments regarding the need to update the Plan to note the latest federal surface transportation legislation, the Fixing America's Surface

Transportation Act, or "FAST Act," which was signed into law on December 4, 2015, the day after the Draft 2016 RTP/SCS was approved for release.

Proposed Approach – SCAG will consider revisions to the RTP/SCS generated by other comments on a case-by-case basis. In general, staff will consider revisions where adequate justification has been provided by the commenter (e.g., factual errors). For example, the Plan has been updated to incorporate updated information regarding the FAST Act.

UPDATE TO THE DRAFT 2016 RTP/SCS

In addition to refining the Draft 2016 RTP/SCS in response to the comments and input received through the public comment process, SCAG staff has also worked with each of the County Transportation Commissions (CTCs) to update the list of projects with most current information available. The nature of the updated project information included minor changes to the scope of existing projects, changes to completion years, and minor changes to project costs, etc. SCAG staff has also worked to update the growth forecast to reflect the most updated information, including jurisdictional level for the population and households for the Riverside County unincorporated area, March Joint Powers Authority (JPA) area, and sub-jurisdictional level adjustments for Los Angeles, Simi Valley and Oxnard. The updated information acquired during this time helped SCAG make additional adjustments to the Plan and further refine the Plan's technical analysis. Accordingly, all of the technical analysis associated with the Draft 2016 RTP/SCS will be updated to reflect the most current information available for the Proposed Final 2016 RTP/SCS. Based on the review of the proposed changes to the projects, which are relatively minor in nature, staff does not anticipate deviating from any of the conclusions presented in the Draft 2016 RTP/SCS, including meeting the greenhouse gas emissions reduction targets pursuant to SB 375 and the Transportation Conformity requirements pursuant to the Federal Clean Air Act.

NEXT STEPS

Staff will provide the proposed Final 2016 RTP/SCS and comment responses at the March 24, 2016 Special Joint Policy Committee meeting. At that meeting, staff will seek a recommendation from the Policy Committees to forward a recommendation to the Regional Council on April 7, 2016 to certify the Final PEIR and adopt the Final 2016 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:

1. Summary List of Commenters on the Draft 2016 RTP/SCS
2. PowerPoint Presentation on Draft 2016 RTP/SCS Public Comments

Attachment 1

Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
Summary List of Commenters (See Note*)

Agencies/Organizations:

- Albert Perdon and Associates
- Alliance for a Healthy Orange County
- Alliance for a Regional Solution to Airport Congestion
- Banning Ranch Conservancy
- Bel Air Skycrest Property Owner's Association
- Bolsa Chica Land Trust
- California Construction and Industrial Materials Association
- California Cultural Resources Preservation Alliance
- California Department of Transportation
- California High-Speed Rail Authority
- California Native Plant Society – Orange County Chapter
- California State Legislature (Senators Ed Hernandez & Tony Mendoza; Assemblymembers Ed Chau & Roger Hernandez)
- Center for Demographic Research
- City of Alhambra
- City of Anaheim
- City of Calimesa
- City of Claremont
- City of Diamond Bar
- City of Eastvale
- City of El Segundo
- City of Glendale
- City of Irvine
- City of Irwindale
- City of La Cañada Flintridge
- City of La Habra
- City of Laguna Niguel
- City of Lake Forest
- City of Los Angeles
- City of Los Angeles – Department of City Planning
- City of Los Angeles – Department of Transportation
- City of Mission Viejo
- City of Montclair
- City of Monterey Park
- City of Moreno Valley
- City of Rancho Mirage
- City of Riverside
- City of San Clemente
- City of San Gabriel
- City of Santa Clarita
- City of Santa Paula
- City of South Pasadena
- City of Tustin
- Climate Plan
- Cyrus Planning
- Eastern Coachella Valley Coalition
- Encino Neighborhood Council
- Endangered Habitats League
- Environmental Coalition Support for Natural and Farmland Policies
- Five Point Communities
- Friends of Harbors, Beaches, and Parks
- Gateway Cities Council of Governments
- Golden State Gateway Coalition
- Grants To You
- Highgrove Municipal Advisory Council
- Hills for Everyone
- Imperial County Transportation Commission
- Inland Action
- Inland Empire Biking Alliance
- John Wayne Airport
- La Habra 2025
- Laguna Canyon Foundation
- Laguna Greenbelt, Inc.
- Latham and Watkins LLP

*Reflects comments received and logged as of February 16 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
Summary List of Commenters (See Note*)

- Leadership Counsel for Justice and Accountability
- Letterly Environmental and Land Planning Management
- Local Agency Formation Commission for San Bernardino County
- Los Angeles Area Chamber of Commerce
- Los Angeles County Business Federation
- Los Angeles County – Department of Public Health
- Los Angeles County – Department of Regional Planning
- Los Angeles County – Metropolitan Transportation Authority
- Los Angeles World Airports
- Los Cerritos Wetlands Trust
- March Joint Powers Authority
- Metro Gold Line Foothill Extension Construction Authority
- Move LA
- National Trust for Historic Preservation
- Naturalist For You
- No 710 Action Committee
- Ontario Chamber of Commerce
- Orange County Bicycle Coalition
- Orange County Business Council
- Orange County Council of Governments
- Orange County Health Care Agency
- Orange County League of Conservation Voters
- Orange County Public Works
- Orange County Transportation Authority
- Port of Hueneme
- Port of Los Angeles
- PTS Staffing Solutions
- Public Health Alliance of Southern California
- Puente-Chino Hills Task Force Sierra Club
- Redlands Tea Party Patriots
- Riverside County Transportation Commission
- Rural Canyons Conservation Fund
- Saddleback Canyons Conservancy
- Safe Routes to School National Partnership
- San Bernardino Associated Governments
- San Gabriel Valley Council of Governments
- Sea and Sage Audubon Society
- Sequoyah School
- Sherman Oaks Homeowners Association
- Skirball Cultural Center
- South Bay Cities Council of Governments
- Southern California Gas Company
- Southern California Leadership Council
- SR 60 Coalition
- Transportation Corridor Agencies
- United States Environmental Protection Agency
- Ventura County 350 HUB
- Ventura Hillsides Conservancy
- Ventura County Air Pollution Control
- Ventura County Planning Division
- Ventura County Public Works
- Western Riverside Council of Governments
- XpressWest
- 5-Cities Alliance

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Attachment 1

Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
Summary List of Commenters (See Note*)

Contacts With No Affiliation:

- Margarita Assael
- Enrique Ayala
- Fabricio Bautista
- Keshav Boddula
- Lana Butler
- Michael Cahn
- Tressy Capps
- Bruce Culp
- Sally Dhahbi
- Joyce Dillard
- Hank Fung
- Victor Gar
- John Paul Garcia
- Om Garg
- Jeffrey Giba
- Whitley Gilbert
- Terry Goller
- Ezequiel Gutierrez
- Eileen Harris
- Patricia Bell Hearst
- Richard Helgeson
- Robin Hvidston
- Anna Jaiswal
- Thomas Jatich
- Mark Jolles
- Dolly Leland
- Robert Newman
- Pat Nig
- Kirsty Norman
- Marven Norman
- Eva Okeefe
- Bill Oliver
- Betty Robinson
- Vivian Romero
- Irene Sandler
- Melody Segura
- Kristi Snyder
- Cari Swan
- Carol Teutsch
- Vicki Tripoli
- Jane West

*Reflects comments received and logged as of February 16 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

2016 2040 RTPSCS

Proposed Approach to Plan Revisions

March 3, 2016

Draft 2016 RTP/SCS Public Comments

- December 4, 2015: Official release of the Draft 2016 RTP/SCS for a 60-day public comment period
- February 1, 2016: Close of the public comment period
- Public Comments Highlights
  - **158** separate communications (i.e., letters, online comments, public hearing statements, etc.)
  - **117** Agencies/Organizations
  - **41** Individuals
  - **1,000** public comments
  - Natural/Farm Lands, Land Use, Active Transportation, and Highways/Arterials categories received the most comments
  - Most comments supportive of the overall Plan

15 Major Categories of Public Comments Requesting Clarifications and Changes

- Active Transportation
- Aviation
- Congestion Management
- Environmental Justice
- Goods Movement
- Housing
- Natural/Farm Lands
- Mobility Innovations
- Passenger Rail
- Public Health
- Sustainable Communities Strategy
- Transit
- Transportation Finance
- Individual Projects
- Other

Transportation Committee–related public comments

Active Transportation

- Areas Seeking Clarification
  - Many commenters encourage SCAG to increase the proposed funding for active transportation investments over the levels identified in the Draft 2016 RTP/SCS.
  - Many encourage SCAG to front-load or prioritize investments in active transportation over highway investments.
  - Additionally, commenters wanted a greater emphasis on complete streets in all transportation projects.

- Proposed Approach
  - Propose to pursue greater documentation of active transportation expenditures, and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan.

Aviation

- Areas Seeking Clarification
  - Aviation demand forecast methodology and forecast for LAX.
  - Forecast higher than expired Settlement Agreement.
  - Question inclusion of ground access projects that have not gone thru environmental review process.
- Proposed Staff Approach
  - Provide additional clarification on how regional forecast and airport specific forecasts were derived.
  - Full environmental clearance not a criteria for inclusion in RTP/SCS.

Congestion Management

- Areas Seeking Clarification
  - Comments indicated preference or priority for one transportation strategy or mode over another.

- Proposed Approach
  - Plan includes a wide variety of transportation strategies and investments, recognizing that improvements to all transportation modes are necessary in order to reduce congestion and improve the transportation system.

Goods Movement

- Areas Seeking Clarification
  - Environmental strategy - availability and unresolved issues with zero- and near zero-emission technologies and implementation of technologies.

- Proposed Approach
  - Proposed action plan in the Goods Movement Appendix includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.

Mobility Innovations

- Areas Seeking Clarification
  - Comments noted that the Plan identified specific examples of technology and that ultimately, the marketplace would determine dominant technologies.
  - Commenters suggested that technologies referenced were only examples and that future technologies should not be ignored or excluded from meeting the goals of the RTP/SCS.
  - Commenters also noted that the Plan should consider how to support autonomous vehicles.
- Proposed Approach
  - SCAG's policies are technology neutral with regard to supporting zero and/or near-zero emissions vehicles.
  - SCAG staff are aware that automated vehicles will be available within the timeframe of the 2016 RTP/SCS. However, SCAG staff note that there is still significant uncertainty regarding the time, and the ownership model for these vehicles.
  - SCAG staff will continue to assemble new sources of data and refine methodologies to analyze these emerging modes.

Passenger Rail

- Areas Seeking Clarification
  - CAHSRA Draft 2016 Business Plan may include a new strategy to pursue an Initial Operating Segment connecting to the San Francisco Bay Area rather than to the SCAG region as previously envisioned.
  - Requested that clarifying language should be inserted in the RTP/SCS to indicate that SCAG's support for the California High-Speed Train is contingent upon the MOU commitment of $1 billion towards local rail improvements.
- Proposed Approach
  - CAHSRA has reiterated its commitment to the Southern California High-Speed Rail MOU, which calls for $1 billion in investments in the Metrolink and LOSSAN systems in Southern California.
  - CHSRA Board not expected to adopt the final 2016 Business Plan until after the Regional Council adopts the 2016 RTP/SCS.
  - Staff proposes that any impacts to the RTP/SCS resulting from the final 2016 Business Plan be reflected through a future RTP/SCS amendment, if necessary.
  - Chapter 5 of the Draft 2016 RTP/SCS already discusses in detail the MOU commitment towards investing $1 billion in improvements to the Metrolink and LOSSAN systems in advance of the High-Speed Train project, as part of the "blended approach" to delivering high-speed rail service to the SCAG region that was adopted by the Regional Council as part of the 2012 RTP/SCS.

Transit

- Areas Seeking Clarification
  - Comments were specific to individual projects, including questions regarding project alignments and termini, costs, technologies and service delivery strategies, and project completion dates.
  - Comments criticized the geographic distribution of investments within the Plan or argued for project acceleration.
  - Comments offered criticism of ongoing service realignments at local agencies.

- Proposed Approach
  - SCAG will review and address project specific comments on a case-by-case basis.
  - Generally, SCAG works with the county transportation commissions to identify specific transportation projects for inclusion in the RTP/SCS.

Transportation Finance

- Areas Seeking Clarification
  - Many comments focused on new revenue sources (e.g., mileage-based user fee) and need for more evaluation.

- Proposed Approach
  - Additional work needed including, but not limited to evaluating options for implementation, accountability and approaches for protecting privacy as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) would become effective.

Individual Projects

- Areas Seeking Clarification
  - Several commenters support or oppose, or seek clarification on individual projects in the RTP/SCS.
  - Example: SR-710 North Project

- Proposed Approach
  - Acknowledge and document all support and oppose positions submitted on individual projects.
  - Make every effort to be responsive to comments seeking clarification through responses to the comments.

Other

- Areas Seeking Clarification
  - Other comments raise questions or concerns that do not fit into the above categories.
  - Example: Inclusion of FAST Act

- Proposed Approach
  - SCAG will consider revisions to the RTP/SCS generated by other comments on a case-by-case basis.

Community, Economic and Human Development Committee–related public comments

Housing

- Areas Seeking Clarification
  - Requests for more emphasis in the RTP/SCS on housing affordability and the undermining impact unaffordability has on the goals of the RTP/SCS.
  - Suggested SCAG track affordable housing building activity to measure local and regional progress.

- Proposed Approach
  - SCAG is committed to working with its local jurisdictions to ensure that their housing elements are in compliance with State housing law and offering technical assistance for affordable housing grant programs.
  - SCAG is developing a pilot survey to determine affordable housing building activity in the region.
  - SCAG will be working to increase the State-mandated annual progress report submittal rates in the region.

Natural/Farm Lands

- Areas Seeking Clarification
  - Many commenters expressed a strong desire to see SCAG take leadership role in implementation of a regional conservation program.
  - Many also expressed support for Regional Wildlife corridors and crossings.
  - Expressed a desire to see SCAG's recognition and promotion of conservation mechanisms other than Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCPs).

- Proposed Approach
  - SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies.
  - SCAG intends to work with local entities to assist in the cross-jurisdictional coordination of habitat conservation.

Sustainable Communities Strategy

- Areas Seeking Clarification
  - How to use SCAG's Forecasted Development Type Maps to determine SCS consistency.
  - Requests for further detailed maps.
  - Some requests that the maps not be used to determine any SCS consistency.
  - Others encouraged SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.

- Proposed Approach
  - For CEQA streamlining purposes, the consistency determination of a project with the SCS will be at the discretion of lead agencies.
  - For other incentive and funding programs, SCS consistency will be determined as stated in the respective program's guidelines.

Energy and Environment Committee–related public comments

Environmental Justice

- Areas Seeking Clarifications
  - A number of comments expressed concern regarding gentrification and displacement as a result of transit investments from the Plan, and requested that the analysis in the Appendix be expanded.
  - Suggested SCAG track trends and foster coordination between advocacy groups and local jurisdictions to address these challenges.

- Proposed Approach
  - SCAG will expand the gentrification and displacement section of the Appendix to include additional variables, such as the difference in housing cost burdens for renters and owners

Public Health

- Areas Seeking Clarification
  - Encouraged SCAG to expand analysis of public health outcomes through improved modeling in collaboration with stakeholders for the 2020 RTP/SCS.
  - Suggested that the Plan did not go far enough to curb the use of automobiles and expand the use of transit and active transportation.

- Proposed Approach
  - Monitor progress made in achieving the goals set in the 2016 RTP/SCS over the next four years and consider developing measurable goals and targets related to public health in future plan updates.

Next Steps

Special Joint Policy Committee Meeting Recommend Certification of the PEIR and Adoption of the Final 2016 RTP/SCS	March 24, 2016
Regional Council Certifies Final PEIR and Adopts Final 2016 RTP/SCS	April 7, 2016
California Air Resources Board Certifies Sustainable Communities Strategy	May 2016
Deadline for Conformity Determination By FHWA and FTA, in consultation with EPA	June 2016

Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Moving Forward Transportation Priorities**

  - **Transportation**
    - System Preservation – Focus on performance-based regional transportation system management – work with CTCs and Caltrans
    - Monitor and prepare for MAP-21 rulemaking on Performance Measures/Targets
    - Support implementation of airport regionalization
    - Potential New Sales Tax Measure in LA County – may need to initiate amendment to 2016 RTP/SCS shortly after adoption

  - **Transit/Rail**
    - Work on LA-San Bernardino inter-county transit planning studies
    - Work on LA-Orange inter-county transit planning studies
    - Continue monitoring progress of HSR MOU implementation
    - Continue to research and monitor technology impacts to transit and rail

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Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Moving Forward Transportation Priorities**

  - **Goods Movement**
    - Continue to refine and engage with partner agencies to advance the East-West Freight Corridor
    - Collaborate on the implementation of FAST Act freight provisions
    - Further encourage the development of clean truck technologies

  - **Active Transportation**
    - Cycle 3 for California Active Transportation Program (ATP)
    - GoHuman Campaign

  - **Mobility Innovations**
    - Continue evaluating innovations and data regarding their usage/impacts

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Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Maximizing our Investments**
  - **Economic Benefits**
    - Monitor jobs in highway and rail construction, transportation and transit operations and maintenance resulting from the Plan
    - With the Plan's guidance, promote and measure economic competitiveness in the region by making it a more attractive place to do business and to live
  - **Transportation Finance**
    - Continue refinement of key value pricing/transportation user fee initiatives
    - Continue business case financial assessment of key goods movement initiatives

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Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Building a Shared Vision**
  - **Sustainability**
    - Encourage sustainable integration of land use and transportation at the local level through SCAG's New Call for Sustainability Grants
    - Expand collaboration with local jurisdictions through Partners in Sustainability Planning Program
    - Increase regional share of Cap and Trade grant funding through Round 2 of the Affordable Housing and Sustainable Communities (AHSC) Grants
  - **Housing**
    - Build on affordable housing strategies through SCAG's Upcoming Housing Summit
    - Fulfill state's affordable housing initiative through administration of 6th Cycle of the Regional Housing Needs Assessment (RHNA)

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Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Building a Shared Vision**
  - **Demographics**
    - Continue technical collaboration with regional stakeholders and local jurisdictions through the upcoming Annual USC/SCAG Demographic Workshop
  - **GIS Services, Data/Modeling Support**
    - Further refinement of Trip Based Model and Activity Based Model
    - Training for local jurisdictions on Scenario Planning Model (SPM)
    - Integrate new technology and other mobility innovations into the technical framework for the 2020 RTP/SCS

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Looking Ahead - Beyond 2016 RTP/SCS Adoption

- **Tracking Our Progress**
  - **Air Quality**
    - Comply with federal requirements through the upcoming 2017 FTIP Air Quality Conformity Analysis
  - **Performance Monitoring**
    - Develop REVISION tool for monitoring SCS implementation both at the local and regional levels

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2016 2040 RTPSCS

Thank you!

Learn more by visiting www.scagrtpscs.net.

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RESOLUTION NO. 16-578-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2016 RTP/SCS); RELATED CONFORMITY DETERMINATION; AND RELATED CONSISTENCY AMENDMENT #15-12 TO THE 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code Section 134(d); and

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 et seq., Title 49, United States Code Section 5303 et seq., and Title 23, Code of Federal Regulations Section 450 et seq.; and

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such, is responsible for preparing and adopting the FTIP (regional transportation improvement program, under state law) every two years pursuant to Government Code §§ 14527 and 65082, and Public Utilities Code §130301 et seq.; and

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq., SCAG must also prepare a Sustainable Communities Strategy (SCS) that will be incorporated into the RTP and demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB); and

WHEREAS, ARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 13% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to Government Code §65080(b)(2)(B), the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, through the conduct of a continuing, comprehensive and coordinated transportation planning process in conformance with all applicable federal and state requirement, SCAG developed and prepared its latest RTP/SCS, the Final 2016-2040 RTP/SCS ("2016 RTP/SCS"); and

WHEREAS, the 2016 RTP/SCS sets forth the long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2040; and

WHEREAS, the 2016 RTP/SCS includes a regional growth forecast that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions; and

WHEREAS, the 2016 RTP/SCS includes a financially constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed, available or reasonably available revenue sources, and thus are probable for implementation. The strategic plan is an illustrative list of additional transportation investments that the region would pursue if additional funding and regional commitment were secured; and such investments are potential candidates for inclusion in the constrained RTP/SCS through future amendments or updates. The strategic plan is provided for information purposes only and is not part of the financially constrained and conforming Final 2016 RTP/SCS; and

WHEREAS, the 2016 RTP/SCS includes a financial plan identifying the revenues committed, available or reasonably available to support the SCAG region's surface transportation investments. The financial plan was developed following basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed; and

WHEREAS, the 2016 RTP/SCS includes a sustainable communities strategy which sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportations measures and policies, if implemented, will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by ARB for the SCAG region; and

WHEREAS, the 2016 RTP/SCS must be consistent with all applicable provisions of federal and state law including:

(1) The Moving Ahead for Progress in the 21st Century Act (MAP-21, PL 112-141) and the metropolitan planning regulations at 23 U.S.C. §134 et seq., as was amended by the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015);

(2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;

(3) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;

(4) §§174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d)] and Environmental Protection Agency (EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;

(6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38; and

(8) SB 375 (Steinberg, 2008) as codified in California Government Code §65080(b) et seq.;

WHEREAS, SCAG is further required to comply with the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code § 21000 et seq.) in preparing the 2016 RTP/SCS; and

WHEREAS, SCAG prepared a program environmental impact report (PEIR) for the 2016 RTP/SCS. The PEIR serves as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS; and

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP); and

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement; and

WHEREAS, on April 4, 2012, the SCAG Regional Council found the 2012 RTP to be in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and the EPA Transportation Conformity Rule. Thereafter, FHWA and FTA made a conformity determination on the 2012 RTP with said determination to expire on June 4, 2016; and

WHEREAS, on September 11, 2014, in accordance with federal and state requirements**,** the SCAG Regional Council approved the 2015/16 – 2020/21 Federal Transportation Improvement Program (2015 FTIP), which was federally approved on December 15, 2014. The 2015 FTIP represents a staged, multi-year, intermodal program of transportation projects which covers six fiscal years and includes a priority list of projects to be carried out in the first four fiscal years; and

WHEREAS, pursuant to Government Code §65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. §450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. On April 3, 2014, SCAG approved and adopted a Public Participation Plan, to serve as a guide for SCAG's public involvement process, including the public involvement process to be used for the 2016 RTP/SCS, and included an enhanced outreach program that incorporates the public participation requirements of SB 375 and adds strategies to better serve the underrepresented segments of the region; and

WHEREAS, pursuant to Government Code §65080(b)(2)(F)(iii), during the summer 2015, SCAG held a series of RTP/SCS public workshops throughout the region, including residents, elected officials, representatives of public agencies, community organizations, and environmental, housing and business stakeholders; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussion of the Draft Conformity Report before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the 2016 update process; and

WHEREAS, the Transportation Conformity Report contained in the Final 2016 RTP/SCS makes a positive transportation conformity determination. Using the final motor vehicle emission

budgets released by ARB and found to be adequate by EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, each project or project phase included in the FTIP must be consistent with the approved RTP, pursuant to 23 C.F.R. §450.324(g). Amendment #15-12 to the 2015 FTIP has been prepared to ensure consistency with the Final 2016 RTP/SCS; and

WHEREAS, conformity of Amendment #15-12 to the 2015 FTIP has been determined simultaneously with the Final 2016 RTP/SCS in order to address the consistency requirement of federal law; and

WHEREAS, on November 5, 2015, SCAG Policy Committees (comprising the Community, Economic and Human Development Committee; the Energy and Environment Committee; and the Transportation Committee) recommended that the Regional Council at its December 4, 2015 meeting authorize release of the Draft PEIR for a public review and comment period concurrent with the public review and comment period for the Draft 2016 RTP/SCS; and

WHEREAS, on December 3, 2015, the Regional Council approved release of the Draft 2016 RTP/SCS PEIR concurrent with release of the Draft 2016 RTP/SCS for a 60-day public review and comment period; and

WHEREAS, SCAG released the Draft 2016 RTP/SCS and the associated Draft Amendment #15-12 to the 2015 FTIP for a 60-day public review and comment period that began on December 4, 2015 and ended on February 1, 2016; and

WHEREAS, the SCAG also released the Draft PEIR for the 2016 RTP/SCS concurrently with the release of the Draft 2016 RTP/SCS, and issued a Notice of Availability for the same 60-day public review and comment period of December 4, 2015 to February 1, 2016; and

WHEREAS, SCAG followed the provisions of its adopted Public Participation Plan regarding public involvement activities for the Draft 2016 RTP/SCS and Draft PEIR. Public outreach efforts included publication of the Draft 2016 RTP/SCS and Draft PEIR on SCAG's website, distribution of public information materials, held four (4) duly-noticed public hearings (three public hearings were video-conferenced to 4 regional offices in different counties), and 14 elected official briefings within the SCAG region to allow stakeholders, elected officials and the public to comment on the Draft 2016 RTP/SCS and the Draft PEIR; and

WHEREAS, during the public review and comment period, SCAG received 162 verbal and written comment submissions on the Draft 2016 RTP/SCS and 81 comment submissions on the Draft PEIR; and

WHEREAS, SCAG staff presented an overview of the comments received on the Draft 2016 RTP/SCS and Draft PEIR, and a proposed approach to the responses, to the Policy Committees and Regional Council at a joint meeting on March 3, 2016; and

WHEREAS, comment letters and SCAG staff responses on the Draft 2016 RTP/SCS and Draft PEIR were posted on the SCAG web page on March 14, 2016, and included as part of the Final 2016 RTP/SCS, Public Participation and Consultation Appendix. SCAG also notified all commenters of the availability of the comments and responses; and

WHEREAS, on March 18, 2016, SCAG posted the proposed Final 2016 RTP/SCS and proposed Final PEIR on its website; and

WHEREAS, on March 24, 2016, SCAG's three Policy Committees held a public, special joint meeting to consider a recommendation to the Regional Council to approve and adopt the proposed Final 2016 RTP/SCS and certify the proposed Final PEIR at the April 7, 2016 Regional Council meeting; and

WHEREAS, prior to the adoption of this resolution, the Regional Council certified the Final PEIR prepared for the 2016 RTP/SCS to be in compliance with CEQA; and

WHEREAS, the Regional Council has had the opportunity to review the proposed Final 2016 RTP/SCS and its related appendices as well as the staff report related to the proposed Final 2016 RTP/SCS, and consideration of the Final 2016 RTP/SCS was made by the Regional Council as part of a public meeting held on April 7, 2016.

NOW, THEREFORE BE IT RESOLVED, the Regional Council hereby approves and adopts the Final 2016 RTP/SCS.

BE IT FURTHER RESOLVED by the Regional Council that:

1. In adopting this Final 2016 RTP/SCS, the Regional Council finds as follows:

    a. The Final 2016 RTP/SCS complies with all applicable federal and state requirements, including the metropolitan planning provisions as identified in the Code of Federal Regulations Title 23 Part 450 and Title 49, Part 613, and the SCS and other State RTP requirements as identified in California Government Code Section 65080. Specifically, the Final 2016 RTP/SCS fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in 23 C.F.R.§450.322 et seq., including issues relating to: identification of transportation facilities that function as an integrated metropolitan transportation system; operational and management strategies; safety and security; performance measures; environmental mitigation; the need for a financially constrained plan; consultation and public participation; and transportation conformity;

b. The Final 2016 RTP/SCS complies with the emission reduction targets established by ARB and meets the requirements of SB 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 18% by 2035; and

c. The Final 2016 RTP/SCS's preferred land use scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level, and any corresponding sub-jurisdictional level data and/or maps is advisory only.

2. The Regional Council hereby makes a positive transportation conformity determination of the Final 2016 RTP/SCS and Amendment #15-12 to the 2015 FTIP. In making this determination, the Regional Council finds as follows:

   a. The Final 2016 RTP/SCS and Amendment #15-12 to the 2015 FTIP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement;

3. In approving the Final 2016 RTP/SCS, the Regional Council also approves and adopts Amendment #15-12 to the 2015 FTIP, in compliance with the federal requirement of consistency with the RTP;

4. That the foregoing recitals are true and correct and incorporated herein by this reference; and

5. SCAG's Executive Director or his designee is authorized to transmit the Final 2016 RTP/SCS and its conformity findings to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 7th day of April, 2016.

[Signatures on Following Page]

_____
Cheryl Viegas-Walker
President, SCAG
Councilmember, City of El Centro

Attest:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joanna Africa
Chief Counsel

NO. 577
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, MARCH 3, 2016

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: www.scag.ca.gov/scagtv/index.htm

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles office. There was a quorum.

Members Present

Hon. Cheryl Viegas-Walker, President	*El Centro*	District 1
Hon. Michele Martinez, 1st Vice President	*Santa Ana*	District 16
Hon. Margaret E. Finlay, 2nd Vice President	*Duarte*	District 35
Hon. Carl Morehouse, Immediate Past President	*San Buenaventura*	District 47
Hon. Michael D. Antonovich		Los Angeles County
Hon. Curt Hagman		San Bernardino County
Hon. Linda Parks		Ventura County
Hon. Chuck Washington		Riverside County
Hon. Alan Wapner	*Ontario*	SANBAG
Hon. Jan Harnik	*Palm Desert*	RCTC
Hon. Keith Millhouse	*Moorpark*	VCTC
Hon. Jim Hyatt	*Calimesa*	District 3
Hon. Clint Lorimore	*Eastvale*	District 4
Hon. Frank Navarro	*Colton*	District 6
Hon. Larry McCallon	*Highland*	District 7
Hon. Deborah Robertson	*Rialto*	District 8
Hon. Ray Marquez	*Chino Hills*	District 10
Hon. Bill Jahn	*Big Bear Lake*	District 11
Hon. Mike Munzing	*Aliso Viejo*	District 12
Hon. Barbara Kogerman	*Laguna Hills*	District 13
Hon. Steven Choi	*Irvine*	District 14
Hon. Steve Nagel	*Fountain Valley*	District 15
Hon. Steve Hwangbo	*La Palma*	District 18
Hon. Kris Murray	*Anaheim*	District 19
Hon. Art Brown	*Buena Park*	District 21
Hon. Marty Simonoff	*Brea*	District 22
Hon. Victor Manalo	*Artesia*	District 23
Hon. Gene Daniels	*Paramount*	District 24
Hon. Sean Ashton	*Downey*	District 25
Hon. José Luis Solache	*Lynwood*	District 26
Hon. Ali Saleh	*Bell*	District 27

Members Present – *continued*

Hon. Dan Medina	*Gardena*	District 28
Hon. Rex Richardson	*Long Beach*	District 29
Hon. Margaret Clark	*Rosemead*	District 32
Hon. Gene Murabito	*Glendora*	District 33
Hon. Barbara Messina	*Alhambra*	District 34
Hon. Jonathan Curtis	*La Cañada Flintridge*	District 36
Hon. Carol Herrera	*Diamond Bar*	District 37
Hon. Sam Pedroza	*Claremont*	District 38
Hon. James Gazeley	*Lomita*	District 39
Hon. Judy Mitchell	*Rolling Hills Estates*	District 40
Hon. Jess Talamantes	*Burbank*	District 42
Hon. Steven Hofbauer	*Palmdale*	District 43
Hon. Karen Spiegel	*Corona*	District 63
Hon. Ryan McEachron	*Victorville*	District 65
Hon. Jeffrey Giba	*Moreno Valley*	District 69
Hon. Ross Chun	*Aliso Viejo*	TCA

Members Not Present

Hon. Jack Terrazas		Imperial County
Hon. Jim Katapodis		OCTA
Hon. Michelle Steel		Orange County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Greg Pettis	*Cathedral City*	District 2
Hon. Randon Lane	*Murrieta*	District 5
Hon. Paul Eaton	*Montclair*	District 9
Hon. John Nielsen	*Tustin*	District 17
Hon. Tri Ta	*Westminster*	District 20
Hon. Lena Gonzalez	*Los Angeles*	District 30
Hon. Andrew Sarega	*La Mirada*	District 31
Hon. Pam O'Connor	*Santa Monica*	District 41
Hon. John Sibert	*Malibu*	District 44
Hon. Carmen Ramirez	*Oxnard*	District 45
Hon. Glen Becerra	*Simi Valley*	District 46
Hon. Gilbert Cedillo	*Los Angeles*	District 48
Hon. Paul Krekorian	*Los Angeles*	District 49
Hon. Bob Blumenfield	*Los Angeles*	District 50
Hon. David Ryu	*Los Angeles*	District 51
Hon. Paul Koretz	*Los Angeles*	District 52
Hon. Nury Martinez	*Los Angeles*	District 53
Hon. Felipe Fuentes	*Los Angeles*	District 54
Hon. Marqueece Harris-Dawson	*Los Angeles*	District 55
Hon. Curren D. Price, Jr.	*Los Angeles*	District 56
Hon. Herb Wesson, Jr.	*Los Angeles*	District 57
Hon. Mike Bonin	*Los Angeles*	District 58

Members Not Present - *continued*

Hon. Mitchell Englander	*Los Angeles*	District 59
Hon. Mitch O'Farrell	*Los Angeles*	District 60
Hon. José Huizar	*Los Angeles*	District 61
Hon. Joe Buscaino	*Los Angeles*	District 62
Hon. Erik Peterson	*Huntington Beach*	District 64
Hon. Michael Wilson	*Indio*	District 66
Hon. Antonio Lopez	*San Fernando*	District 67
Hon. Rusty Bailey	*Riverside*	District 68
Hon. Mary "Maxine" Resvaloso	*Torres-Martinez Desert Cahuilla Indians*	Tribal Government
Mr. Randall Lewis	*Lewis Group of Companies*	Business Rep.
Hon. Eric Garcetti	*Los Angeles*	(Member-at-Large)

Staff Present

Hasan Ikhrata, Executive Director
Debbie Dillon, Deputy Executive Director, Administration
Basil Panas, Chief Financial Officer
Joe Silvey, General Counsel
Joann Africa, Chief Counsel
Huasha Liu, Director, Land Use and Environmental Planning
Darin Chidsey, Director, Strategy, Policy and Public Affairs
Naresh Amatya, Acting Director, Transportation Planning
Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Cheryl Viegas-Walker called the meeting to order at 12:34 p.m. and asked Supervisor Linda Parks, Ventura County, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Viegas-Walker opened the Public Comment period.

Sherry Rudnak, Urban Land Institute, invited the members to attend the Urban Marketplace 2016, scheduled for April 13, 2016, at The REEF, 1933 S. Broadway Avenue, Los Angeles, CA. Ms. Rudnak stated that the half-day event will bring together the people who are part of revitalizing Los Angeles today and will feature an exclusive keynote panel, interactive roundtables led by industry leaders discussing topics that range from emerging markets to affordable housing, financing tools and innovative case studies.

President Viegas-Walker closed the Public Comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

President Viegas-Walker announced that immediately after the Committee Reports the Regional Council will be asked to vote to add a Closed Session urgency item to the agenda.

EXECUTIVE DIRECTOR'S REPORT

2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Update

Hasan Ikhrata, Executive Director, provided an update and asked the members to contact him should there be any questions or concerns.

SCAG/SCLC Legislative Reception in Sacramento, March 16 – 17, 2016

Hasan Ikhrata, Executive Director, reported that twenty (20) Regional Councilmembers, along with business partners and several legislators, will be participating at the Legislative Reception in Sacramento. Mr. Ikhrata provided an update on issues surrounding SB 743 changes to the CEQA Guidelines that will change the way that transportation impacts are analyzed under CEQA. The Governor's Office of Planning and Research (OPR) released for public review a revised proposal. The deadline for comments was February 29, 2016. SCAG and the county transportation commissions signed a joint letter to the OPR stating concerns on the "level of service" in transportation analyses. Mr. Ikhrata stated that this matter, among other issues, will be one of the top priorities of the SCAG/SCLC Legislative trip to Sacramento.

Summary of California High-Speed Rail Authority (CHSRA) Business Plan – Update

Mr. Ikhrata reported that he, along with Councilmember Kris Murray, Anaheim, District 19, met with CHSRA officials on March 2, 2016. Chair Dan Richard also recently met with the EAC members to provide an update on the CHSRA Business Plan. Another meeting is scheduled for March 18, 2016 to discuss the first segment that will be built in northern California and CHSRA's commitment to the $1 billion dollar in early investments in the SCAG region as was agreed in the existing Memorandum of Understanding signed by SCAG and its partner agencies.

Mr. Ikhrata also announced that he attended the dedication of the Temecula Public Library in honor of SCAG Past President Ronald H. Roberts.

PRESIDENT'S REPORT

President Cheryl Viegas-Walker reminded the members to file their FPPC Form 700 – Statement of Economic Interests on or before April 1, 2016.

Employee Recognition – 4th Quarter 2015

President Viegas-Walker announced and introduced the SCAG Employee for the 4th Quarter of 2015, Courtney Aguirre, who models SCAG core values: collaboration, service, trust, revolutionary, sustainability, empowering and rewarding. On behalf of the Regional Council, President Viegas-Walker presented Ms. Aguirre with a Plaque of Recognition. Ms. Aguirre made remarks in appreciation of the recognition.

2016 National Conference of Regions (NARC) in Washington, DC - Update

President Viegas-Walker reported that SCAG officers participated at the NARC Conference in Washington, DC. Darin Chidsey, Director, Strategy, Policy and Public Affairs, provided an update and

stated that NARC has worked closely with SCAG and has represents councils of government and metropolitan planning organizations throughout the country. Mr. Chidsey reported that the officers met with some authors of the bills that SCAG has supported, including meeting with Congresswoman Grace Napolitano and staff regarding the passage of the Fixing America's Surface Transportation Act (FAST Act); also met with Congressman Alan Lowenthal and others. Councilmember Alan Wapner, SANBAG, echoed Mr. Chidsey's report and thanked him for coordinating the meetings in Washington, DC. President Viegas-Walker added that while the FAST Act was passed, there will still be a lot of work and follow-through with respect to implementation and financing. Lastly, President Viegas-Walker highlighted the following sessions she attended during the conference: the Appalachian Regional Commission's Strategic Plan; "Ending Homelessness in America;" and complimented Darin Chidsey's presentation, as one of the panelists in "Evolving Economies: Rethinking Growth Strategies," and for representing SCAG so well.

SCAG Scholarship Committee Update

President Viegas-Walker announced the Scholarship Program, now on its 6th year, is accepting applications and the deadline for submission is April 1, 2016. She encouraged the members to contact staff should they wish to serve on the Scholarship Committee with the goal of keeping the membership to a maximum of twelve (12) members.

New Members and Committee Appointments

President Viegas-Walker congratulated and announced the following new members and committee appointments and identified recent district election results:

Legislative /Communications and Memberships Committee (LCMC)
Supervisor Michelle Steel, Orange County

Regional Council District Election Results (re-elected)
Councilmember Dan Medina, Gardena, District 28
Councilmember Margaret Clark, Rosemead, District 32
Councilmember Barbara Messina, Alhambra, District 34
Councilmember Jonathan Curtis, La Cañada Flintridge, District 36
Councilmember Sam Pedroza, Claremont, District 38
Councilmember Glen Becerra, Simi Valley, District 46
Councilmember Judy Mitchell, Rolling Hills Estates, District 40

Business Update

Randall Lewis, Lewis Group of Companies, provided an update on California's economy and how it relates to the global economy. Mr. Lewis reported that the Global Land Use and Economic (GLUE) Council met and discussed the following: revised proposal on updates to the CEQA Guidelines on evaluating transportation impacts in CEQA (Governor's Office of Planning & Research – OPR); SB 743; and participation at the SCAG Regional Conference and General Assembly. Mr. Lewis stated that the GLUE Council is an excellent forum, along with the Southern California Leadership Council (SCLC), for SCAG to collaborate with the business community for a more effective strategic communication.

Air Resources Board (ARB) – Update

As an ARB Board Member, representing the South Coast Air Quality Management District (SCAQMD), Councilmember Judy Mitchell, Rolling Hills Estates, District 40, reported that the Board heard an update on the Aliso Canyon methane leak from the natural gas storage facility that is owned by the Southern California Gas Company (SoCalGas). In accordance with Governor Brown's Aliso Canyon Proclamation, Councilmember Mitchell reported that mitigation efforts are underway that will direct ARB to produce a climate impacts mitigation program. Councilmember Mitchell also reported that the Board heard an update on the proposed amendments to the Advanced Clean Transit Rule and consideration of its amendments are expected later this year.

CONSENT CALENDAR

President Viegas-Walker reminded the members to vote on the communicator keypad using their pre-coded identifying smartcard and to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. The electronically-recorded votes will indicate how each member voted, by selecting "1" for a "Yes" vote; "2" for a "No" vote and "3" for an "Abstention." These votes will be a part of the official record of the Regional Council minutes of the meeting.

Approval Items

1. Minutes of the February 4, 2016 Regional Council Meeting

2. Minutes of the December 3, 2015 Regional Council Meeting

3. Approval of Additional Stipend Payment

4. Approval of Fiscal Year (FY) 2016-17 Draft Comprehensive Budget

5. Amendment 3 of Fiscal Year (FY) 2015-16 Overall Work Program (OWP)

6. AB 1569 (Steinorth) – California Environmental Quality Act (CEQA)

7. H.R. 4369 (Calvert) and S. 2442 (Feinstein) – Ontario Passenger Facility Charge

8. SCAG Membership and Sponsorship

9. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC)

Receive and File

10. March State and Federal Legislative Update

11. Letters of Support for Electric Program Investment Charge (EPIC) Program Grants

12. 2017 Active Transportation Program (ATP) Guidelines and Application

13. SCAG Sustainability Planning Grants Program - Monthly Update

14. 2016 Regional Council and Policy Committees Meeting Schedule

15. Summary of California High-Speed Rail Authority (CHSRA) Draft 2016 Business Plan

16. CFO Monthly Report

17. Purchase Orders $5,000 but less than $200,000; Contracts $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000

A MOTION was made (Choi) to approve the Agenda Items No. 1 – 9 and Receive and File Agenda Item Nos. 10 – 17. Motion was SECONDED (Millhouse) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Hagman, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, McEachron, Medina, Messina, Millhouse, Mitchell, Morehouse, Munzing, Murabito, Murray, Nagel, Navarro, Parks, Pedroza, Robertson, Saleh, Simonoff, Solache, Spiegel, Steel, Talamantes, Viegas-Walker, Wapner and Washington (48).

AGAINST: None (0).

ABSTAIN: None (0).

ACTION/DISCUSSION ITEMS

18. Nominations for the 2016-2017 SCAG Board Officers

As Chair of the Nominating Committee, Councilmember Carl Morehouse, San Buenaventura, District 47, provided background information and reported that after review of the applications, the committee unanimously recommended the following slate of nominees: Councilmember Michele Martinez, Santa Ana, District 16, for the position of President; Councilmember Margaret Finlay, Duarte, District 35, for the position of First Vice President; and Councilmember Alan Wapner, SANBAG, for the position of Second Vice President. President Viegas-Walker opened the nominations from the floor. Seeing none, President Viegas-Walker closed the nominations.

A MOTION was made (Morehouse) to approve the nominations for the SCAG 2016-2017 Board Officer positions as submitted by the Nominating Committee. Motion was SECONDED (McCallon) and unanimously passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Hagman, Harnik, Herrera, Hofbauer, Hwangbo, Hyatt, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, McEachron, Medina, Messina, Millhouse, Mitchell, Morehouse, Munzing, Murabito, Murray, Nagel, Navarro, Parks, Pedroza, Richardson, Robertson, Saleh, Solache, Spiegel, Steel, Talamantes, Viegas-Walker, Wapner and Washington (48).

NOES: None (0).

ABSTAIN: None (0).

19. Proposed Resolution for Consideration by the General Assembly that the Regional Council review the following proposed resolution and forward its recommendation to the General Assembly.

As Chair of the Bylaws and Resolutions Committee, Councilmember Margaret Finlay, Duarte, District 35, reported that after review of the proposed resolution from Supervisor Curt Hagman, San Bernardino County, the Committee recommended that the Regional Council further recommend the proposed resolution to the General Assembly.

Supervisor Curt Hagman, San Bernardino County, provided background information on First Responder Network Authority (FirstNet) in developing the nation's first high-speed wireless broadband network dedicated to public safety. Councilmember Alan Wapner, SANBAG and Councilmember Rusty Bailey, Riverside, District 68, expressed support for the proposed resolution.

President Viegas-Walker clarified that the subcommittee to be formed, as indicated in the Committee report and proposed resolution, will be comprised of one representative from each of the six counties in the SCAG region and is open to all Regional Council and Policy Committee members. If interested in serving in the subcommittee, President Viegas-Walker asked the members to contact staff.

A MOTION was made (Hagman) to support the proposed resolution directing SCAG to work with the First Responder Network Authority (FirstNet) and to recommend it be approved by the General Assembly. Motion was SECONDED (Wapner) and passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Hagman, Harnik, Herrera, Hwangbo, Hyatt, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, McEachron, Medina, Messina, Millhouse, Mitchell, Morehouse, Munzing, Murabito, Murray, Nagel, Navarro, Parks, Pedroza, Richardson, Robertson, Saleh, Simonoff, Solache, Spiegel, Steel, Talamantes, Viegas-Walker, Wapner and Washington (48).

NOES: Hofbauer (1).

ABSTAIN: None (0).

20. Proposed Amendments to the SCAG Bylaws the Bylaws and Resolutions Committee

As Chair of the Bylaws and Resolutions Committee, Councilmember Margaret Finlay, Duarte, District 35, indicated the three proposed Bylaw amendments would be described, discussed and acted upon separately. Councilmember Finlay stated the first amendment [Item 20-A] was a staff-proposed amendment to add the private sector representative serving on the Executive Administration Committee (EAC) to also serve on the Regional Council in an ex-officio, non-voting capacity.

Councilmember Keith Millhouse, VCTC, asked a question regarding the reason behind adding a business representative to the Regional Council as opposed to an education representative or another member of the public as an ex-officio in a non-voting capacity.

Hasan Ikhrata, Executive Director, responded that former SCAG President, Supervisor Gary Ovitt, formed a 'Force for Change' Subcommittee which included a private sector representative in the business community. Since then, Mr. Ikhrata stated that having a private sector representative on the EAC has been beneficial to the agency as meaningful input from a business perspective aids in shaping balanced regional policies.

Councilmember Deborah Robertson, Rialto, District 8, echoed Councilmember Millhouse's concern and suggested looking into adding representatives from the transit agencies.

Supervisor Chuck Washington, Riverside County, said consideration could also be given to adding members representing the tribal nations, water districts, education, and other sectors.

A MOTION was made (Finlay) to recommend to the General Assembly [Item No. 20-A] the staff-proposed Bylaw amendment to add the private sector representative on the EAC to the Regional Council to serve as an ex-officio member in a non-voting capacity, as well as clean-up changes relating to the voting ability of the Public Transportation Representative on the RC. The Motion was SECONDED (McCallon) and passed by the following votes.

AYES: Antonovich, Ashton, Bailey, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Hagman, Harnik, Herrera, Hofbauer, Hyatt, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, McEachron, Medina, Messina, Mitchell Morehouse, Munzing, Murabito, Nagel, Navarro, Pedroza, Richardson, Saleh, Simonoff, Solache, Spiegel, Steel, Talamantes, Viegas-Walker, Wapner and Washington (43).

NOES: Hwangbo, Millhouse and Robertson (3).

ABSTAIN: Giba (1).

Councilmember Finlay stated the second proposed amendment to the SCAG Bylaws [Item 20-B] was a proposed amendment requested by Councilmember Greg Pettis, Cathedral City, District 2, to modify language in Article XIII, Hiring Prohibition, of the SCAG Bylaws, that would change the procedure for

calculating the one year hiring prohibition in the current Article XIII and also broaden the category of individuals covered by the prohibition.

A MOTION was made (Jahn) to recommend to the General Assembly a revision to Article XIII of the SCAG Bylaws to expand the one year hiring prohibition to members of the General Assembly and Policy Committees of SCAG; to have the prohibition apply to any compensated position within SCAG, not just full-time positions; and to base the one year hiring prohibition on an individual's last day of service in the individual's former SCAG position. Motion was SECONDED (Robertson) and passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Brown, Choi, Chun, Clark, Curtis, Daniels, Finlay, Gazeley, Giba, Hagman, Harnik, Herrera, Hofbauer, Hwangbo, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, Medina, Messina, Millhouse, Mitchell, Morehouse, Munzing, Murabito, Nagel, Navarro, Richardson, Robertson, Saleh, Simonoff, Solache, Steel, Viegas-Walker, Wapner and Washington(42).

NOES: Spiegel and Talamantes (2).

ABSTAIN: None (0).

Councilmember Finlay stated the third proposed amendment to the SCAG Bylaws [Item 20-C] was a proposed amendment requested by Councilmember Steve Hwangbo, La Palma, District 18, to replace the word "present" with the word "voting" in Article V, Section A(5)(c) Voting by the Regional Council and to make similar changes in all other sections of the Bylaws that identify the standard voting practices of SCAG but without any change to those sections requiring special voting procedures (e.g. Article V(5)(e)).

Joe Silvey, General Counsel, provided clarification regarding the proposed amendment and further explained how under the proposed language, a measure would pass with the affirmative vote of a majority of only those "voting" while under the current Bylaw language, there must be an affirmative vote by a majority of those "present."

Councilmember Mike Munzing, Aliso Viejo, District 12, expressed support for the proposed amendment to the SCAG Bylaws. Councilmember Barbara Kogerman, Laguna Hills, District 13, expressed support for the proposed amendment and requested confirmation that all sections of the Bylaws relating to SCAG's standard voting (e.g. GA, RC, committees, etc.) would be changed by the proposed Bylaw amendment. Staff provided such confirmation.

A MOTION was made (Munzing) to recommend to the General Assembly the Bylaw amendment offered by Councilmember Hwangbo that would change the standard voting practices in the Bylaws (e.g.as in Article A(5)(c)) to require the affirmative vote of only those voting with a quorum from the current Bylaw language which requires the affirmative vote of a majority of all of those present with a quorum.. Motion was SECONDED (Washington) and passed by the following votes:

AYES: Antonovich, Ashton, Brown, Clark, Curtis, Daniels, Finlay, Gazeley, Harnik, Herrera, Hofbauer, Hwangbo, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, McEachron, Medina, Millhouse, Morehouse, Munzing, Murabito, Nagel, Navarro,

Richardson, Simonoff, Solache, Spiegel, Steel, Talamantes, Viegas-Walker, Wapner and Washington (36).

NOES: Chun, Giba, Messina, Mitchell and Saleh (5).

ABSTAIN: Robertson (1).

COMMITTEE REPORTS

General Assembly Host Committee

As Chair of the General Assembly Host Committee, Councilmember Margaret Finlay, Duarte, District 35, reported the 2016 Regional Conference and General Assembly's theme is *"Power of the Past, Force of the Future*" with exciting panel discussions and breakout sessions and encouraged the members to seek sponsorships for the event.

Legislative, Communications and Memberships Committee (LCMC)

Darin Chidsey, Director, Strategy Policy and Public Affairs, noted the legislative report has been provided to the members.

FUTURE AGENDA ITEM/S

None

ADDED URGENCY ITEM: CLOSED SESSION

President Cheryl Viegas-Walker asked that a Closed Session urgency item be added to the agenda. Joe Silvey, General Counsel stated the item to be considered in accordance with Government Code Section 54956.9(a) was a conference with legal counsel regarding existing litigation. He further explained that SCAG was served with a complaint (Los Angeles Superior Court (LASC) Case No. BC610043) after the Regional Council agenda and meeting notice were posted and that SCAG needed to respond to the complaint before the next regular meeting of the Regional Council. A MOTION was made (Finlay) to add a Closed Session urgency item to the agenda. Motion was SECONDED (Morehouse) and passed by the following votes:

AYES: Ashton, Brown, Chun, Clark, Curtis, Finlay, Giba, Harnik, Hofbauer, Hwangbo, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, Medina, Messina, Millhouse, Mitchell, Morehouse, Murabito, Nagel, Navarro, Richardson, Robertson, Solache, Spiegel, Talamantes, Viegas-Walker and Wapner (32).

NOES: None (0).

ABSTAIN: None (0).

General Counsel, Joe Silvey, announced that the Regional Council would move into Closed Session in accordance with Government Code Section 54956.9(a) for discussions with legal counsel regarding existing litigation, LASC Case No. BC610043.

At the conclusion of the Closed Session, Joe Silvey, General Counsel, reported that the Regional Council had voted to direct SCAG staff and legal counsel to work with the JPIA and JPIA's legal counsel to defend SCAG in connection with LASC Case No. BC610043. The vote in Closed Session was as follows:

AYES: Ashton, Brown, Chun, Clark, Curtis, Finlay, Giba, Harnik, Hofbauer, Hwangbo, Jahn, Kogerman, Lorimore, Manalo, Marquez, Martinez, McCallon, Medina, Messina, Millhouse, Mitchell, Morehouse, Murabito, Nagel, Navarro, Richardson, Robertson, Solache, Spiegel, Talamantes, Viegas-Walker and Wapner (32).

NOES: None (0).

ABSTAIN: None (0).

ADJOURNMENT

There being no further business, President Viegas-Walker adjourned the Regional Council meeting at 2:15 p.m.

The next regular meeting of the Regional Council is scheduled for Thursday, April 7, 2016 at the SCAG Los Angeles Office.

REPORT

AGENDA ITEM NO. 5

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contracts $200,000 or Greater: Contract No. 16-013-C1, Customer-Based Ridesharing and Transit Interconnectivity Study

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Contract No. 16-013-C1, to AMMA Transit Planning ("Consultant"), in an amount not-to-exceed $357,997, to conduct a Customer-Based Ridesharing and Transit Interconnectivity Study for San Bernardino County.

EXECUTIVE SUMMARY:
Consistent with the requirements of the Federal Transit Administration (FTA) 5304 grant that funds this project, the Consultant shall conduct study that examines transit in San Bernardino County. The study seeks to identify options to better coordinate public transit, ridesharing, and active transportation customer outreach efforts, as well as to identify system enhancements that can make transit, ridesharing, and active transportation more convenient and attractive alternatives to driving.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

BACKGROUND:

Staff recommends executing the following contract $200,000 or greater:

Consultant/Contract #	Contract Purpose	Contract Amount
AMMA Transit Planning. (16-013-C1)	The Consultant shall identify options to better coordinate public transit, ridesharing, and active transportation customer outreach efforts as well as to identify system enhancements that can make transit, ridesharing, and active transportation more convenient and attractive alternative to driving in San Bernardino County.	$357,997

FISCAL IMPACT:
Funding of $40,000 is available in the FY 2015-16 budget, $158,999 is expected to be available in the FY 2016-17 budget, and the remaining $158,998 is expected to be available in the FY 2017-18 budget, subject to budget availability.

ATTACHMENT:
Consultant Contract No. 16-013-C1

CONSULTANT CONTRACT 16-013-C1

Recommended Consultant: AMMA Transit Planning

Background & Scope of Work: Consistent with the requirements of the Federal Transit Administration (FTA) 5304 grant that funds this project, AMMA Transit Planning ("Consultant") shall conduct a Customer-Based Ridesharing and Transit Interconnectivity Study for San Bernardino County. The study seeks to identify options to better coordinate public transit, ridesharing, and active transportation customer outreach efforts, as well as to identify system enhancements that can make transit, ridesharing, and active transportation more convenient and attractive alternatives to driving. SCAG, San Bernardino Associated Governments (SANBAG) and OmniTrans are partnering on this project, with SANBAG serving in the lead role.

Project's Benefits & Key Deliverables: The project's objectives, benefits and key deliverables include, but are not limited to:

- Identifying specific opportunities for improving ridesharing and transit interconnectivity;
- Identifying employers and activity centers that can benefit from improved interconnectivity and information on transportation choices;
- Conducting customer-focused assessments (surveys, focus groups, etc.) of how the transit/ridesharing system is currently used and how the system could better serve employers and activity centers; and
- Documenting service gaps, inefficiencies, and information needs as well as identifying strategies to improve each.

Strategic Plan This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$357,997**
AMMA Transit Planning (prime consultant)	$177,637
Transit Marketing (subconsultant)	$61,535
DemandTrans (subconsultant)	$31,550
MK Consulting (subconsultant)	$18,250
ALTA Planning + Design (subconsultant)	$19,725
Dan Boyle & Associates Inc. (subconsultant)	$12,150
Mobility Partners (subconsultant)	$12,780
HDR Engineering Inc. (subconsultant)	$14,450
GIS Workshop (subconsultant)	$9,920

Note: AMMA originally proposed $372,391, but staff negotiated the price down to $357,997 without reducing the scope of work.

Contract Period: Notice-to-Proceed through June 30, 2018

Project Number: 145.3830.01 $357,997
Funding sources: Consolidated Planning Grant (CPG) – FTA Section 5304 and SANBAG cash match.
Funding of $40,000 is available in the FY 2015-16 budget, $158,999 is expected to

be available in the FY 2016-17 budget, and the remaining $158,998 is expected to be available in the FY 2017-18 budget, subject to budget availability.

Request-for-Proposal (RFP): SCAG staff notified 1,918 firms of the release of RFP 16-013-C1 via SCAG's Solicitation Management System. A total of 46 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

AMMA Transit Planning (8 subconsultants)	**$372,391**
Maroon Society (no subconsultants)	$320,842

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interview both (2) offerors.

The PRC consisted of the following individuals:

Anna Jaiswal, Development Planning Manager, OmniTrans
Justin Fornelli, Chief of Transit and Rail Program, SANBAG
Kelly Lynn, Chief of Air Quality Management Plan, SANBAG
Rebecca Forbes, Transportation Planner, Caltrans District 8
Steve Fox, Sr. Regional Planner, SCAG
Steve Smith, Director of Planning, SANBAG
Tim Byrne, Chief of Planning, SANBAG

Basis for Selection: The PRC recommended Alta Planning & Design for the contract award because the Consultant:

- Demonstrated the best understanding of the project scope through its proposed comprehensive technical approach, specifically with regard to the nexus between traditional ridesharing, and the emerging smart-phone/technically based ridesharing platforms and transit;
- Articulated the best and thorough description of how they would perform the scope's deliverables; and
- Assembled the best team of experts in the various transportation and transit disciplines that can deliver the needed innovative and creative solutions for which the study is seeking to solve.

Although the other firm proposed a lower price, the PRC did not recommend this firm for contract award because this firm:

- Did not demonstrate an as much relevant experience as the select Consultant; and
- Did not adequately describe its methodology to complete the project's work scope.

Conflict of Interest Form - Attachment
For April 7, 2016 Regional Council Approval

Item No. 5

Approve Contract No. 16-013-C1, to AMMA Transit Planning ("Consultant"), in an amount not-to-exceed $357,997, to conduct a Customer-Based Ridesharing and Transit Interconnectivity Study for San Bernardino County.

The Consultant team for this contract includes the following subconsultant/s and the completed Conflict Form provided by the subconsultant/s is on file in SCAG's Contracts Department and will be provided to anyone who requests a copy.

- AMMA Transit Planning (prime consultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- Transit Marketing (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- DemandTrans (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- Alta Planning + Design (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- MK Consulting (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- HDR Inc (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- Mobility Planners (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- Dan Boyle & Associates Inc. (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.
- GIS Workshop (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted with their proposal.

REPORT

AGENDA ITEM NO. 6

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-034-C1, to provide additional services Active Transportation Safety and Encouragement Campaign (Tactical Urbanism)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Amendment 5 to Contract No. 15-034-C1 with Estolano Lesar Perez (ELP) Advisors ("Consultant"), in an amount not-to-exceed $50,000 increasing the contract value from $830,483 to $880,483 to provide an additional active transportation event, increasing the number of these events from six (6) to seven (7).

EXECUTIVE SUMMARY:
The purpose of the amendment is to add an additional active transportation event that SCAG will perform in partnership with the South East Cities CicLAvia (an outdoor event that provides the public the opportunity to experience walking and biking in a safe, low-stress and festive environment). This event provides staff a significant opportunity to market SCAG's GoHuman Media Campaign to the public (that is to promote active transportation, non-motorized travel such as walking and biking to promote healthy living, and help reduce greenhouse gas emissions in the region), as well as, implement the SCAG-Metro Joint Work Program by promoting implementation of Metro's First-Last Mile Strategic Plan. Amendment 5, when combined with a previous amendment, exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective b: Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

BACKGROUND:

Consultant/Contract #	Amendment Purpose	Amendment Amount
Estolano Lesar Perez Advisors. (15-034-C1)	The Consultant shall provide services for an additional active transportation event.	$50,000

FISCAL IMPACT:
Funding is available in the FY 2015-16 budget.

ATTACHMENT:
Consultant Contract No. 15-034-C1

CONSULTANT CONTRACT 15-034-C1 AMENDMENT 5

Consultant: Estolano Lesar Perez (ELP) Advisors

Background & Scope of Work: SCAG has received over $2,000,000 in Active Transportation Grants to promote active transportation (non-motorized travel such as walking and biking) to promote healthy living and help reduce greenhouse gas emissions in the region. Accordingly, on July, 29, 2015, SCAG awarded Contract 15-034-C1 to Estolano Lesar Perez Advisors ("Consultant") to plan and implement SCAG's six (6) *GoHuman* events, including hosting bicycle and pedestrian related temporary infrastructure demonstrations and opens street activities similar to CicLAvia (an outdoor event that provides the public the opportunity to experience walking and biking in a safe, low-stress and festive environment). These six (6) events promote the objectives of SCAG's *GoHuman* Media Campaign, that is, to continue to inform regional stakeholders of the benefits of active transportation.

Staff subsequently amended contract 15-034-C1 (via Amendment 4) to provide additional marketing and advertising for each of the six (6) *GoHuman* events.

The purpose of Amendment 5 is to add an additional event that will be partnered with the South East Cities CicLAvia, bringing the total number of events to seven (7). The additional event will combine a temporary demonstration event to the existing South East Cities CicLAvia for the City of Los Angeles neighborhood of Watts, scheduled for May 15, 2016. Partnering with CicLAvia, the City of Los Angeles and Metro, the additional event will significantly increase the number of impressions to the *GoHuman* brand (the number of times the public views SCAG's *GoHuman* brand and message) as CicLAvia events generally attract approximately 100,000 attendees, where as non-CicLAvia events tend to attract substantially fewer attendees (less than 25,000). As such, this event provides staff a significant opportunity to market SCAG's *GoHuman* Media Campaign to the public, and continue to inform regional stakeholders of the benefits of active transportation.

Further, Amendment 5 will increase the contract from $830,483 to $880,483.

Project's Benefits & Key Deliverables: The project's benefits and key deliverables include, but are not limited to:

- Providing opportunities where residents can experience walking and biking in a safe, low-stress and festive environment,
- Engaging communities and building support for the development and/or implementation of bike and pedestrian infrastructure and/or plans,
- Educating participants on the benefits and strategies for incorporating active transportation into daily activities, and
- Generating media coverage through social and traditional media outlets to educate the broader community on the benefits of active transportation.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective b: Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

Amendment Amount:	Amendment 5	$50,000
	Amendment 4	$65,002
	Amendment 3 (administrative - no change to contract's value)	$0
	Amendment 2 (administrative - no change to contract's value)	$0
	Amendment 1 (administrative - no change to contract's value)	$0
	Original contract value	$765,481
	Total contract value is not to exceed	**$880,483**

Amendment 5, when combined with a previous amendment, exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

Contract Period: Notice-to-Proceed through September 30, 2016

Project Number: 15-034.SCGC1 $50,000
Funding sources: SCAG Regional Active Transportation Strategy
Funding is available in the FY 2015-16 budget.

Basis for the Amendment: Staff desires to add the South East Cities CicLAvia because among other things, it will occur in May 2016 (Bike Month) which is the same month that SCAG is hosting three (3) other *GoHuman* events. Also, as previously stated, South East Cities CicLAvia event will significantly increase the number of impressions to the *GoHuman* brand (the number of times the public views SCAG's *GoHuman* brand and message) as CicLAvia events generally attract approximately 100,000 attendees, where as non-CicLAvia events tend to attract substantially fewer attendees (less than 25,000). As such, this event provides staff a significant opportunity to market SCAG's *GoHuman* Media Campaign to the public. In addition, this event will help promote planning concepts included in Metro's First-Last Mile Strategic Plan, which is one of the primary elements of the Metro-SCAG Sustainability Joint Work Program.

This amendment supports the overall goals of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for implementing SCAG's active transportation program.

Conflict of Interest Form - Attachment
For April 7, 2016 Regional Council Approval

Item No. 6

Approve Amendment 5 to Contract No. 15-034-C1 with Estolano Lesar Perez (ELP) Advisors ("Consultant"), in an amount not-to-exceed $50,000 increasing the contract value from $830,483 to $880,483 to provide an additional active transportation event, increasing the number of these events from six (6) to seven (7).

The Consultant team for this contract includes the following subconsultant/s and the completed Conflict Form provided by the subconsultant/s is on file in SCAG's Contracts Department and will be provided to anyone who requests a copy.

- Estolano LeSar Perez Advisors, LLC (prime consultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 5.

- Community Arts Resource (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 5.

- Kounkuey Design Initiative (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 5.

- Investing in Place (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 5.

- Designed by Colleen (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 5.

REPORT

AGENDA ITEM NO. 7

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide additional services for 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Amendment 6 to Contract No. 15-004-C1 with Sapphos Environmental, Inc. ("Consultant"), in an amount not-to-exceed $46,500 increasing the contract value from $605,241 to $651,741 to cover additional services for the 2016 RTP/SCS PEIR.

EXECUTIVE SUMMARY:
This amendment provides for additional services that were needed by the Consultant to finalize the PEIR for the 2016 RTP/SCS. Such services included additional stakeholder outreach and agency coordination during the development of the Proposed Final PEIR; supplemental analysis related to updated modeling of the 2016 RTP/SCS and the Proposed Final PEIR's Air Quality/Health Risk Assessment (HRA); and a more comprehensive development of responses to comments received on the Draft PEIR. The need for the additional services became apparent when staff first reviewed the complex issues raised as part of the 60-day public comment period on the Draft PEIR which concluded on February 1, 2016. Staff authorized the Consultant to perform the additional work at that time in order to meet the relevant deadlines and is thus requesting that this amendment be approved retroactively to February 1, 2016. The overall result of the additional services by the Consultant is a more comprehensive and defensible Final PEIR for the Agency. Amendment 6, when combined with previous amendments, exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

BACKGROUND:

Consultant/Contract #	Amendment Purpose	Amendment Amount
Sapphos Environmental, Inc. (15-004-C1)	Additional services for 2016 RTP/SCS PEIR.	$46,500

FISCAL IMPACT:
Funding is available in the FY 2015-16 budget.

ATTACHMENT:
Consultant Contract No. 15-004-C1

CONSULTANT CONTRACT 15-004-C1 Amendment 6

Consultant: Sapphos Environmental, Inc.

Background & Scope of Work: On November 6, 2014, SCAG awarded Contract 15-004-C1 to Sapphos Environmental, Inc. ("Consultant") to prepare a Program Environmental Impact Report (PEIR) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a project under the California Environmental Quality Act (CEQA) and SCAG as the lead agency must undertake environmental review of the 2016 RTP/SCS under CEQA.

The PEIR is an informational document assessing the environmental impacts of the 2016 RTP/SCS as required under CEQA and as noted earlier, the PEIR is being prepared by the Consultant.

In December 2015, staff amended Contract 15-004-C1 (via Amendment 4) and received the Regional Council's approval to amend Contract 15-004-C1 (via Amendment 5 to the contract) to add to the scope of work stakeholder outreach meetings, and agency coordination during the development of the PEIR; add PEIR presentations and attendance at SCAG's Regional Council (RC) and Energy and Environmental Committee (EEC) or Policy Committee meetings; as well as to add a quantitative modeling component for the two (2) alternatives to the 2016 RTP/SCS to the existing quantitative evaluation of health risk assessment defined in the original scope of work.

The purpose of Amendment 6 is three-fold. First, it is to add to the scope of work stakeholder outreach meetings, and agency coordination during the development of the Proposed Final PEIR. While the original Scope of Work and Amendment 5 included some stakeholder outreach meetings and agency coordination, they were focused on the development of the Draft PEIR. Staff required additional meetings and coordination with agency and stakeholders to fulfill the outreach component for the Proposed Final PEIR and to seek input from agencies and stakeholders on the development of the Proposed Final PEIR. This amendment allows for stakeholder and agency input on the response to comments on the Draft PEIR, contents, and major components of the Proposed 2016 RTP/SCS Final PEIR to adequately addressed and incorporated into the Proposed Final PEIR document preparation.

Second, Amendment 6 will add to the scope of work the review, assessment, and inclusion into the Proposed Final PEIR the updates to the Draft 2016 RTP/SCS including updates to the transportation modeling and socioeconomic datasets as well as staff-initiated text updates to the Draft 2016 RTP/SCS document. During the development of the Proposed Final PEIR, the need arose for the Consultant to provide additional assessment on the updates to the Draft 2016 RTP/SCS in response to input during the 60-day public review and comment period. This additional assessment on the updates supports the environmental impact determination in the Draft PEIR. The amendment also helps to ensure that revisions to the Proposed Final PEIR reflect and incorporate the updates to the Draft 2016 RTP/SCS.

Third, Amendment 6 is to add a quantitative assessment to the existing quantitative evaluation of health risk defined in the original scope of work. Similar to the assessment on the updates to the Draft 2016 RTP/SCS, the quantitative evaluation of the Health Risk Assessment (HRA) focuses on the updates to the Draft 2016 RTP/SCS Project List based upon the input SCAG received from six County Transportation Commissions (CTCs) as part of the 2016 RTP/SCS finalization process. The original contract took into account the Health Risk Assessment's quantitative modeling of the Draft 2016 RTP/SCS and its alternatives, not the updates to the Draft Plan and associated four alternatives. This amendment helps ensure that the Proposed Final PEIR contains an updated and legally defensible HRA for the PEIR.

The need for the additional services became apparent when staff first received and reviewed the complex issues raised as part of the 60-day public comment period on the Draft PEIR which concluded on February 1, 2016. Staff authorized the Consultant to perform the additional work at that time in order to meet the relevant deadlines and is thus requesting that this amendment be approved retroactively to February 1, 2016. The overall result of the additional services by the Consultant is a more comprehensive and defensible Final PEIR for the Agency.

Further, Amendment 6 also increases the contract value from $605,241 to $651,741

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- A completed, environmentally compliant, and legally defensible PEIR for the 2016 RTP/SCS;
- A CEQA compliant public notification and consultation process with all the appropriate stakeholders; and
- Delivery of 2016 RTP/SCS PEIR, a first-tier, programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs, and policies included in the proposed 2016 RTP/SCS.

Strategic Plan:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Amendment Amount:

Amendment 6	$46,500
Amendment 5	$82,078
Amendment 4	$74,000
Amendment 3 (administrative - no change to contract's value)	$0
Amendment 2 (administrative - no change to contract's value)	$0
Amendment 1 (administrative - no change to contract's value)	$0
Original contract value	$449,163
Total contract value is not to exceed	**$651,741**

Amendment 6, when combined with previous amendments, exceeds 30% of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

Contract Period: December 30, 2014 through June 30, 2016

Project Number: 16-020.00161 $46,500
Funding sources: Consolidated Planning Grant – FTA and TDA
Funding is available in the FY 2015-16 budget.

Basis for the Amendment: The original scope of work included agency and stakeholder outreach, preparation of the Final PEIR, as well as a quantitative modeling health risk impacts of the 2016 RTP/SCS. However, based on input received during the public review and comment period of the Draft 2016 RTP/SCS, staff determined that additional agency and stakeholder outreach, review and assessment on the updates to the Draft 2016 RTP/SCS, and a quantitative assessment of the HRA is needed help ensure a legally defensible analysis for the Final PEIR.

This amendment supports the overall goals for developing a robust and CEQA compliant PEIR by ensuring ongoing public outreach in the PEIR development process and providing a meaningful analysis of impacts to the extent feasible. Without the additional work, the Final PEIR could potentially be seen as deficient in providing information to the public in terms of both process and substance.

Conflict of Interest Form - Attachment
For April 7, 2016 Regional Council Approval

Item No. 7

Approve Amendment 6 to Contract No. 15-004-C1 with Sapphos Environmental, Inc. ("Consultant"), in an amount not-to-exceed $46,500 increasing the contract value from $605,241 to $651,741 to cover additional services for the 2016 RTP/SCS PEIR.

The Consultant team for this contract includes:

- Sapphos Environmental, Inc., (prime consultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 6.

REPORT

AGENDA ITEM NO. 8

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contract Amendment that exceeds $75,000: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve Amendment No. 11 to Contract No. 13-023-C1 with System Metrics Group, Inc. ("Consultant"), in an amount not-to-exceed $267,237, to provide additional regional transportation plan implementation and project management assistance services, increasing the contract value from $1,914,297 to $2,181,534 and extending the contract term from June 30, 2016 to June 30, 2017.

EXECUTIVE SUMMARY:
The purpose of this amendment is to augment the current contract scope of work and associated budget to enable the Consultant to support the development of an implementation framework (as is federally required) for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); provide technical support to facilitate Project Study Report (PSR) development for the East West Freight Corridor (EWFC) in partnership with Caltrans; provide staff training and pavement management system database update; and to provide technical support to further SCAG's congestion pricing studies. Amendment 11, when combined with a previous amendment, exceeds $75,000 of the contract's original value. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Staff recommends executing the following contracts $200,000 or greater:

Consultant/Contract #	Contract Purpose	Amendment Amount
System Metrics Group, Inc. (SMG) (13-023-C1)	The Consultant shall provide additional regional transportation plan implementation and project management assistance services.	$267,237

FISCAL IMPACT:
Funding of $198,024 is available in the FY 2015-16 budget, and the remaining $69,213 is expected to be available in the FY 2016-17 budget, subject to budget availability.

ATTACHMENT: Consultant Contract No. 13-023-C1

CONSULTANT CONTRACT 13-023-C1 AMENDMENT 11

Consultant: System Metrics Group, Inc. (SMG)

Background & Scope of Work: In April 2013, SCAG awarded Contract No. 13-023-C1 to System Metrics Group ("Consultant") to provide technical support with key implementation initiatives for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including project management support services and facilitation of the technical groundwork necessary for the development of the 2016 RTP/SCS (referred to as Project Component 1: 2012-2035 RTP/SCS Implementation, and Technical Support for the 2016-2040 RTP/SCS, respectively).

In November 2013 staff subsequently amended contract 13-023-C1 (via Amendment 2) to among other things, enable the Consultant to assist with developing the next steps for key financial plan strategies identified in the 2012 RTP/SCS, with particular emphasis on coordinating with key business group representation. In consultation with SCAG, the Consultant identified key transportation funding elements to be explored.

The Consultant is also providing project management assistance to coordinate multiple consultant activities specific to conducting the value pricing project studies—namely, cordon/area pricing and regional express lane system pre-implementation activities (referred to as Project Component 2: Project Management Assistance and Technical Support for Coordinating SCAG's Regional Value Pricing Pre-Implementation Initiatives and related RTP strategies).

The purpose of this amendment is to augment the current contract scope of work and associated budget to support the development of an implementation framework (as is federally required) for the 2016-2040 RTP/SCS (Plan); provide technical support to facilitate Project Study Report (PSR) development for the East West Freight Corridor (EWFC) in partnership with Caltrans; to provide staff training and pavement management system database update; and to provide technical support to further SCAG's congestion pricing studies.

Amendment 11 increases the contract value from $1,914,297 to $$2,181,534 and extends the contract term from June 30, 2016 to June 30, 2017.

Project's Benefits & Key Deliverables: Project primary benefit entails development of critical milestones and documentation of the region's progress in implementing the 2016-2040 RTP/SCS. The key deliverables will include but are not limited to, the identification of potential challenges with implementing key initiatives, new opportunity areas, and recommended action steps.

Strategic Plan: This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

Amendment Amount:

Amendment No. 11	$267,237
Amendment No. 10 (administrative - no change to contract's value)	$0

Amendment No. 9	(administrative - no change to contract's value)	$0
Amendment No. 8	(administrative - no change to contract's value)	$0
Amendment No. 7	(administrative - no change to contract's value)	$0
Amendment No. 6	(administrative - no change to contract's value)	$0
Amendment No. 5	(administrative - no change to contract's value)	$0
Amendment No. 4	(administrative - no change to contract's value)	$0
Amendment No. 3	(administrative - no change to contract's value)	$0
Amendment No. 2		$74,875
Amendment No. 1	(administrative - no change to contract's value)	$0
Original Contract Value		$1,839,422
Total contract value is not-to-exceed		$2,181,534

Amendment 11, when combined with a previous amendment, exceeds $75,000. Therefore, in accordance with the SCAG Procurement Manual (dated 11/01/14) Section 8.3, it requires the Regional Council's approval.

Contract Period: April 23, 2013 through June 30, 2017

Project Numbers:

010.SCG00170.07	$390,896
010.SCG02106.02	$202,711
015.SCG00159.02	$247,177
015.SCG00159.03	$182,547
015.SCG00159.04	$951,221
130.SCG00162.10	$206,983

Funding of $198,024 is available in the FY 2015-16, and the remaining $69,213 is expected to be available in the FY 2016-17 budget, subject to budget availability.

Consolidated Planning Grant (CPG) – Federal Transit Administration (FTA) and Transportation Development Act (TDA)

Basis for the Amendment: SCAG staff is seeking to amend the Consultant's current contract to develop the implementation framework for the 2016-2040 RTP/SCS. This contract amendment includes technical support for developing the initial operating segment for the EWFC including completion of the PSR in partnership with Caltrans; obtaining training on pavement management system software; and continuing technical and project management support of SCAG's value pricing studies. Continuity in the technical support of these initiatives is critical given time constraints to finalize deliverables. Timely implementation of these initiatives demonstrates progress in meeting federal requirements for performance-based planning and programming.

The breadth of issues raised from engagement with regional partners on these initiatives and recent policy committee discussions regarding the 2016 RTP/SCS has required the need for a more robust implementation framework than previously anticipated—over three years ago when the project was first initiated. Specifically, policy committee and stakeholder discussions regarding key initiatives like the EWFC and regional value pricing studies have necessitated supplemental support and technical analyses.

To date, the Consultants technical support has facilitated the development of critical Plan components, including updates to regional performance measures, assessment of regional pavement management needs to better gauge funding needs of our local streets and roads. The Consultant's technical support has also facilitated the development of concepts of operations for the SCAG region's value pricing initiatives. Additionally, the Consultant has assisted SCAG in furthering concepts for the initial operating segment of the EWFC. Following the adoption of the 2016-2040 RTP/SCS, SCAG is required by the Federal Code of Regulations (CFR) Title 23 Part 450 to develop an implementation framework to demonstrate continued progress in these areas.

Conflict of Interest Form - Attachment
For April 7, 2016 Regional Council Approval

Item No. 8

Approve Amendment 11 to Contract No. 13-023-C1, in an amount not to exceed $2,181,534, to provide additional regional transportation plan implementation and project management assistance services.

The Consultant team for this contract includes the following subconsultant/s and the completed Conflict Form provided by the subconsultant/s is on file in SCAG's Contracts Department and will be provided to anyone who requests a copy.

- System Metrics Group, Inc. (prime consultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Applied Pavement Technology (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Cambridge Systematics (subconsultant). This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11.
- CDM Smith (subconsultant). This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11.
- George R. Fetty and Associates (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Nichols Consulting Engineers (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Parsons Brinckerhoff (subconsultant). This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11.
- Sarah J. Siwek and Associates (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- John Wolf (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Orange County Business Council (subconsultant)/Tech Coast Consulting Group. This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11.
- Anrab Associates, Inc. (subconsultant). This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11. This firm disclosed a conflict in the Conflict Form they submitted for Amendment 11.
  HDR Engineering, Inc. (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- Natural Resources Defense Council (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.
- WKE, Inc. (subconsultant). This firm did not disclose a conflict in the Conflict Form they submitted for Amendment 11.

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REPORT

AGENDA ITEM NO. 9

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Resolution No. 16-578-3 for the United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) Clean Cities Outreach, Education, and Performance Tracking Grant

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION FOR EEC:
Receive and File.

RECOMMENDED ACTION FOR EAC:
Recommend that the Regional Council approve Resolution No. 16-578-3 authorizing SCAG to accept United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) funds to support Clean Cities Outreach, Education, and Performance Tracking, and authorize the Executive Director or his designee to execute all related agreements and other documents on behalf of the Regional Council.

RECOMMENDED ACTION FOR RC:
Approve the attached Resolution No. 16-578-3, authorizing SCAG to accept United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) funds to support Clean Cities Outreach, Education, and Performance Tracking, and authorize the Executive Director or his designee to execute all related agreements and other documents on behalf of the Regional Council.

EXECUTIVE SUMMARY:
SCAG has received a grant award from the United States Department of Energy (DOE), in Office of Energy Efficiency & Renewable Energy (EERE) Program Funds ("Grant Funds"), to support Clean Cities Outreach, Education, and Performance Tracking. The grant will be used for the Clean Cities Program, to support locally-based and government partnership efforts to expand the use of vehicles operating on alternative fuels in the SCAG region. SCAG staff will provide an annual update to the Energy and Environment Committee in regard to the Coalition's recent efforts.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1 Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:
SCAG has received Grant Funds in the amount of $45,000 to support Clean Cities Outreach, Education, and Performance Tracking. The Clean Cities Program was established by the DOE and designated to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reductions of petroleum consumption. Clean Cities carries out this mission through a network of coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

In 2010, the Regional Council directed SCAG staff to assume the lead administrative role of the Southern California Clean Cities Program. The SCAG (or Southern California) Clean Cities Coalition (CCC) coordinates the activities of both private and public sector proponents of alternative fuel vehicles (AFVs) by providing a forum to discover commonalties, collaborate on public policy, investigate opportunities for joint projects, leverage scarce resources and cooperate on promoting the benefits of AFVs throughout the region.

FISCAL IMPACT:
The grant program will authorize SCAG to receive $45,000 in Grant Funds from the DOE Office of Energy Efficiency & Renewable Energy (EERE) to support the SCAG Clean Cities Coalition program.

ATTACHMENT:
Resolution No. 16-578-3

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Michele Martinez, Santa Ana

Second Vice President
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Immediate Past President
Carl Morehouse, San Buenaventura

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

RESOLUTION NO. 16-578-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE ACCEPTANCE OF CALIFORNIA ENERGY COMMISSION (CEC) GRANT FUNDS TO SUPPORT MULTI-UNIT DWELLING PLUG-IN ELECTRIC VEHICLE READINESS STRATEGIES

WHEREAS, the Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. Section 134 et seq. and 49 U.S.C. Section 5303 et seq., serving the nation's largest metropolitan planning area comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties;

WHEREAS, SCAG has received notice of a grant award (Grant Funds) from the United States Department of Energy (DOE) Office of Energy Efficiency & Renewable Energy (EERE) to support Clean Cities Outreach, Education, and Performance Tracking;

WHEREAS, the National Energy Technology Laboratory (NETL) will award the funds directly to SCAG on behalf of the US DOE;

WHEREAS, the Clean Cities Coalition Program, established by the U.S. Department of Energy, is designated to support locally-based and government partnership efforts to expand the use of vehicles operating on alternative fuels; and

WHEREAS, the Grant Funds will be used to develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction; and work will involve Clean Cities stakeholder outreach, conducting special topic webinar, and reporting on the use of alternative fuels by public and private fleet operators in the SCAG region.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to authorize SCAG to accept and administer the Grant Funds to support the SCAG Clean Cities Coalition Program.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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BE IT FURTHER RESOLVED by the SCAG Regional Council as follows:

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds from the National Energy Technology Laboratory (NETL) on behalf of the U.S. DOE.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to receipt of the Grant Funds supporting the SCAG Clean Cities Coalition Program.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 7th day of April, 2016.

_____
Cheryl Viegas- Walker
President, SCAG
Councilmember, El Centro

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

AGENDA ITEM NO. 10

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: SCAG Sponsorships

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:
The Legislative/Communications & Membership Committee (LCMC) met on March 15, 2016 and recommended approval of up to $15,000 in sponsorships for the: 1) Southern California Leadership Network ($10,000); and 2) Local Government Commission's 2016 California Climate Adaptation Forum ($5,000).

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

1. **Southern California Leadership Network – $10,000**

The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of a variety of SCLN's programs, including the California Connections Program (which this particular sponsorship replaces in the budget) and their annual Visionaries Luncheon.

SCLN is in the process of expanding the curriculum for "Leadership Southern California," their eight-month issues-based civic leadership fellowship. The program will give professionals from government, business, academic, and community organizations a unique opportunity to connect on a regional level while also preparing them to be a part of the region in s a positive direction through new and innovative partnerships. SCLN is developing new curriculum designed for civic leaders that will give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity,

conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner.

Curriculum development, which began in September 2015, was done in partnership with leaders from multiple local universities. The curriculum was tested and refined in tandem with the Leadership 2015-16 class and will be fully rolled out with the 2016-17 Leadership Southern California class.

Staff is recommending a "Gold" level sponsorship in the amount of $10,000. While the sponsorship will primarily aid in the development of the Leadership Southern California curriculum, the sponsorship also includes recognition as a "Gold" sponsor on all printed and electronic materials related to the 2016-2017 Leadership Southern California fellowship and an opportunity to address Leadership Southern California fellows as a sponsoring organization.

2. **Local Government Commission – 2016 California Climate Adaptation Forum – $5,000**

The Local Government Commission (LGC) is hosting the 2016 California Climate Adaptation Forum in Long Beach on September 7-8, 2016. The event will bring together a diverse audience of over 1,000 local, regional, and state leaders to address California's adaptation needs. The program will feature cutting-edge policies, projects, programs, and partnerships, as well as tools and strategies that address the challenges community leaders face in developing and implementing adaptation solutions. Specifically, the event will feature:

- A series of plenaries with high-level government, business, and community leaders;
- A variety of breakout sessions on essential adaptation topics that reflect the diverse needs and challenges facing California and the SCAG region;
- Regional project tours highlighting adaptation efforts in Southern California;
- Pre-forum workshops on tools and strategies for implementing adaptation solutions; and
- Numerous networking opportunities where participants can share insights, best practices, and lessons learned about how to most effectively respond.

Although the LCMC is only being asked to approve $5,000 in sponsorships for this event, the LGC has agreed to accept SCAG as a "Climate Adaptation Champion" in the amount of $25,000. The LGC is amenable to this elevated sponsorship level since they previously committed to provide SCAG an $8,400 stipend for serving as the CivicSpark Regional Coordinator for FY 2015-2016, as well as a $10,000 credit from the FY 2014-2015 CivicSpark cycle. LGC and SCAG will also collaborate to help promote the Forum, which will amount to a $1,600 in-kind contribution. Through an agreement between SCAG and the LGC, the stipend, credit, and in-kind contribution, combined with the amount that the LCMC is being asked to approve, would fulfill SCAG's monetary commitment for the event.

The "Climate Change Champion" sponsorship includes:

- Five (5) full conference registrations;
- Display space near plenary room, registration area, or breakout sessions;
- Prominent logo placement on conference website home page and printed program booklet;

- Organization name and logo on all major promotional materials;
- Program introduction opportunity;
- Mention in press releases; and
- Organization logo projected on screen during plenary sessions.

FISCAL IMPACT:
$15,000 for memberships and sponsorships is included in the approved FY 15-16 General Fund budget.

ATTACHMENT:
None.

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REPORT

AGENDA ITEM NO. 11

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Joann Africa, Chief Counsel; 213-236-1928; africa@scag.ca.gov

SUBJECT: SCAG Conflict of Interest Code

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve and adopt amendments to the Conflict of Interest Code of the Southern California Association of Governments (SCAG).

EXECUTIVE SUMMARY:
On January 7, 2016, the Executive/Administration Committee (EAC), acting on behalf of the Regional Council, approved the release of the proposed amendments to the SCAG Conflict of Interest Code for a 45-day public comment period from January 8, 2016 until February 22, 2016. SCAG did not receive any comments during the public comment period. The proposed Code amendments would add new staff positions, delete old staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG's last code amendments by the Fair Political Practices Commission (FPPC) in July 2012.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
Pursuant to the state Political Reform Act, California Government Code Section 81000 et seq., SCAG is required to review every two years its Conflict of Interest Code and determine whether the Code must be amended. Each public official holding a designated position on the Code is required to file an Annual Statement of Economic Interests (FPPC Form 700).

SCAG staff has reviewed the Agency's current Code and determined that amendments to the Code are required. Specifically, the proposed Code amendments would add new staff positions, delete old staff positions, and revise the titles of existing staff positions to reflect organizational changes since approval of SCAG's last Code by the FPPC in July 2012. Included with this report are: 1) Proposed SCAG Conflict-of-Interest Code Amendments; 2) SCAG Organization Chart; and 3) Declaration of Chief Executive Officer (to be signed when Code is submitted to FPPC).

FISCAL IMPACT:
Staff costs associated with this matter are funded by the Fiscal Year 2015/16 OWP, Work Element Number 810.SCG-0120.09.

ATTACHMENTS:
1. Proposed Conflict-of-Interest Code Amendments
2. SCAG Organization Chart
3. Declaration of Chief Executive Officer (to be signed when Code is submitted to FPPC)

CONFLICT OF INTEREST CODE
Southern California Association of Governments

The Political Reform Act (Cal. Government Code §81000, et seq.) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. §18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of Title 2, California Code of Regulations, Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict-of-interest code of the Southern California Association of Governments (SCAG).

Individuals holding designated positions shall file their statements of economic interests with SCAG, which will make the statements available for public inspection and reproduction (Gov. Code §81008). Upon receipt of the statements for the General Assembly Members, Regional Council Members, Policy Committee Members and the Executive Director, SCAG shall make and retain copies and forward the originals to the Fair Political Practices Commission. All other statements will be retained by SCAG.

CONFLICT OF INTEREST CODE
Southern California Association of Governments

Appendix A

Designated Positions	**Assigned Disclosure Category**
General Assembly Members	1
Regional Council (RC) Members	1
Transportation Committee (TC) Members	1
Energy and Environment Committee (EEC) Members	1
Community, Economic and Human Development Committee (CEHD) Members	1
Executive Director	1
Chief Deputy Executive Director [VACANT]	
Deputy Executive Director of Administration	1
Director of Strategy, Policy and Public Affairs	2
Chief Financial Officer**	--
General Counsel*	1
Chief Counsel/ Director of Legal Services	1
Chief Information Officer	3, 4
Deputy Legal Counsel	1
Director of Transportation Planning	1
Director of Land Use and Environmental Planning	1
Internal Auditor	6, 7
Clerk of the Board	3
Manager of Transportation	3
Manager of Goods Movement and Transportation Finance	3
Manager of IT Application Development	3
Manager of Legislation [VACANT]	3
Manager of Transportation/Rail	3
Manager of Compliance and Performance Monitoring	3
Manager of Modeling and Forecasting	3
Manager of Sustainability	3
Manager of Active Transportation and Special Programs	3
Manager of Budget and Grants	2
Manager of Research and Analysis	3
Manager of the Federal Transportation Improvement Program	3
Manager of Regional Services	3
Manager of Communications	3
Manager of Media and Public Affairs	3
Manager of Contracts	2
Manager of Human Resources	3, 5
Manager of Accounting**	--

- **Appendix A -** *continued*

*****Consultants/New Positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

> The Executive Director may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant's or new position's duties and, based on that description, a statement of the extent of the disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner as this Conflict-of-Interest Code (Gov. Code Sec. 81008). For example, the position of General Counsel is filled by a consultant, but acts in a staff capacity.

******The following positions are NOT covered by the Conflict-of-Interest Code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

- Chief Financial Officer
- Manager of Accounting

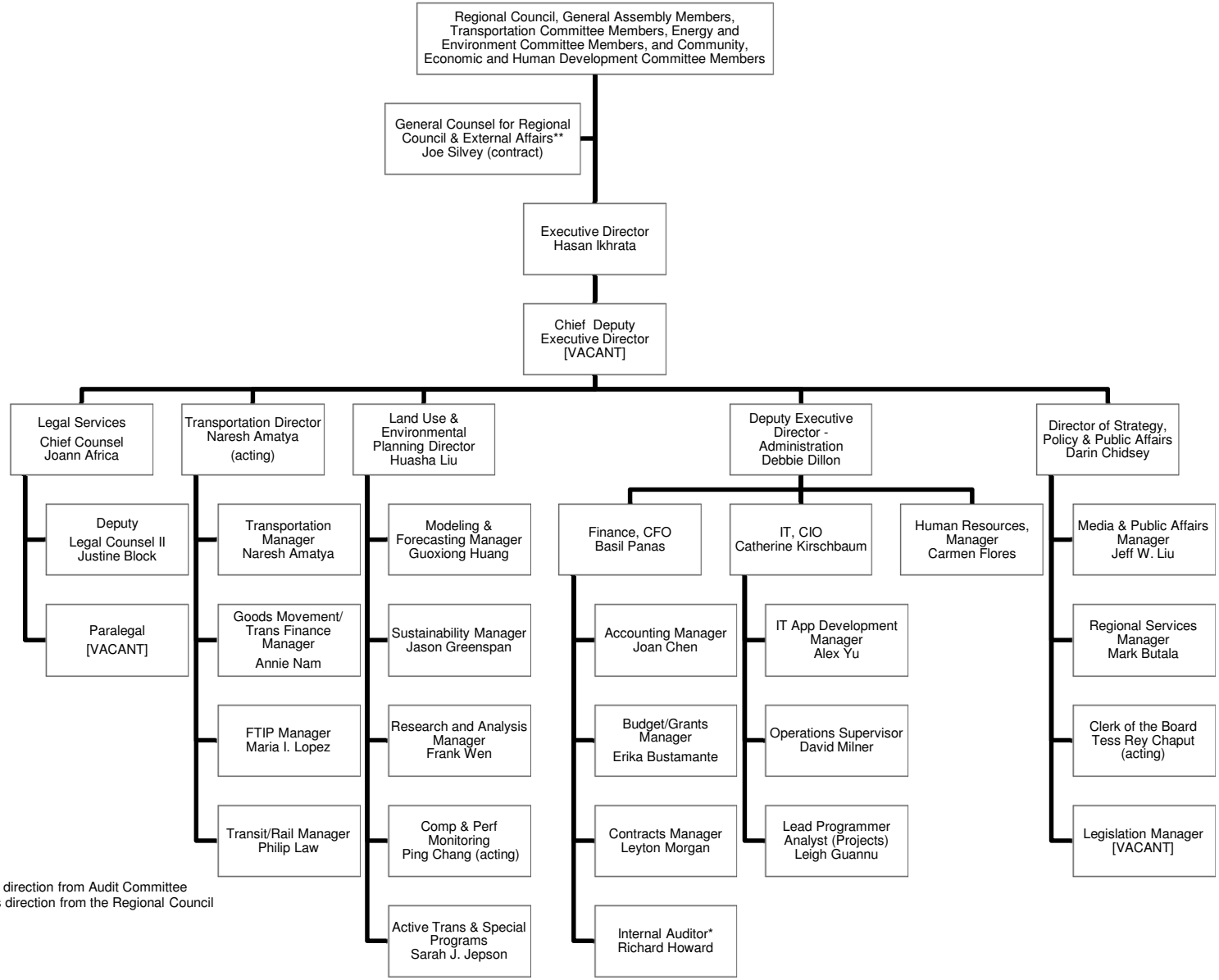
An individual holding one of the above listed positions may contact the Fair Political Practices Commission (FPPC) for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The FPPC makes the final determination whether a position is covered by Government Code Section 87200.

CONFLICT OF INTEREST CODE
Southern California Association of Governments

- Appendix B -
Disclosure Categories

1	A designated position in this category must report all interests in real property, as well as investments, business positions and sources of income (including receipt of gifts, loans and travel payments).
2	A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, materials or services to SCAG.
3	A designated position in this category must report investments in and income (including receipt of gifts, loans and travel payments) from individuals and entities of the type that supply equipment, materials or services to the designated position's division or department.
4	A designated position in this category must report all interests in real property located within the jurisdiction of SCAG and/or within a two-mile radius of any property used by SCAG.
5	A designated position in this category must report investments, business positions in business entities, and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim within the last two years or have a claim pending against SCAG.
6	A designated position in this category may file Statements of Economic Interests, Form 700-A. The statement shall identify each source of income (including receipt of gifts, loans, and travel payments), investments, or real property if the source of income, investment, or real property was the subject of a case assignment during the period covered by the statement.
7	A designated position in this category must report investments in and income, including gifts, loans and travel payments from entities of the type to provide auditing services.

SCAG Organization Chart – December 2015



* Takes direction from Audit Committee
** Takes direction from the Regional Council

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DECLARATION OF CHIEF EXECUTIVE OFFICER

Multi-County Agency Conflict of Interest Code for

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

Name of Agency

The proposed conflict of interest code specifically includes each agency position that involves the making or participation in the making of decisions which may foreseeably have a material financial effect on an economic interest. Positions that do not make or participate in decisions are not included.

The disclosure categories are written to address the agency's current programs and require disclosure of only foreseeable interests that may create a conflict of interest. It has also been determined that certain positions have such broad and indefinable duties that individuals holding the positions will report all financial interests pursuant to Government Code Section 87310.

The agency has satisfied all of the requirements of Title 2, Division 6 of the California Code of Regulations Section 18750.1 preliminary to approval of the proposed code, including providing a comment period for both employees and the public.

_____ _____

Signature Date

Hasan Ikhrata **Executive Director**

Printed Name Title

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REPORT

AGENDA ITEM NO. 12

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 1780 (Medina) – Trade Corridor Improvement Fund (TCIF)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
AB 1780 would continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Trade Corridor Improvement Fund for allocation by the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish. This funding would be in addition to the 60% annual appropriation from the fund under existing statute for transit, sustainable housing and communities, and would require that no less than 10% of these appropriated funds be allocated for research and development projects that promote sustainable trade corridors. The Legislative/Communications and Membership Committee (LCMC) recommends support.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (ARB) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. ARB is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas (GHG) emissions level in 1990 to be achieved by 2020, and the act authorizes ARB to include the use of market-based compliance mechanisms, known as 'Cap-and-Trade' to help achieve the reduced GHG emissions level. Existing law requires all moneys, except for fines and penalties, collected by ARB as part of Cap-and-Trade to be deposited in the Greenhouse Gas Reduction Fund (GGRF) and to be available upon appropriation. Current law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.

The Trade Corridor Improvement Fund (TCIF) was created in 2006 with Proposition 1B and has been among the largest publicly funded freight investment programs in the United States. The California Transportation Commission oversees the TCIF, which supports goods movement projects throughout the

state. The TCIF was set to expire, but was extended indefinitely by legislation sponsored by SCAG, SB 1228 (Hueso), to receive funds from other sources, including cap and trade revenue. Although the TCIF is in place, it is currently depleted of funds.

This bill, beginning in the 2016–17 fiscal year, would continuously appropriate 25% of the annual proceeds of the GGRF to the Trade Corridors Improvement Fund, to be continuously appropriated to the California Transportation Commission (CTC) for the Sustainable Trade Corridors Program created by the bill. The bill further stipulates that at least 10% of the moneys available for the program shall be allocated for research and development projects that promote sustainable trade corridors. CTC shall establish guidelines for making this allocation. The allocation from this bill is in addition to the current 60% of GGRF monies already annually appropriated and thus will not siphon from cap and trade funds appropriated in statute for transit, sustainable housing and communities.

The bill is referred to Assembly Transportation Committee; no hearing is scheduled.

The Legislative/Communications and Membership Committee (LCMC) recommends support of AB 1780, consistent with the board-adopted 2016 legislative priorities to provide robust funding to the TCIF and to maximize stable funding sources for highways, local streets and roads, and goods movement infrastructure.

ATTACHMENT:
None.

REPORT

AGENDA ITEM NO. 13

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: AB 1813 (Frazier)- High-Speed Rail Authority: Membership

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
AB 1813 (Frazier) would add two ex-officio members to the High Speed Rail Authority appointed one each by the Senate Committee on Rules and by the Speaker of the Assembly, to the existing body consisting of nine members composed of five members appointed by the Governor, and two members each appointed by the Senate Committee on Rules and the Speaker of the Assembly. The Legislative/Communications and Membership Committee (LCMC) recommends support.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
Existing law creates the High-Speed Rail Authority (HRA) with specified powers and duties relative to development and implementation of a high-speed train system. HRA currently is composed of nine (9) members, including five (5) members appointed by the Governor, and two (2) members each appointed by the Senate Committee on Rules and the Speaker of the Assembly.

This bill would additionally provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the HRA. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.

For the purposes of making these ex officio member appointments, the Senate Committee on Rules and Assembly Speaker are required to take into consideration geographical diversity to ensure that all regions of the state are adequately represented, as they are with their other appointments onto the HRA.

The bill is currently referred to Assembly Transportation Committee with no hearing scheduled.

The Legislative/Communications and Membership Committee (LCMC) recommends support of the bill to ensure broad participation and consideration of statewide perspectives by High Speed Rail Authority of the myriad, complex issues surrounding development of a comprehensive, statewide high speed rail system in California.

ATTACHMENT:
None.

REPORT

AGENDA ITEM NO. 14

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: AB 2452 (Quirk) – California Environmental Quality Act

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
AB 2452 would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases. Consistent with board policy and adopted 2016 legislative priorities supporting streamlined CEQA review processes, the Legislative/Communications and Membership Committee (LCMC) recommends support.

STRATEGIC PLAN: 6
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
The California Environmental Quality Act (CEQA) requires that lead agencies with principal responsibility for carrying out or approving proposed discretionary projects subject to CEQA review, including transportation projects, prepare a negative declaration, mitigated declaration, or environmental impact report (EIR) for the project, unless it is exempt from CEQA. If there is evidence that a project may have a significant effect on the environment, the lead agency must prepare a draft EIR. CEQA also sets requirements relating to the preparation, review, approval and certification of environmental documents, as well as procedures relating to an action or proceeding to attack, review, set aside, void, or annul various actions of a public agency on the grounds of noncompliance with CEQA.

While the CEQA process surrounding environmental review is very important for ensuring that development in California is done conscientiously and safely, there are opportunities within the CEQA process that leave projects open to potentially excessive litigation, which contributes to the 17 year average delivery time of major transportation projects in California by some estimates. One such area for potential excess litigation is that of individual transportation projects within a Regional Transportation Plan (RTP). RTPs by design look holistically at a region's housing and transportation needs with special emphasis on making communities more sustainable with fewer GHG emissions. This

is because state law (SB 375) requires that Metropolitan Planning Organizations coordinate planning for land use and transportation at a regional scale with the goal of reducing vehicle miles travelled, and to embody this objective into sustainable communities' strategies prepared in coordination with each regional transportation plan to reduce greenhouse gas (GHG) emissions.

For individual transportation projects that make up RTPs, the issue of GHG emissions is analyzed at a programmatic level, looking long-term and holistically across all projects, even though within the RTP there will be some projects that reduce GHG emissions and others that may increase. As a result, picking out an individual project to be blocked based solely on emissions fails to consider the project's contribution to the overall development plan. This double consideration and review of projects at both the programmatic and individual levels means regional plans are implemented more slowly; more projects may be subject to legal challenge and communities are left farther from completing their transportation plans over a longer period of time even though the project may reside within an approved sustainable communities' strategy that meets the reduction goals of AB 32/SB 375. The result is the emissions reductions required by law are met, but the project is delayed by years and, in many instances for numerous reasons, halted indefinitely.

Assembly Bill 2452 addresses the issue by preventing an individual transportation project, which is part of a broader regional transportation plan that already accounts for GHG emissions, from being blocked in court solely on the basis of GHG emissions. By preventing this from happening, individual transportation projects will not be subject to certain lawsuits under CEQA for a specific issue that has already been analyzed and vetted at the regional plan level.

The Legislative/Communications and Membership Committee (LCMC) recommends support, consistent with long-standing board policy and adopted 2016 legislative priorities supporting streamlined CEQA review processes to accelerate project delivery. AB 2452 is double referred to the Assembly Committees on Natural Resources and Judiciary with no hearing yet scheduled.

ATTACHMENT:
None.

REPORT

AGENDA ITEM NO. 15

DATE: April 7, 2016

TO: Regional Council (RC)

FROM: Hasan Ikhrata, Executive Director, Ikhrata@scag.ca.gov; 213-236-1800

SUBJECT: Approval for Additional Stipend Payments

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve additional stipend payments for the months of January and February 2016.

EXECUTIVE SUMMARY:
Regional Councilmember Margaret Finlay attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. She submitted nine (9) requests for stipend payments for each month in January and February 2016. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining one (1) stipend request for each month in January and February are pending for payment as it will require Regional Council approval. Staff is seeking an approval for these additional stipend payments as requested by Regional Councilmember Margaret Finlay.

SCAG President Cheryl Viegas-Walker also attended several SCAG meetings and represented SCAG at sponsored conferences and is eligible pursuant to the Stipend Policy. President Viegas-Walker submitted thirteen (13) requests for stipend payment in February 2016. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining five (5) stipend requests are pending for payment as it will require Regional Council approval. Staff is seeking an approval for these additional stipend payments as requested by President Viegas-Walker.

BACKGROUND:
In accordance with Regional Council Policy Manual, Article VI, Sections 1.4 – 1.6, *"Regional Council members are eligible to receive up to six (6) per diem stipends per month. The President may authorize up to two (2) additional per diem stipends per month for Regional Council members. Nine (9) or more per diem stipends per month for Regional Council officers and members require Regional Council approval."*

In the months of January and February 2016, Regional Councilmember Margaret Finlay attended several SCAG meetings or a SCAG-sponsored event and is eligible pursuant to the Stipend Policy. She submitted a total of nine (9) requests for payments for each of these months. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining two (2) stipend requests are pending for payment as it will require Regional Council approval. The two (2) SCAG-sponsored meetings that Councilmember Finlay attended are for the January 27 Los Angeles Newspaper Group Editorial Board meeting; and the February 12 GoHuman Campaign User Group Panel.

In February 2016, President Cheryl Viegas-Walker also attended several SCAG meetings and represented SCAG at sponsored conferences and is eligible pursuant to the Stipend Policy. She submitted thirteen (13) requests for stipend payment. Eight (8) of which have been approved for payment. However, in accordance with the RC Policy Manual, the remaining six (6) stipend requests are pending for payment as it will require Regional Council approval. The five (5) SCAG-sponsored meetings that President Viegas-Walker attended are for the February 7 through 9 National Association of Regional Councils (NARC) Conference of Regions; the February 17 Inland Empire Economic Partnership (IEEP) Annual Meeting; and February 29 Global Land Use and Economic (GLUE) Council meeting.

FISCAL IMPACT:
Funds for stipends are included in the General Fund Budget.

ATTACHMENT:
None

REPORT

AGENDA ITEM NO. 16

DATE: April 7, 2016

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Final Update on Transportation Control Measure (TCM) Substitutions by Los Angeles Country Metropolitan Transportation Authority (Metro), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive & File

EXECUTIVE SUMMARY:
The Metro, RCTC, and SANBAG TCM substitutions were adopted by the Regional Council on June 4, 2015. The three TCM substitutions have been submitted to and subsequently received concurrence from the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) respectively. With these approvals, the committed TCM status of the original TCM projects has been rescinded and the new TCM projects are effective. The three TCM substitutions have been or are being reflected through an amendment to the 2015 Federal Transportation Improvement Program.

STRATEGIC PLAN:
This item supports the Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region's ability to attain the National Ambient Air Quality Standards.

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM follows the process specified under the Clean Air Act §176(c).

In Spring 2015, SCAG received three TCM substitution requests from Metro, RCTC, and SANBAG respectively: Metro proposed to replace a park and ride lot TCM project with two park and ride lot projects and two bike lane projects in Los Angeles County; RCTC proposed to replace two bus transit facility TCM projects with an express bus expansion project in Riverside County; and SANBAG

proposed a revision applying more realistic assumptions to its previously adopted TCM substitution to replace two park and ride lot expansion projects with one vanpool program in San Bernardino County.

Working with Metro, RCTC, and SANBAG staff, SCAG staff prepared the final analysis on the three TCM substitutions demonstrating that each of the three proposed TCM substitutions meets all federal requirements. As part of the substitution process, each of the three TCM substitution requests was brought before the SCAG's Transportation Conformity Working Group, the Clean Air Act required interagency consultation group for the SCAG region, for interagency consultation; and each was also released for a formal 15-day public review period. No comments were received during the public comment period.

As recommended by the EEC, the Regional Council adopted the three TCM substitutions at its meeting on June 4, 2015. Subsequently, the three TCM substitutions were submitted to EPA and ARB for their respective review. As part of the EPA and ARB's review process, additional technical clarification information has been provided to ARB and EPA. Upon conclusion of their respective review, ARB issued its concurrences on the Metro, RCTC, and SANBAG TCM substitutions on August 28, 2015; February 2, 2016; and August 26, 2015 respectively; EPA issued its concurrences on the three TCM substitutions on March 11, 2016; February 23, 2016; and August 27, 2015 respectively. In accordance with the Clean Air Act, SCAG's approval of the TCM substitutions with concurrence of EPA and ARB rescind the committed TCM status of the original TCM projects and the new TCM projects become effective. The three TCM substitutions have been or are being reflected through an amendment to the 2015 Federal Transportation Improvement Program

The conclusion of the three TCM substitutions fulfills the applicable transportation conformity requirements and allows unimpeded implementation of critical transportation projects throughout the region.

FISCAL IMPACT:
Work associated with this item is included in the current FY15-16 Overall Work Program (16-025. SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:
None

SAVE THE DATE

27TH ANNUAL
DEMOGRAPHIC WORKSHOP

THE CONTINUED RISE OF THE MILLENNIALS?

MONDAY, JUNE 13, 2016
8:00a.m. - 3:00p.m.

California Science Center
Loker Conference Center
700 Exposition Park Drive
Los Angeles, CA 90037

Presented by
USC Price
Sol Price School of Public Policy
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

www.scag.ca.gov/demographics

JOIN US FOR THE 27TH ANNUAL **DEMOGRAPHIC WORKSHOP**

The Southern California Association of Governments and the University of Southern California Sol Price School of Public Policy are pleased to invite you to the 27th Annual Demographic Workshop at the California Science Center on Monday, June 13, 2016. This year's program, "The Continued Rise of the Millennials?" provides new insights and research on this important demographic group and what that means for the region's future, including housing, employment and services. The program will include guest speakers and panels related to this topic and will be attended by over 150 thought leaders, business representatives and city officials.

MONDAY, JUNE 13, 2016 // 8a.m. – 3p.m.
Continental breakfast served at 7:30am.

Register online at www.scag.ca.gov/demographics
Early bird registration (ends May 31): $75/person
Registration (after May 31): $100/person
Student registration: $50/person

Continental breakfast and lunch included

For more information, contact John Cho
(213) 236-1847 or choj@scag.ca.gov

7 hours of CM credit is available for this event

www.scag.ca.gov/demographics

USC Price
Sol Price School of Public Policy

SUPPORTING PARTNERS:
US Census Bureau, California State Census Data Center, California Department of Finance, California Department of Housing and Community Development, USC Population Dynamics Research Group

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
50 YEARS

REPORT

AGENDA ITEM NO. 18

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,liu@scag.ca.gov

SUBJECT: SCAG Housing Summit, October 11, 2016

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG Staff is planning to hold a Housing Summit on October 11, 2016 to connect attendees with resources and opportunities created by State legislation and local policies to build more affordable housing as aligned with the goals of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). In addition to conveying the tools and programs of using state policies to leverage resources and opportunities, the agenda will also include speakers on demographic and housing demand and construction trends, funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities. In addition local jurisdictions are encouraged to update its planning and zoning authorities to create opportunities for affordable housing. As part of the Summit development, SCAG staff is pursuing a partnership approach and will include key stakeholders active in regional housing issues. Anticipated Summit participants include elected officials, planning directors/staff, city managers, developers, housing advocates, public health department directors, and transit planners.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
SCAG Staff is planning to hold a Housing Summit on October 11, 2016 in downtown Los Angeles to connect attendees with resources and opportunities created by State legislation and local policies to build more affordable housing as aligned with the goals of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). An example is the Affordable Housing and Sustainable Communities (AHSC) Grant program, which is created from funds raised by California's Cap and Trade Program. Other examples include opportunities for jurisdictions to establish Enhanced Infrastructure Financing Districts and Community Revitalization Authorities, both of which were created by recent legislative bills, SB 628 (Beall) and AB 2 (Alejo), respectively. In addition, local jurisdictions are encouraged to

update its planning and zoning authorities to create opportunities for affordable housing. The Summit will challenge the traditional thinking that a jurisdiction needs a vast amount of funding and resources to build affordable housing in the community. Rather, participants will learn about ways to create a community environment that fosters affordable housing, such as establishing developer incentives or using local zoning policies to encourage building.

In addition to conveying the tools and programs of using State policies to leverage resources and opportunities, the Summit will also include speakers on demographic and housing demand and construction trends, funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities. In addition to the morning panel that will convey the message of using state policies to leverage resources and opportunities, the agenda will also include speakers on funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities.

Anticipated participants include elected officials, planning directors/planning staff, city managers, developers, housing advocates, public health department directors, and transit planners. To ensure sufficient geographical representation for different challenges and solutions, SCAG is proposing to partner with several agencies and stakeholders, such as the City of Los Angeles and the Inland Empire Economic Partnership. A partnership with these agencies can help secure keynote speakers and enhance marketing efforts to promote the event. SCAG will begin its marketing campaign for the conference in early Summer 2016 and reach out to potential sponsors and partners concurrently.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENT:
None.

REPORT

AGENDA ITEM NO. 19

DATE: April 7, 2016

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic & Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Cap-and Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Concept Application Review

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

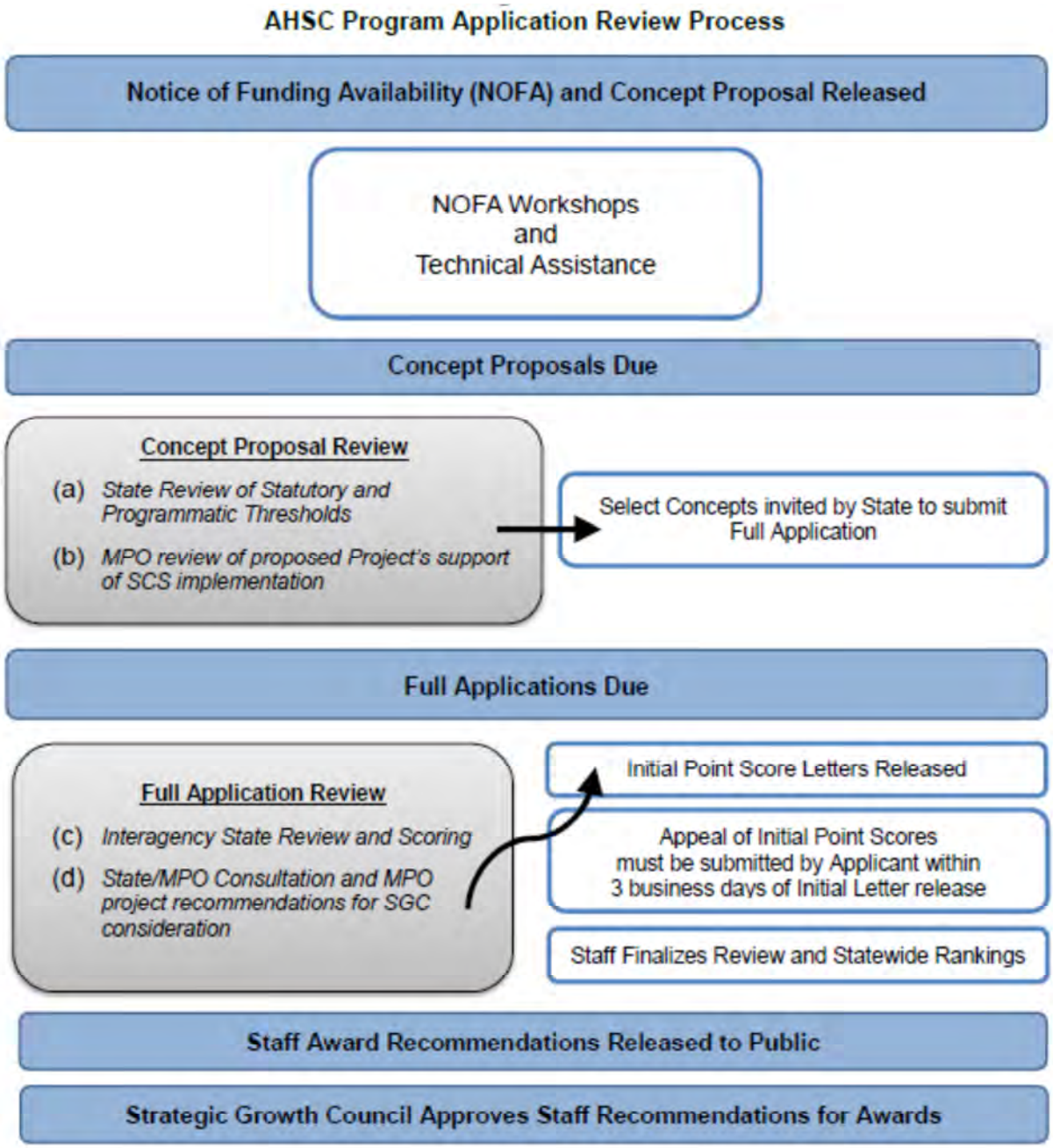
EXECUTIVE SUMMARY:
In the second round of Cap and Trade Affordable Housing Sustainable Communities (AHSC) statewide grant program, there are thirty-six (36) concept applications. SCAG staff Evaluation Team will review whether the proposed project supports the implementation of the 2012 RTP/SCS. The deadline to complete concept application review and submit SCAG's recommendations to Strategic Growth Council (SGC) is April 13, 2016. Applicants invited to submit a full application will be notified the week of April 25, 2016 and will have six (6) weeks for full application preparation. Full applications will be due to SGC by June 2016.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Through the State budget process, Cap-and-Trade auction proceeds are appropriated from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs. The SGC is administering the AHSC program, which is intended to further regulatory purposes of AB 32 and SB 375 by investing GGRF monies in projects that reduce greenhouse gas emissions through more compact, infill development patterns, integrating affordable housing, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. For the 2015-2016 fiscal year, SGC and the California Department of Housing and Community Development (HCD) announced that $320 million of funding would be available for the AHSC program.

SB 862 provides that SGC "shall coordinate with the metropolitan planning organizations (MPO) and other regional agencies to identify and recommend projects within their respective jurisdictions that best

reflect the goals and objectives of this division." Table 1 illustrates the overall AHSC application review process, including where in the process MPO coordination takes place.



Applications

Concept applications were due to SGC on March 16, 2016. On March 24, SGC forwarded SCAG staff thirty-six (36) concept applications to review whether the proposed project supports the implementation of the SCS. By county, Los Angeles County was represented by twenty-four (24) submittals, followed by Ventura County with five (5), Imperial County, Orange County, and San Bernardino County with two (2) each, and Riverside County with one (1). The total amount requested by all applications is $310.5 million. At the time of the staff report writing, SCAG staff is still reviewing concept applications, which must be submitted to SGC by April 13, and will provide a verbal update on the review findings at the April 7 meetings.

SCAG will have an Evaluation Team to evaluate concept and full applications and recommend projects based on support of SCS implementation. The Evaluation Team will be comprised of two SCAG land use staff and one SCAG transportation staff.

At its March 3, 2016 meeting, the Regional Council approved a set of evaluation criteria to review and rank proposed AHSC projects in Transit Oriented Development (TOD) project areas and Integrated Connectivity Project (ICP) project areas. The criteria are based on the 2012 RTP/SCS strategies, which reflects the most recently adopted RTP/SCS, and the SCAG Sustainability Grant Program Call for Projects. The approved criteria will help staff identify competitiveness of the applications as to supporting the SCS implementation.

SGC will invite selected participants to apply for the full AHSC program application the week of April 25, 2016. Full applications will be due to SGC by June 20, 2016 and full application review by SCAG will occur between late-June and August 2016. Awards will be announced by SGC in September 2016.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENT:
None.

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AGENDA ITEM NO. 20

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

2016 Meeting Schedule

Regional Council and Policy Committees

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September* (Approved by the Regional Council 9-3-15)	
Executive/Administration Committee (EAC)	**9:00 AM – 10:00 AM**
Community, Economic and Human Development Committee (CEHD)	**10:00 AM – 12:00 PM**
Energy and Environment Committee (EEC)	**10:00 AM – 12:00 PM**
Transportation Committee (TC)	**10:00 AM – 12:00 PM**
Regional Council (RC)	**12:15 PM – 2:00 PM**

January 7, 2016
(SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)

February 4, 2016

March 3, 2016

April 7, 2016

May 5 – 6, 2016
(2016 SCAG Regional Conference and General Assembly, La Quinta)

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*
(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

November 3, 2016

December 1, 2016

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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REPORT

AGENDA ITEM NO. 21

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Purchase Orders $5,000 but less than $200,000; Contracts $25,000 but less than $200,000; and Amendments $5,000 but less than $75,000

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only - No Action Required.

STRATEGIC PLAN:
This item supports SCAG'S Strategic Plan Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) between $5,000 and $200,000

Vendor	PO Purpose	PO Amount
Anaheim Transportation Network	Integrated transportation and Capacity Building Plan (MOU M-018-015)	$160,000
Local Government Commission	Sponsorship (Civic Spark)	$75,000
New Horizons CLC of Southern Calif.	FY 2016 New Horizon – Modeling Software Training	$7,000

SCAG executed the following Contracts between $25,000 and $200,000

Consultant/Contract #	Contract's Purpose	Contract Amount
N/A	N/A	N/A

SCAG executed the Amendment between $5,000 and $74,999

Consultant/Contract #	Amendment's Purpose	Amendment Amount
Estolano Lesar Perez (EL) Advisors (15-034-C1)	The purpose of the amendment is to increase funding to enable the Consultant to provide additional marketing and advertising for each of the six (6) *Go Human* events (SCAG's campaign to inform regional stakeholders of the benefits active transportation (non-motorized travel such as walking and biking).	$65,002

Consultant/Contract #	Amendment's Purpose	Amendment Amount
Cambridge Systematics, Inc. (14-015-C1)	The purpose of this amendment is to add funding to enable the Consultant to complete the tasks and subtasks that have not been completed due to unforeseen factors that affected the planned progress and budget expenditures of the project; and to add work to the existing modeling task for developing a policy evaluation framework.	$45,404

REPORT

AGENDA ITEM NO. 22

DATE: April 7, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer; (213) 236-1817; panas@scag.ca.gov

SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only-No Action Required.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal, 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

MEMBERSHIP DUES:
As of March 14, 2016, 195 cities and counties have paid their FY16 membership dues representing 99% of the assessment. We continue our outreach efforts.

BUDGET & GRANTS (B&G):
Caltrans has issued the final FY16 CPG revenue allocations and the FY17 estimated allocations. Taken together they provide for $179,067 in additional revenues which will be programmed in the final FY17 budget.

Staff presented the Draft Fiscal Year (FY) 2016-17 Comprehensive Budget and Overall Work Program (OWP) to the Executive/Administration Committee (EAC) and Regional Council (RC) on March 3, 2016 for approval and submission to our federal and state funding agencies. In addition, the Draft OWP was posted on SCAGs website for a 30-day public comment period.

B&G staff submitted the Draft OWP to the Federal Transit Administration, Federal Highway Administration, and Caltrans on March 2, 2016.

B&G staff is preparing Amendment 3 to the FY 2015-16 OWP for submittal to Caltrans, which was approved by the EAC and RC on March 3, 2016. The budget increase in Amendment 3 results mainly from adding approximately $23.9 million in FTA Sec. 5339 funds for bus and bus facilities, and Sec. 5312 funds for low or no emission transit buses, both of which SCAG passes through to sub-recipients.

On February 16, 2016, FTA published the full-year appropriations for the following FY 2016 FTA grant programs:

- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- FTA Section 5337 State of Good Repair
- FTA Section 5339 Bus & Bus Facilities

The appropriations are based on related transit and population data formulas, which are allocated to large urbanized areas (UZA) throughout the Nation. As the MPO and/or the Designated Recipient for some of the grant programs, B&G staff prepared and worked with the County Transportations Commissions (CTCs) to finalize the county allocations for various large UZAs in the SCAG region for Sections 5310, 5337 and 5339. In the upcoming weeks, the CTCs will determine the sub-allocations for their respective county and forward to SCAG for allocation.

CONTRACTS:
In February 2015, the Contracts Department issued one (1) Requests for Proposal (RFP – 26 others are in process); issued two (2) contract amendments; and processed 21 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 127 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of February 2016, over $42,011 in budget savings was realized, thus bringing the current fiscal year cumulative budget savings total to approximately $$273,487.

ATTACHMENT:
February 2016 CFO Monthly Status Report

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Office of the Chief Financial Officer

Monthly Status Report

FEBRUARY 2016

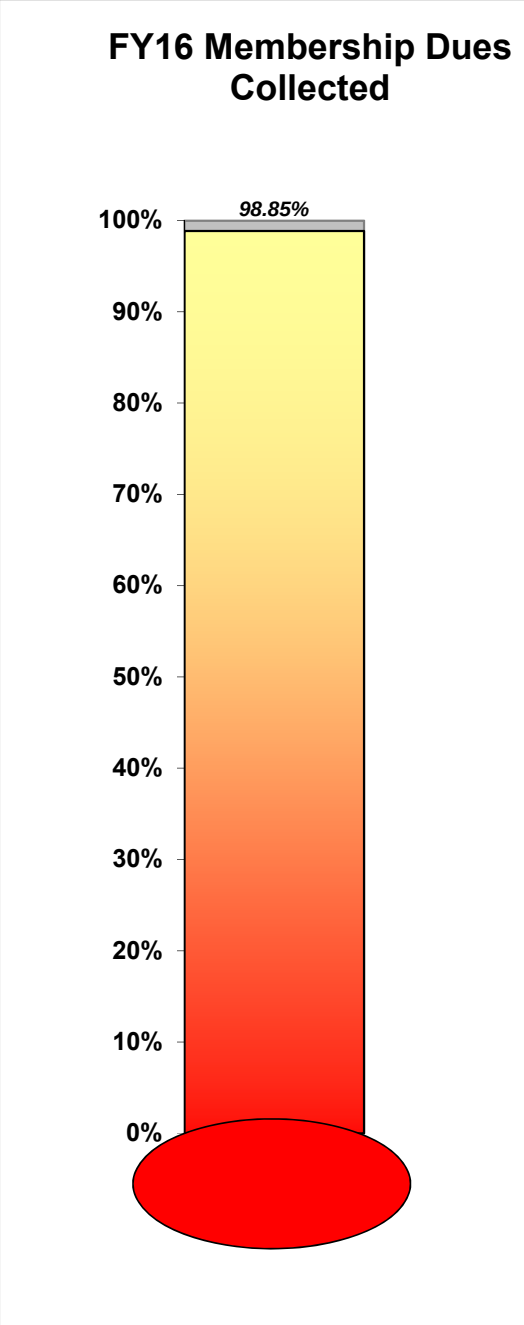
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

OVERVIEW

As of March 14, 2016, 195 cities and counties have renewed their membership while there are two cities in the SCAG region that are still being recruited for membership.

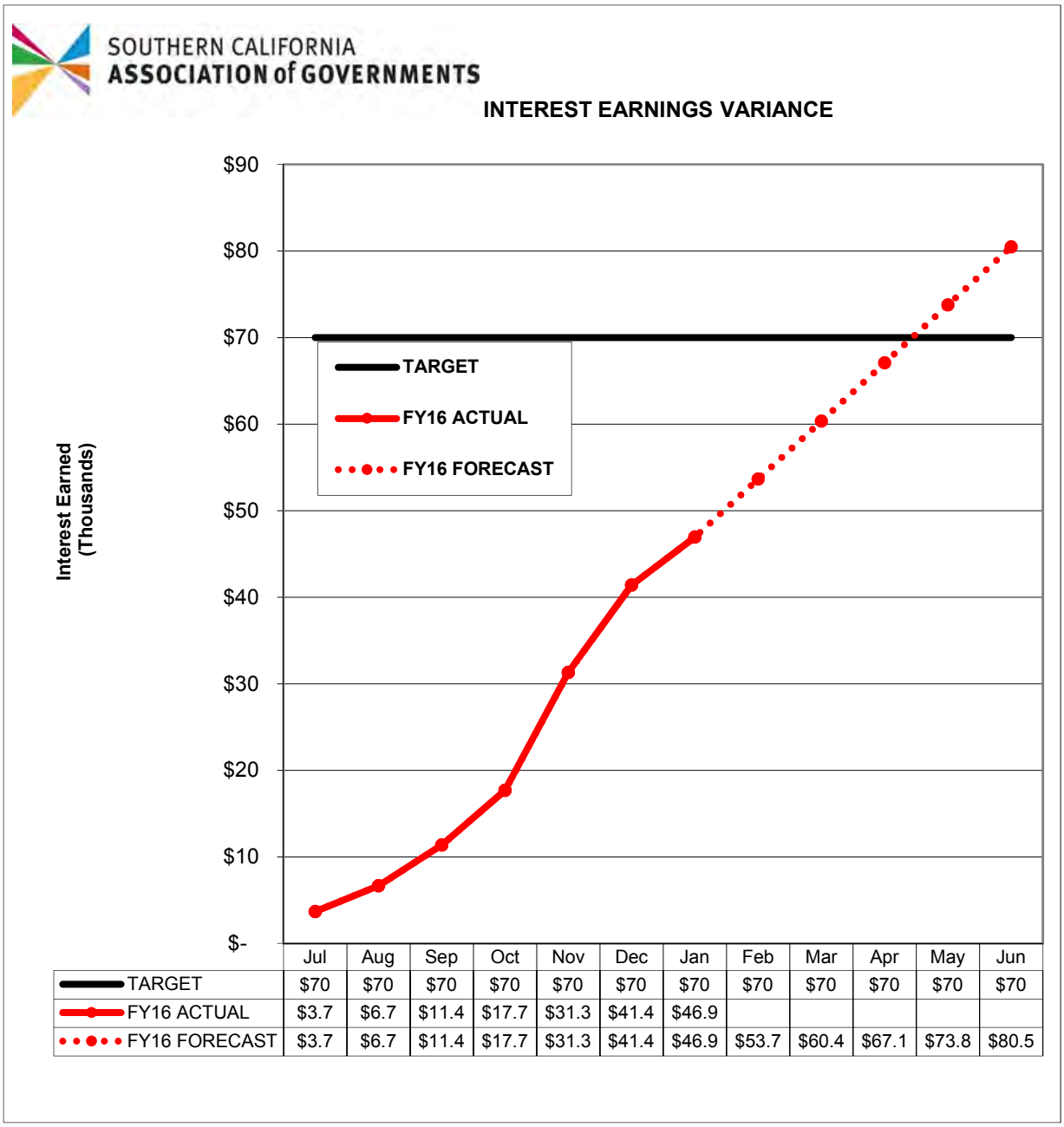
SUMMARY

FY16 Membership Dues	$1,923,000.00
Total Collected	$1,900,950.00
Percentage Collected	98.85%



Office of the CFO

Interest Earnings Variance



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
TARGET	$70	$70	$70	$70	$70	$70	$70	$70	$70	$70	$70	$70
FY16 ACTUAL	$3.7	$6.7	$11.4	$17.7	$31.3	$41.4	$46.9					
FY16 FORECAST	$3.7	$6.7	$11.4	$17.7	$31.3	$41.4	$46.9	$53.7	$60.4	$67.1	$73.8	$80.5

OVERVIEW

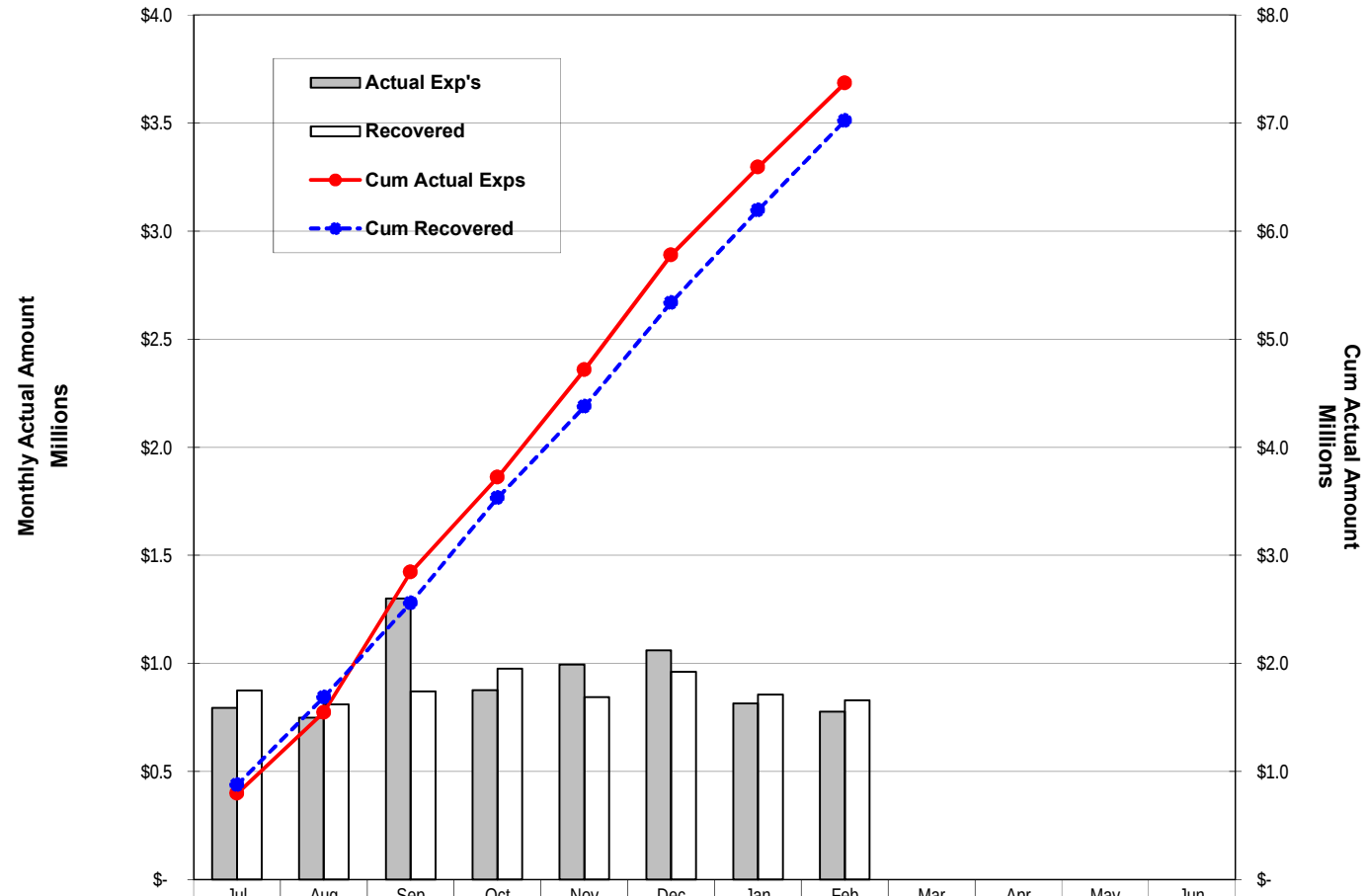
Actual interest income is plotted against the target amount. The amount earned through January was $46,948. The LA County Pool earned 0.81% in January.

SUMMARY

The amount projected for FY16 is $80,483, which is $10,483 more than the revised target.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY16 INDIRECT COST & RECOVERY



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Actual Exp's	$795	$749	$1,300	$877	$995	$1,060	$814	$777		$-	$-	$-
Recovered	$874	$811	$871	$976	$844	$962	$856	$829		$-	$-	$-
Cum Actual Exps	$795	$1,544	$2,844	$3,721	$4,716	$5,776	$6,591	$7,368				
Cum Recovered	$874	$1,685	$2,556	$3,531	$4,375	$5,337	$6,193	$7,022				

OVERVIEW

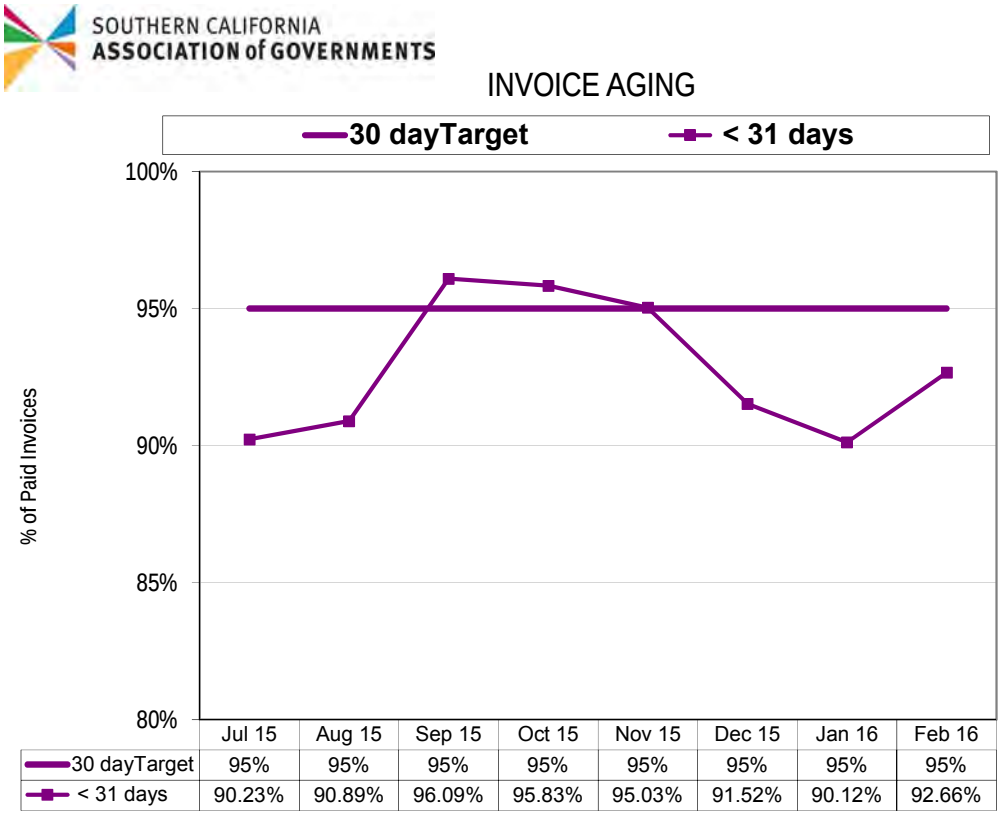
A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

SUMMARY

Through February 2016, SCAG was under-recovered by $345,627 due to lower than budgeted labor charges and the recapture of prior over-recovery.

Office of the CFO

Invoice Aging



	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16
30 dayTarget	95%	95%	95%	95%	95%	95%	95%	95%
< 31 days	90.23%	90.89%	96.09%	95.83%	95.03%	91.52%	90.12%	92.66%

OVERVIEW

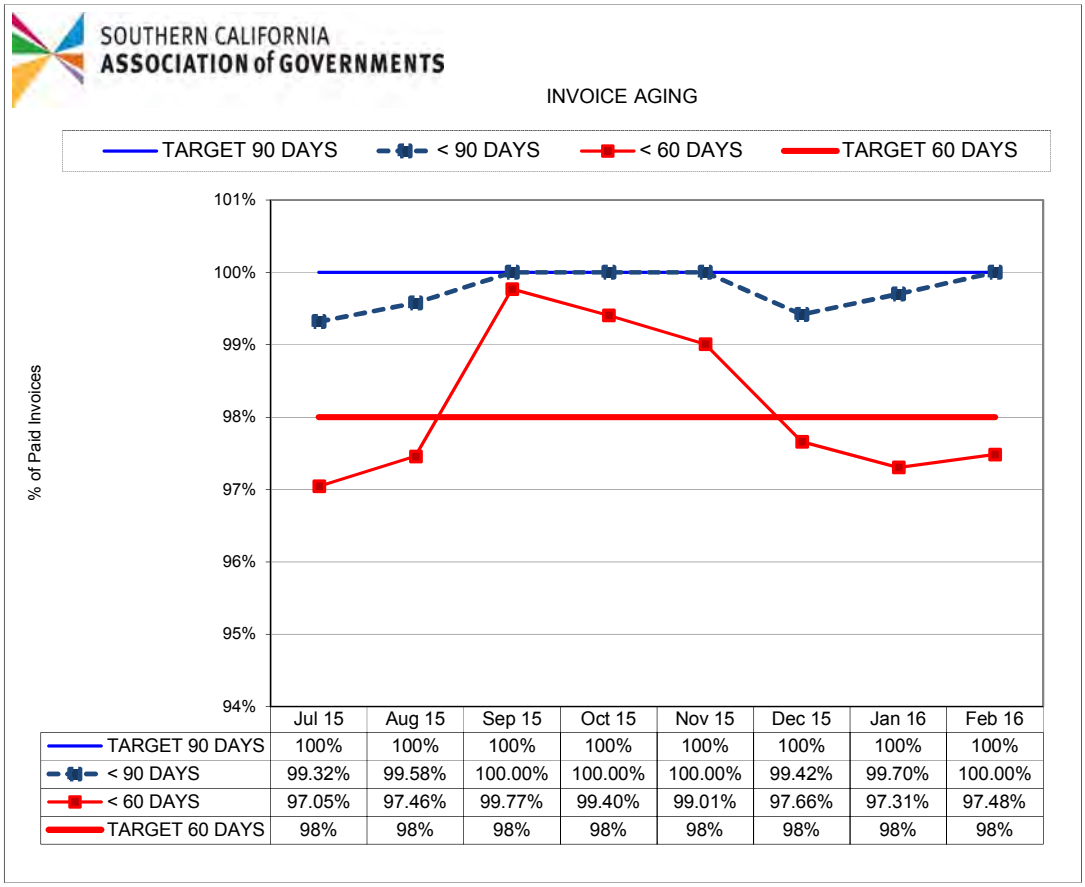
The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

SUMMARY

92.66% of February 2016's payments were made within 30 days of invoice receipt.

At month-end, 31 invoices remained unpaid less than 30 days.

Actual



	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16
TARGET 90 DAYS	100%	100%	100%	100%	100%	100%	100%	100%
< 90 DAYS	99.32%	99.58%	100.00%	100.00%	100.00%	99.42%	99.70%	100.00%
< 60 DAYS	97.05%	97.46%	99.77%	99.40%	99.01%	97.66%	97.31%	97.48%
TARGET 60 DAYS	98%	98%	98%	98%	98%	98%	98%	98%

OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

SUMMARY

These goals were partially met during this period.

97.48% of February 2016's payments were within 60 days of invoice receipt and 100.00% within 90 days. Invoices unpaid 30-60 days totaled 8; 60-90 days: 6; >90 days: 0.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Office of the CFO

Consolidated Balance Sheet

	1/31/2016	2/29/2016	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	$ 184,326	$ 1,661,161		
LA County Investment Pool	$ 13,365,369	$ 11,370,904		
Cash & Investments	$ 13,549,695	$ 13,032,065	$ (517,630)	TDA spent on projects
Accounts Receivable	$ 6,659,805	$ 6,420,950	$ (238,854)	CPG uncollected billings fell in Feb
Fixed Assets - Net Book Value	$ 576,855	$ 571,047	$ (5,808)	Immaterial change
Total Assets	$ 20,786,354	$ 20,024,062	$ (762,293)	
Accounts Payable	$ (576,238)	$ (401,351)	$ 174,887	Invoice backlog was reduced
Employee-related Liabilities	$ (343,149)	$ (372,463)	$ (29,314)	Feb had six unpaid workdays, Jan had five
Other Current Liabilities	$ (201,555)	$ (274,089)	$ (72,535)	Feb had IC over-recovery of $52K
Deferred Revenue	$ (511,935)	$ (511,935)	$ -	No change
Total Liabilities and Deferred Revenue	$ (1,632,877)	$ (1,559,839)	$ 73,038	
Fund Balance	**$ 19,153,478**	**$ 18,464,223**	**$ (689,255)**	

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WORKING CAPITAL

	1/31/2016	2/29/2016	Incr (decr) to working capital
Cash	$ 13,549,695	$ 13,032,065	$ (517,630)
Accounts Receivable	$ 6,659,805	$ 6,420,950	$ (238,854)
Accounts Payable	$ (576,238)	$ (401,351)	$ 174,887
Employee-related Liabilities	$ (343,149)	$ (372,463)	$ (29,314)
Working Capital	**$ 19,290,113**	**$ 18,679,201**	**$ (610,912)**

Office of the CFO

Fiscal Year-To-Date Expenditure Report Through February 29, 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

COMPREHENSIVE BUDGET

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1		Staff & Allocated Fringe Benefits	210,255	210,255	56,537		153,718	26.9%
2	51001	Allocated Indirect Costs	149,738	149,738	40,249		109,489	26.9%
3	54300	SCAG Consultants	568,383	529,098	150,579	208,815	169,704	28.5%
4	54340	Legal costs	100,000	100,000	59,749	23,761	16,490	59.7%
6	55441	Payroll, bank fees	15,000	15,000	3,601		11,399	24.0%
7	55510	Office Supplies	20,000	20,000	15,435	4,566	0	77.2%
8	55600	SCAG Memberships	5,250	26,345	26,345		0	100.0%
9	55610	Professional Membership	13,700	13,700	9,188	2,892	1,621	67.1%
10	55730	Capital Outlay	542,106	542,106	-		542,106	0.0%
11	55830	Conference - Registration	15,000	15,000	13,786		1,214	91.9%
12	55860	Scholarships	32,000	32,000	30,000		2,000	93.8%
13	55910	RC/Committee Mtgs	-	20,000	13,640	0	6,360	68.2%
14	55914	RC General Assembly	500,000	500,000	4,493	1,120	494,387	0.9%
16	55915	Demographic Workshop	13,000	13,000	1,875		11,125	14.4%
17	55916	Economic Summit	57,000	96,285	96,285	0	0	100.0%
18	55917	Labor Summit	13,500	13,500	-		13,500	0.0%
19	55920	Other Meeting Expense	90,000	70,000	41,264	28,736	0	58.9%
20	55930	Miscellaneous other	89,000	62,905	7,958	4,499	50,449	12.7%
21	55940	Stipend - RC Meetings	230,000	230,000	136,980	0	93,020	59.6%
22	56100	Printing	10,000	10,000	237	101	9,661	2.4%
23	58100	Travel - outside SCAG region	50,000	50,000	21,260	0	28,740	42.5%
24	58101	Travel - local	26,000	26,000	18,891	0	7,109	72.7%
25	58110	Mileage - local	23,500	23,500	10,888	0	12,612	46.3%
26	58150	Staff Lodging Expense	3,000	8,000	5,608		2,392	70.1%
27	58800	RC Sponsorships	112,750	112,750	86,743	5,625	20,382	76.9%
28		**Total General Fund**	**2,889,182**	**2,889,182**	**851,590**	**280,115**	**1,757,477**	**29.5%**
29					-			
30		Staff & Fringe Benefits	15,287,307	15,306,029	9,807,813		5,498,216	64.1%
31	51001	Allocated Indirect Costs	10,887,267	10,900,601	6,982,182		3,918,419	64.1%
32	54300	SCAG Consultants	16,316,856	19,549,344	5,487,355	12,974,748	1,087,241	28.1%
33	54301	Consultants - Other	70,000	154,845		15,018	139,827	0.0%
34	54350	Professional Services	207,200	207,200	112,388	94,811	0	54.2%
35	54360	Pass-through Payments	-	7,616,542	4,005,015		3,611,527	52.6%
36	55210	Software Support	176,566	328,228	328,228	0	0	100.0%
37	55280	Third Party Contribution	3,710,826	3,672,078	1,589,568		2,082,510	43.3%
38	55620	Resource Materials - subscrib	832,000	769,205	42,151	121,358	605,695	5.5%
39	55810	Public Notices	50,000	80,000	44,784	12,152	23,064	56.0%
40	55830	Conference - Registration	10,000	10,000	50		9,950	0.5%
41	55920	Other Meeting Expense	26,000	26,000	183		25,817	0.7%
42	55930	Miscellaneous - other	194,880	367,233	8,702	250	358,281	2.4%
43	55950	Temp Help	110,248	245,248	94,947	16,272	134,029	38.7%
44	56100	Printing	61,000	61,000	1,754	811	58,435	2.9%
45	58100	Travel	288,100	288,100	88,887	0	199,214	30.9%
46		**Total OWP**	**48,228,250**	**59,581,653**	**28,594,007**	**13,235,420**	**17,752,226**	**48.0%**
47					-			
48		**Comprehensive Budget**	**51,117,432**	**62,470,835**	**29,445,597**	**13,515,535**	**19,509,703**	**47.1%**

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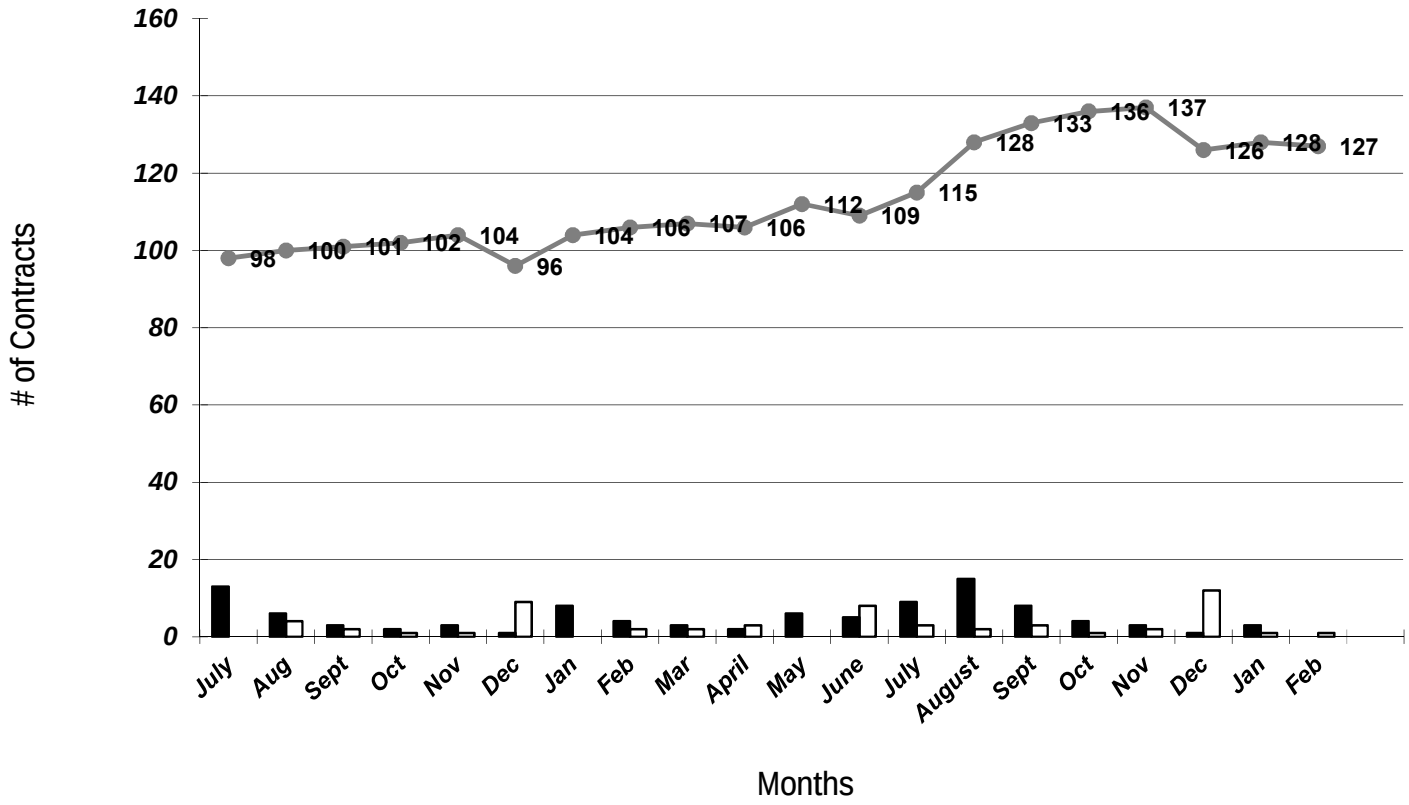
Office of the CFO

Fiscal Year-To-Date Expenditure Report Through February 29, 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

INDIRECT COST EXPENDITURES

			Adopted Budget	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1	50010	Regular Staff	3,627,908	3,620,908	2,434,770		1,186,138	67.2%
2	50013	Regular OT	-	1,213	1,213		0	100.0%
3	50014	Interns, Temps, Annuit	81,000	91,944	17,336		74,609	18.9%
5	51000	Allocated Fringe Benefits	2,672,978	2,667,821	1,838,540		829,281	68.9%
6	54300	SCAG Consultants	134,000	134,000	108,653	25,347	0	81.1%
7	54301	Consultants - Other	1,299,359	1,299,359	602,027	461,496	235,836	46.3%
8	54340	Legal	335,000	335,000	116,948	114,567	103,486	34.9%
10	55210	Software Support	460,461	451,857	233,667	11,656	206,534	51.7%
11	55220	Hardware Supp	79,777	79,777	78,452	730	595	98.3%
12	55240	Repair & Maint Non-IT	30,000	26,475	23,953	2,522	0	90.5%
14	55400	Office Rent 818 Offices	1,582,877	1,556,377	1,081,496	374,793	100,089	69.5%
15	55410	Office Rent Satellite	171,490	151,490	92,238	59,252	0	60.9%
16	55420	Equip Leases	126,186	126,186	53,215	26,077	46,894	42.2%
17	55430	Equip Repairs & Maint	13,323	25,452	25,452	0	0	100.0%
18	55435	Security Services	-	46,500	7,245	0	39,255	15.6%
19	55440	Insurance	144,683	144,683	99,441		45,242	68.7%
20	55441	Payroll / Bank Fees	10,000	10,000	9,155		845	91.5%
21	55445	Taxes	-	5,465	3,874	1,591	0	70.9%
22	55460	Mater & Equip < $5,000	49,500	49,500	22,728	736	26,036	45.9%
23	55510	Office Supplies	80,000	80,000	45,860	34,140	0	57.3%
24	55520	Graphic Supplies	2,000	2,000	1,546	454	0	77.3%
25	55530	Telephone	175,000	175,000	110,638	44,362	20,000	63.2%
26	55540	Postage	10,000	10,000	10,000		0	100.0%
27	55550	Delivery Services	5,000	5,000	3,168	1,832	0	63.4%
28	55600	SCAG Memberships	182,151	177,151	130,564	10,605	35,981	73.7%
30	55620	Res Mats/Subscrip	45,727	52,579	52,579	0	0	100.0%
31	55700	Deprec - Furn & Fixt	45,000	45,000	30,349		14,651	67.4%
32	55710	Deprec - Computer Equipment	75,000	75,000	15,294		59,706	20.4%
33	55715	Amortiz - Software	108,791	108,791	-		108,791	0.0%
34	55720	Amortiz - Leasehold Improvements	10,000	10,000	5,490		4,510	54.9%
35	55800	Recruitment Notices	15,000	15,000	1,374	13,626	0	9.2%
36	55801	Recruitment - other	25,000	25,000	12,646	12,354	0	50.6%
37	55810	Public Notices	5,000	5,000	800		4,200	16.0%
38	55820	Training	81,500	81,500	45,683	15,203	20,614	56.1%
39	55830	Conference/workshops	16,850	16,850	1,900		14,950	11.3%
40	55920	Other Mtg Exp	5,200	2,454	25		2,429	1.0%
41	55930	Miscellaneous - other	8,000	3,429	2,920	509	0	85.2%
42	55950	Temp Help	38,500	38,500	6,974	23,046	8,480	18.1%
43	56100	Printing	21,000	21,000	857	3,135	17,009	4.1%
44	58100	Travel - Outside	96,800	91,658	19,117		72,541	20.9%
45	58101	Travel - Local	11,450	11,450	7,118		4,332	62.2%
46	58110	Mileage - Local	45,725	45,725	7,614		38,111	16.7%
49	58200	Travel - Reg Fees	-	5,143	5,143		0	100.0%
50	58450	Fleet Vehicle	2,000	2,000	-		2,000	0.0%
51		**Total Indirect Cost**	**11,929,236**	**11,929,236**	**7,368,058**	**1,238,032**	**3,323,146**	**61.8%**
					-		-	



Overview
This chart shows the number of contracts administered by the Contracts division, by month, from July 2014 thru February 2016

Awarded Contracts
Closed Contracts
Active Contracts

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Summary
The chart shows that the Contracts Department is managing 127 active consultant contracts. Sixty-nine of these are Cost Plus Fixed Fee contracts, 21 are fixed price contracts, and the remaining 37 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 10 contracts for the remainder of FY 2015-16. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.

Office of the CFO

Staffing Report as of March 1, 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

GROUPS	Authorized Positions	Filled Positions	Vacant Positions
Executive	3	2	1
Legal	3	2	1
Strategy, Policy & Public Affairs	21	18	3
Administration	44	41	3
Planning & Programs	69	64	5
Total	**140**	**127**	**13**

OTHER POSITIONS

GROUPS	Limited Term Positions	Temp Positions	Agency Temps
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	4	2	0
Administration	3	4	0
Planning & Programs	3	31	0
Total	**10**	**37**	**0**