



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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www.scag.ca.gov

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## REMOTE PARTICIPATION ONLY

# TRANSPORTATION COMMITTEE

**Thursday, May 7, 2020  
11:00 a.m. – 12:00 p.m.**

**To Participate on Your Computer:**  
**<https://scag.zoom.us/j/253270430>**

**To Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 253 270 430**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### **PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Peter Waggonner at (213) 630-1402 or via email at [waggonner@scag.ca.gov](mailto:waggonner@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

**Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, May 6, 2020.**

***Written comments received after 5pm on Wednesday, May 6, 2020 will be read by SCAG staff during the Public Comment Period (up to 3 minutes, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting). All written comments received by SCAG will be included as part of the official record of the meeting.***

***In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.***

## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

### **To Participate by Computer**

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select "Join Audio via Computer."
4. The virtual conference room will open. You will receive a message, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

### **To Participate by Phone**

1. Call **1-669-900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. Remain on the line if the meeting has not yet started.



### TC - Transportation Committee *Members – May 2020*

1. **Hon. Cheryl Viegas-Walker**  
TC Chair, El Centro, RC District 1
2. **Hon. Jess Talamantes**  
TC Vice Chair, Burbank, RC District 42
3. **Hon. Sean Ashton**  
Downey, RC District 25
4. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
5. **Hon. Rusty Bailey**  
Riverside, RC District 68
6. **Hon. Kathryn Barger**  
Los Angeles County
7. **Hon. Ben Benoit**  
Air District Representative
8. **Hon. Will Berg**  
Port Hueneme, VCOG
9. **Hon. Drew Boyles**  
El Segundo, President's Appt. (Member at Large)
10. **Hon. Art Brown**  
Buena Park, RC District 21
11. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
12. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
13. **Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
14. **Hon. Diane Dixon**  
Newport Beach, OCCOG
15. **Hon. J. John Dutrey**  
Montclair, SBCTA

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## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. Emily Gabel-Luddy**  
Burbank, AVCJPA
- 17. Hon. James Gazeley**  
Lomita, RC District 39
- 18. Hon. Jack Hadjinian**  
Montebello, RC District 34
- 19. Sup. Curt Hagman**  
San Bernardino County
- 20. Hon. Ray Hamada**  
Bellflower, GCCOG
- 21. Hon. Jan Harnik**  
RCTC
- 22. Hon. Dave Harrington**  
Aliso Viejo, OCCOG
- 23. Hon. Steven Hofbauer**  
Palmdale, RC District 43
- 24. Hon. Jose Huizar**  
Los Angeles, RC District 61
- 25. Hon. Mike Judge**  
VCTC
- 26. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 27. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
- 28. Hon. Linda Krupa**  
Hemet, WRCOG
- 29. Hon. Richard Loa**  
Palmdale, NCTC
- 30. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 31. Hon. Steve Manos**  
Lake Elsinore, RC District 63

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## TRANSPORTATION COMMITTEE AGENDA

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- 32. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 33. Hon. Larry McCallon**  
Highland, RC District 7
- 34. Hon. Marsha McLean**  
Santa Clarita, North L.A. County
- 35. Hon. L. Dennis Michael**  
Rancho Cucamonga, RC District 9
- 36. Hon. Lisa Middleton**  
Palm Springs, CVAG
- 37. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 38. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 39. Hon. Cory Moss**  
Industry, SGVCOG
- 40. Hon. Ara Najarian**  
Glendale, SFVCOG
- 41. Hon. Frank Navarro**  
Colton, RC District 6
- 42. Hon. Hector Pacheco**  
San Fernando, RC District 67
- 43. Hon. Chuck Puckett**  
Tustin, RC District 17
- 44. Hon. Ed Reece**  
Claremont, SGVCOG
- 45. Hon. Dwight Robinson**  
Lake Forest, OCCOG
- 46. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 47. Hon. Ali Saleh**  
Bell, RC District 27

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Tim Sandoval**  
Pomona, RC District 38
- 49. Hon. Rey Santos**  
Beaumont, RC District 3
- 50. Hon. Zak Schwank**  
Temecula, RC District 5
- 51. Hon. Marty Simonoff**  
Brea, RC District 22
- 52. Hon. Thomas Small**  
Culver City, WSCCOG
- 53. Hon. Jeremy Smith**  
Canyon Lake, Pres Appt. (Member at Large)
- 54. Hon. Larry Smith**  
Calimesa, Pres. Appt. (Member at Large)
- 55. Hon. Karen Spiegel**  
Riverside County
- 56. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 57. Hon. Brent Tercero**  
Pico Rivera, GCCOG
- 58. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 59. Hon. Donald Wagner**  
Orange County
- 60. Hon. Alan Wapner**  
SBCTA
- 61. Hon. Alicia Weintraub**  
Calabasas, LVMCOG
- 62. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member

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# TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments  
Remote Participation O  
**Thursday, May 7, 2020**  
**11:00 AM**

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

## **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Cheryl Viegas-Walker, Chair)*

### **PUBLIC COMMENT PERIOD**

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## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **ACTION/DISCUSSION ITEM**

1. Proposed Final Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report (PEIR)  
*(Kome Ajise, Executive Director)*

### **RECOMMENDED ACTION FOR CEHD, EEC AND TC:**

Recommend to the Regional Council adoption of Resolution No. 20-621-1, which reflects the following:

- (1) Certify the Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) Program Environmental Impact Report (PEIR); adopt the Findings of Fact, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program;
- (2) Allow for more time to review Connect SoCal and consider its implications in light of the short and long-term impacts of the COVID-19 pandemic on the region as requested by many stakeholders;
- (3) Approve the Connect SoCal as required for federal transportation conformity purposes only, and postpone for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to the California Air Resources Board (ARB);
- (4) Direct staff to provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;
- (5) Direct staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. The Regional Council further directs

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staff to within 60 days identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan;

- (6) Find that until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts a Connect SoCal Plan in its entirety as described above; and
- (7) Adopt the Consistency Amendment No. 19-12 to the 2019 Federal Transportation Improvement Program (FTIP).

**RECOMMENDED ACTION FOR REGIONAL COUNCIL:** Adopt Resolution No. 20-621-1, as recommended above.

### CONSENT CALENDAR

#### Approval Item

2. Minutes of the Meeting - March 5, 2020

#### Receive and File

3. COVID-19: Leading and Learning in Uncertain Times

### CHAIR'S REPORT

*(The Honorable Cheryl Viegas-Walker, Chair)*

### METROLINK REPORT

*(The Honorable Art Brown, SCAG Representative)*

### STAFF REPORT

*(John R. Asuncion, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENT/S

### ADJOURNMENT

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# AGENDA ITEM 1 REPORT

Southern California Association of Governments  
Remote Participation Only  
May 7, 2020

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kome Ajise, Executive Director, Executive Management,  
213-236-1835, Ajise@scag.ca.gov  
**Subject:** Proposed Final Connect SoCal (2020-2045 Regional  
Transportation Plan/Sustainable Communities Strategy and  
Program Environmental Impact Report (PEIR))

EXECUTIVE DIRECTOR'S  
APPROVAL

### RECOMMENDED ACTION FOR CEHD, EEC AND TC:

Recommend to the Regional Council adoption of Resolution No. 20-621-1, which reflects the following:

- (1) Certify the Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) Program Environmental Impact Report (PEIR); adopt the Findings of Fact, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program;
- (2) Allow for more time to review Connect SoCal and consider its implications in light of the short and long-term impacts of the COVID-19 pandemic on the region as requested by many stakeholders;
- (3) Approve the Connect SoCal as required for federal transportation conformity purposes only, and postpone for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to the California Air Resources Board (ARB);
- (4) Direct staff to provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;
- (5) Direct staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. The Regional Council further directs staff to within 60 days identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan;
- (6) Find that until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts a Connect SoCal Plan in its entirety as described

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above; and

- (7) Adopt the Consistency Amendment No. 19-12 to the 2019 Federal Transportation Improvement Program (FTIP).

**RECOMMENDED ACTION FOR REGIONAL COUNCIL:** Adopt Resolution No. 20-621-1, as recommended above.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

After more than three years of work, and extensive coordination with SCAG's local jurisdictions, the County Transportation Commissions (CTCs) and other partner agencies, and significant public outreach, staff submits the Proposed Final Connect SoCal to the Policy Committees and the Regional Council for their consideration as set forth in the Recommended Action. The Proposed Final Connect SoCal and comments with staff responses were posted on March 27, 2020 for an extended review period and are available at [www.ConnectSoCal.org](http://www.ConnectSoCal.org). Pursuant to consultation requirements set forth under state law, Public Utilities Code Section 130000 et seq. (referred to as "AB 1246"), Connect SoCal was presented to the designated "AB 1246 Committee," made up of executive directors of the six county transportation commissions and Caltrans, on April 17, 2020. The proposed Final Connect SoCal was unanimously approved by the committee to move forward for adoption by the Regional Council.

The timely adoption of Connect SoCal is essential to meeting federal transportation conformity requirements, in order for the region to move forward with critical transportation infrastructure projects, due to the following obligations and risks:

- The Federal Highway Administration and Federal Transit Administration need to complete their review of the plan, and approve its conformity determination under the federal Clean Air Act, no later than June 1 or the region will enter into a conformity lapse grace period for up to one year, which could delay some major transportation planning activities as well as project implementation.
- Not meeting the June 1 deadline would also mean that SCAG's emission analysis might need to be adjusted to comply with the recently adopted Part 2 of the federal Safer Affordable Fuel Efficient (SAFE) Rule which is anticipated to become effective late in June. This would create some uncertainty about how and when the region would be able to meet conformity requirements and could hinder early execution of projects needed to stimulate the economy.

SCAG recognizes and appreciates the requests by many of our stakeholders for more time to review the plan and consider its implications in light of the short and long-term impacts of the COVID-19 pandemic on the region. For this reason, and to strike a balance between providing certainty for transportation projects while offering more time for review of Connect SoCal and to address concerns expressed by stakeholders, staff recommends that the Regional Council delay up to 120 days consideration to approve Connect SoCal for all other purposes than transportation conformity, including delaying submittal of Connect SoCal to ARB for its determination of whether the Sustainable Communities Strategy meets the regional GHG emission reduction targets.

Until a subsequent meeting at which the Regional Council considers approval of Connect SoCal in its entirety, the SCS in the 2016 RTP/SCS (and the mitigation measures included in the PEIR for the 2016 RTP/SCS) would remain operative for the region. It is the sole authority of ARB to approve or reject a metropolitan planning organization's finding that the SCS meets the region's mandated greenhouse gas reduction targets.

Additionally, delays in finalizing approval of Connect SoCal in its entirety may affect SCAG's ability to meet statutory deadlines to complete the Regional Housing Needs Assessment (RHNA) allocation plan by October 2020, which affects local jurisdiction's housing element update deadlines by October 2021, since final data from the adopted Connect SoCal is utilized in allocations, which apply the Regional Council-approved RHNA Methodology.

While a delayed approval of Connect SoCal other than for transportation conformity purposes, poses risks and is not ideal, we believe the historic nature and devastating impacts of the pandemic on the lives and livelihoods of Southern Californians justifies the need to pause, assess and revise Connect SoCal, as appropriate.

The Recommended Action and related resolution also address the certification of the Final PEIR. Since the closing of the public comment period for the Draft Connect SoCal PEIR on January 24, 2020, SCAG staff has completed the proposed Final Connect SoCal PEIR. A summary of Plan changes, a summary of the major components of the proposed Final PEIR, and summary of master responses are provided below for consideration. Staff's assessment is that the responses to comments and revisions to the Draft PEIR do not significantly alter the Project, produce new information regarding substantial adverse environmental effects not already analyzed in the Draft PEIR, or change the Draft PEIR's significance findings. Instead, the information presented in the responses to comments "merely clarifies or amplifies or makes insignificant modifications" with respect to the Draft PEIR, as is permitted by CEQA Guidelines subdivision 15088.5(b). A copy of the proposed Final PEIR is available at: <https://www.connectsocial.org/Pages/Final-2020-PEIR.aspx>.

**BACKGROUND:**

Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) is a long-range visioning plan that builds upon and expands land use and transportation strategies

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established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Over 4,000 individual transportation capital projects and programs, advanced through local and countywide plans, form the foundation of Connect SoCal. The implementation of the plan is anticipated to generate and support 168,400 annual jobs stemming from direct transportation investments and 264,500 jobs annually from the enhanced economic competitiveness that infrastructural improvements will provide. SCAG completes a comprehensive update of the plan every four-years to update the growth forecast, integrate new projects and programs funded by the six county transportation commissions, confirm alignment with federal and state performance standards and environmental requirements, and to review and refine regional strategies to address gaps in achieving the region’s vision for greater mobility, sustainability and economic prosperity. The plan is a “living” document that can be amended and refined in between the four-year cycles, as necessary, to address regionally significant changes in transportation programs and funding.

The Proposed Final Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

SCAG, as the Metropolitan Planning Organization (MPO) for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura County, is required by state and federal statutes to prepare and update a long range (20 year minimum) Regional Transportation Plan 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. Pursuant to the federal Clean Air Act, Connect SoCal is required to meet all federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of transportation control measures, and interagency consultation and public involvement (42 U.S.C. §7401 et seq.).

Transportation conformity determination of the proposed Final Connect SoCal is based on the adjustment factors proposed by the California Air Resources Board (ARB) to the emission model EMFAC 2014 in order to conform with the SAFE Vehicle rules Part 1 issued by US EPA in 2019. The proposed adjustment factors were recently approved for use in California by the US EPA, which clears the way for certification of the Final Connect SoCal by the federal agencies once adopted by the Regional Council and certified by June 1, 2020. Should there be a delay in Regional Council’s approval or the federal review process, such that a conformity determination has not been made by June 1, 2020, SCAG’s emission analysis may need to be completed with additional, to-be-developed, adjustment factors in order to comply with Safe Rule Part 2 (adopted April 2020) leading to even greater uncertainty around the process and timing for bringing the region back into conformity. It

should be noted that SCAG has little to no control over how and when the appropriate adjustment factors for SAFE Rule part 2 will be developed by CARB and negotiated with the US EPA for acceptance. Therefore, delaying plan adoption at this point could result in significant delay in certification of the plan for conformity by the federal agencies, thus exposing the region to greater risks in implementation of regionally significant transportation projects.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that the MPOs 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 (GHG) from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain 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. However, the SCS does not regulate land use and nothing in an SCS shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region (Govt. Code §65080(b)(2)(K)). Once SCAG submits the SCS and related technical elements to CARB, the review of determination shall be completed within 60 days (Govt. Code §65080(b)(2)(J)(ii)).

CEQA and its implementing regulations (*State CEQA Guidelines*) require SCAG as the Lead Agency to prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. The RTP/SCS is a regional planning document updated every four years. Given the regional level of analysis provided in *Connect SoCal*, a Program EIR (PEIR) is the appropriate CEQA document. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program wide mitigation measures” (*State CEQA Guidelines* Sec. 15168). The programmatic environmental analysis for the *Connect SoCal* PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (*State CEQA Guidelines* Sec. 15385). In addition to fulfilling legal requirements, the PEIR provides an opportunity to inform decision makers and the public about potential environmental effects associated with the implementation of the Connect SoCal Plan and alternatives. This first-tier regional-scale environmental analysis will also help local agencies evaluate and reduce direct and indirect impacts, growth-inducing impacts, and cumulative environmental effects with respect to local projects.

**RELEASE OF THE DRAFT CONNECT SOCAL FOR REVIEW AND PUBLIC COMMENTS:**

SCAG released the draft Connect SoCal and the associated Consistency Amendment No. 19-12 to the 2019 Federal Transportation Improvement Program (FTIP) for a 70-day public comment period

that began on November 14, 2019 and ended on January 24, 2020. 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 public comment period, SCAG held 21 elected official briefings (which were also open to the public), one tele-town hall, one webinar, and three public hearings which were video conferenced simultaneously to the five regional offices to make them more accessible to residents throughout the region.

SCAG received 107 separate communications (both oral and written) containing over 1,800 comments on the draft Connect SoCal. A total of 81 comments were received from agencies/organizations and 26 were received from individuals. Staff reviewed all comments and included revisions in the Proposed Final Connect SoCal, as appropriate.

**RELEASE OF THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT:**

SCAG released the Draft PEIR for a 46-day public review and comment period from December 9, 2019 through January 24, 2020. During the public review and comment period, staff conducted a public workshop on January 9, 2020 that provided an overview of the Draft PEIR, as well as information on the schedule and how to submit comments on the Draft PEIR. For a copy of the Draft PEIR and presentation materials, please visit the Connect SoCal PEIR website at: <https://connectsocial.org/Pages/Draft-2020-PEIR.aspx>.

A total of 41 participants, which includes representative from SCAG member jurisdictions, organizations and partner agencies participated in the workshop. SCAG received fiftytwo (52) comment letters on the Draft PEIR. Among the 52 comment letters, there were approximately 262 unique comments directly related to the Draft PEIR.<sup>1</sup> A detailed summary of key comments was presented to the EEC on March 5, 2020 and is available in the March staff report at: <http://scag.ca.gov/committees/Pages/COMMDL.aspx>

**KEY CHANGES BETWEEN DRAFT AND PROPOSED FINAL PROPOSED CONNECT SOCIAL:**

The proposed Final Connect SoCal is an update to the draft Connect SoCal, released for public review and comments on November 14, 2019, based on comments received during the comment period, input received through the outreach process, new data and information that became available after the draft was released and additional internal review process. All comments and staff responses are posted on the Connect SoCal website for your reference and review. While the comments and input received through this process have assisted staff in refining and improving the final document, the underlying goals, objectives, policies were not changed. The plan outcomes either improved or remained relatively unchanged between the draft and the final. Some of the key revisions between the draft and proposed final Connect SoCal are highlighted below.

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**Multi-modal Transportation System:** Most comments were received on specific individual projects (Project List) and the Active Transportation, Transit, Passenger Rail, Goods Movement, Aviation element of the plan.

**Project List:** Connect SoCal includes over 4,000 individual capital projects and programs across the region across all modes of transportation over the next 25 years. During the comment period, SCAG received requests from the county transportation commissions to modify over 170 projects, many of them required modification to the transportation network utilized to demonstrate transportation conformity and GHG target achievement. Accordingly, SCAG re-ran the travel demand and emission model with the updated transportation network. The plan outcome from these revisions resulted in improvement in per capita VMT reduction, delay and economic metrics which are further discussed under the changes to Performance Measures section of this report.

Other comments expressed specific support or opposition for specific projects and requested removal or addition of projects. Staff provided a uniform response to clarify that SCAG worked closely with the six county transportation commissions to identify the projects included in Connect SoCal, and each commission likewise coordinated their countywide projects with local transportation agencies. SCAG worked collaboratively with stakeholders to identify additional key projects that address challenges that are regional in nature. Decisions to delete, replace or modify a project should similarly undergo a coordinated process involving the affected county transportation commission and lead agency.

Substantive changes to projects may be addressed in the next update or amendment to the plan. More urgent changes to regionally significant projects can be incorporated through mid-cycle amendments to the Connect SoCal. In any given plan cycle, SCAG processes anywhere from 2 to 4 amendments. Amendments can be initiated by any one of the County Transportation Commissions in the SCAG region. Amendments could include deletion of existing projects, changes to existing projects in terms of scope, cost/funding, and project schedule, and addition of new projects. Amendments must meet all the requirements of an update, including transportation conformity, fiscal constraint as well as stakeholder and public engagement. Typically, amendments take anywhere from 6 to 8 months to complete.

**Active Transportation:** This element of Connect SoCal describes the active transportation system, current and future needs, emphasizes importance of safety improvements, and continues to focus on supporting 'first-last mile' challenges associated with transit usage. The total investment proposed to improve Active Transportation is almost double the amount proposed in the last plan cycle to fund planned bike infrastructure as provided by local jurisdictions plus an assumption of a similar level of investment in cities and unincorporated areas where no plans exist; convert 20 percent of the Class 2 network to Class 4 facilities to increase separation from cars and safety; increase in Safe Routes to School funding to continue and expand efforts underway across the

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region, and support targeted initiatives in Environmental Justice communities to ensure that active transportation improvements benefit the entire community and address community-identified needs and concerns.

Most comments were generally supportive of importance placed on Active Transportation, e-scooter and bike sharing. Many encouraged the need for a stronger approach to the implementation of Complete Streets in the region. While many comments were supportive of the increase in active transportation funds, there were many on the need to further increase the amount of funding allocated to regions for active transportation projects. Additionally, comments called for the prioritization of bikeway classes by safety levels. In response, the proposed Final Connect SoCal includes more robust language on implementing complete streets and prioritization of bikeway classification preference. As part of the implementation efforts, staff also intends to pursue additional funding opportunities.

**Transit:** Key components of transit element of the Connect SoCal are frequent and reliable bus services, new Bus Rapid Transit Corridors, Metro Rail expansion, and new rail services in Orange and San Bernardino Counties. Additionally, the Connect SoCal also seeks to leverage technology innovation to improve first mile/last mile connections, provide shared on-demand services where cost effective, and support integration of trip planning and fare payment systems. Other transit supportive strategies in the Connect SoCal include parking and curb space management, congestion pricing, dedicated transit lanes, transit-oriented growth, and clean fuel transportation infrastructure.

Many comments were specific to individual projects/proposals, freeway-aligned High Quality Transit Areas (HQTAs) and its implication on RHNA allocations. Project specific comments were reviewed and responded to on a case by case basis. As a result of the comments related to HQTA, the proposed final Connect SoCal clarifies that freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA.

**Passenger Rail:** Major components of the Passenger Rail element include Metrolink's SCORE program to expand commuter rail service across the region, California High Speed Rail Phase 1 to Union Station and Anaheim, Link Union Station improvements, and XpressWest high speed train system connecting Southern California to Las Vegas.

Many comments supported the passenger rail investments included in Connect SoCal, including the Metrolink SCORE program. A number of comments were on project updates or clarifications, including the XpressWest Project, and updates from the California High Speed Rail Authority. In response, the proposed Final Connect SoCal includes all available updates to specific projects. Additionally, while there are preliminary planning discussions of extending XpressWest from the Victor Valley to Palmdale, this high-speed rail segment is currently unfunded and additional analysis would be needed before consideration for inclusion in a future update to Connect SoCal.

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**Goods Movement:** The region's Goods Movement System includes, but is not limited to the freight rail network including intermodal facilities, roadway network, marine ports, airports, as well land ports of entry. The goods movement improvement strategies in the Connect SoCal focus on Last Mile Delivery, Truck Bottleneck Relief and a Goods Movement Environmental Strategy among others.

Many comments focused on electrification of the regional freight rail system, strategies to reach a zero-emission freight system, and increased funding allocation to deploy zero-emission cargo movement system(s). SCAG recognizes there are numerous issues to resolve in order to achieve our regional objective of a zero-emissions goods movement system. SCAG concurs that the region needs to move to cleaner modes of freight transportation and will continue to advance strategies that reduce emissions in all modes. Further evaluation regarding costs, funding, and implementation of zero-emission cargo movement system(s) should be conducted. SCAG remains open to all technologies that will help the region to reduce emissions and associated health impacts and achieve regional air quality goals.

**Aviation:** The Aviation and Airport Ground Access Element of the proposed Final Connect SoCal describes the commercial and reliever airport assets in the region for passenger travel as well as air cargo. It also includes an evaluation of current and future regional demand for passenger and cargo, and airport by airport estimates based on direct input from each of the airport authorities. Most importantly, Connect SoCal identifies major airport ground access improvement projects for each of the commercial airports to accommodate current and future demand through a coordinated process between the airport authorities and the county transportation commissions.

Many comments sought minor clarifications on the role of aviation within the plan as well as SCAG's role in aviation system planning. A few comments questioned aviation demand forecast process, assumptions and results. Some requested exploring additional opportunities to connect airports, particularly Ontario International Airport, with high quality transit options. Most of the responses to comments involved clarifying the relationship as well as roles and responsibilities between SCAG, Airport Authorities, County Transportation Commissions, Federal Aviation Administration (FAA) and others. Some comments resulted in minor revisions, primarily to address unintended errors and provide minor clarifications. No changes to the underlying data, analysis and policies were recommended in finalizing the Aviation and Airport Ground Access element of the proposed Final Connect SoCal.

**Demographics/Growth Forecast:** As presented in the draft Connect SoCal, the SCAG region's population is expected to grow from 18.9 million in 2016 to 22.5 million by 2045, an increase of approximately 3.6 million people. In the same period, the number of households and the number of jobs are each expected to grow by approximately 1.6 million. The region is also expected to

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experience a dramatic increase in the proportion of senior citizens during this period. Moreover, the growth of multi-family housing types in wide range of areas with improved access to High Quality Transit is expected to continue through the plan period.

Many comments in this area were regarding consistency in forecast between the draft Connect SoCal and the 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA). In response to these comments the proposed Final Connect SoCal clarifies that recent state RHNA legislation has changed the relationships between RHNA and RTP/SCS. In addition, staff has also prepared a Master Response to address the relationships between RHNA and RTP/SCS in a more comprehensive manner.

Legislative changes in 2018 modified the nature of the regional housing need determination for the 6th cycle RHNA. The 6th Cycle RHNA regional housing need total per HCD of 1,341,827 units consists of “projected need” (504,970 units) intended to accommodate the growth of population and households during the 6th Cycle RHNA (2021-2029) as well as “existing need” (836,857 units) intended to address the latent needs of the existing population. The “projected need” portion of the 6th Cycle RHNA is derived from the Connect SoCal Growth Forecast. Specifically, the Connect SoCal Growth Forecast projects 466,958 additional households over 2021-2029 (the RHNA planning period). These 466,958 households represent occupied housing units, to which are added two adjustment factors: vacancy need (14,467 units) and replacement needs (23,545 units) to yield the 504,970 housing units reflecting “projected need” for the 6th Cycle RHNA. Accordingly, Connect SoCal has included the eight-year “projected need” portion of the 6th Cycle (2021-2029) RHNA. Existing need is allocated consistent with Connect SoCal goals and policies. Pending availability of local housing element updates resulting from the 6th Cycle of RHNA’s existing need and analysis of the market response, existing need will be evaluated for inclusion into future RTP/SCS growth forecasts. Since the intent of existing need is to provide additional housing to the current population, it does not impact population growth and as such is consistent with the Connect SoCal population growth forecast.

In terms of changes between the draft and the final, SCAG sought feedback from local jurisdictions on the neighborhood-level Growth Forecast for distributing population, household and employment growth through 2045 prior to the Draft Connect SoCal release. This supplemental review helped to refine the Connect SoCal Forecasted Development Pattern through adjustments to technical inputs for the Regional Growth Forecast, and better reflect Connect SoCal’s strategies and policies from the Growth Vision. Additionally, minor edits were incorporated to correct typographic errors, improve clarity, and improve the flow of content. A notable revision was to reduce the 2045 population from 22,507,000 to 22,504,000 (reduction of 3,000) due to minor changes in county totals.

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**Sustainable Communities Strategy:** The Sustainable Communities Strategy (SCS), an integral component of Connect SoCal, details how, through coordination of transportation investments and a regional development pattern, the region can achieve greenhouse gas (GHG) reduction targets set forth by ARB. SCAG’s current target is to reduce GHG emissions from light duty passenger vehicles by 8 percent per capita by 2020 and 19 percent by 2035 from 2005 emissions levels. Connect SoCal articulates a path to achieving this reduction through a framework that includes focused growth near destinations and mobility options, promoting diverse housing choices, leveraging technology options, supporting implementation of sustainable policies, and promoting a “Green Region.”

SCAG received many comments related to the SCS. Several comments raised concerns regarding housing affordability, climate change and certain greenhouse gas (GHG) reduction strategies. Other comments sought clarity on the Connect SoCal Growth Vision and relationship between Connect SoCal and RHNA. In response to comments, the Sustainable Communities Strategy has been revised to add two new sections. The first, “Regional Housing Need”, discusses the relationship between Connect SoCal and RHNA. The second, “Preserving and Building Affordable Housing” discusses the plan’s policies and strategies in the context of housing affordability. Other existing sections of the Technical Report have been expanded to further clarify the Growth Vision and SCAG’s plan development process. More detail has also been added in relation to SCAG’s GHG reduction strategies and related implementation. No changes were made to the underlying policies or strategies presented in the Draft Connect SoCal.

**Natural and Farm Lands Conservation:** Connect SoCal’s goal of promoting conservation of natural and agricultural lands and restoration of habitats is supported by an integrated land use and conservation planning approach that seeks to protect the environment and reduce GHG emissions, while also meeting the housing and employment needs of current and future populations. Development on farm and natural lands distant from job centers and transit infrastructure can often result in increased GHG emissions and an attendant increase in per-capita VMT. Conservation of natural and farm lands on the edges of urban and suburban development is an integral aspect of the SCS, because it incentivizes infill development and the concentration of different land uses, thus supporting shorter travel distances. Implementation of conservation strategies would also promote climate resilience to mitigate risk of wildfire, protect watersheds, restore habitat connectivity, improve public health, and enhance access to recreation opportunities.

Numerous comments were received relating to natural and farm land conservation. Overall support for Connect SoCal’s conservation policies and strategies was expressed, although some concerns were voiced about the plan’s tone for balancing growth and resource conservation. The majority of critical feedback and requests for substantive changes sought strengthening of conservation policies and curating pragmatic regional strategies such as a Regional Advanced Mitigation Program (RAMP). Policies focusing on habitat restoration and connectivity opportunities were highlighted for designing transportation infrastructure to accommodate safe wildlife species movement. Connect

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SoCal's Natural and Farm Lands Technical Report will incorporate several technical corrections and will include more details as requested in the Policies and Next Steps sections.

**Public Health:** Connect SoCal recognizes that transportation and land use decisions are shaping our neighborhoods and influencing health outcomes. To improve health outcomes and reduce inequities, it is critical for public health to be integrated into land use and transportation planning. Connect SoCal includes an analysis of current health outcomes and trends, and identifies the health outcomes anticipated with implementation of the plan's strategies such as supporting the implementation of bike and pedestrian projects; working with local transit agencies to improve bike and pedestrian connections to stations/stops; supporting the implementation of green streets and urban cooling strategies, and encouraging the development of more housing near essential services and destinations.

Among the more significant comments received regarding Connect SoCal's public health component were multiple comments requesting that the plan incorporate more climate mitigation, adaptation, and resilience data, actions, and strategies. Currently SCAG is finalizing its Regional Climate Adaptation Framework, which will include a Regional Gap Analysis report that identifies regional and local examples of climate adaptation and resilience efforts, as well as where the gaps are. For instance, not all critical infrastructure (e.g. hospitals, power facilities, schools, sewer plants, etc.) have completed or implemented adaptation plans to protect the facilities from the effects of climate change. SCAG anticipates sharing climate adaptation-related tools and toolkits with stakeholders in summer 2020. This current work will inform SCAG's future planning efforts, including the next long-range plan. SCAG also received several comments requesting that the plan incorporate more California Healthy Places Index (HPI) data and maps. SCAG values the utility of the HPI tool for local, regional, and state government agencies, as well as community groups. Throughout Connect SoCal, whenever possible, SCAG utilized data tied to the base year of the plan, 2016. This limited the usage of HPI data. However, HPI is highlighted as an important statewide initiative and resource. In the next long-range plan SCAG hopes to utilize more HPI data. SCAG also received a request to provide more information on public health impacts to low income and minority communities. This information is currently detailed in the Environmental Justice (EJ) Technical Report. Within the next long-range plan, SCAG will endeavor to reflect more connections and integration between the EJ and public health components.

**Transportation Finance:** The Connect SoCal proposes investment of almost \$639 billion to maintain, operate and improve the region's multimodal transportation system over the next 25 years through 2045. Nearly \$493 billion is expected to be available through existing funding sources projected out to 2045. The balance of almost \$146 billion is expected to be available through implementation of innovative funding sources proposed in the Connect SoCal, which will require significant actions at the local, regional, state and federal level in the coming decade through collaborative efforts.

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Many comments were focused on clarifying details on the financial model, implementation guidelines for new revenue sources and need for more evaluation, including assurances on distribution of funds and consideration of impacts of fees on different segments of the population. In response to comments, text clarifications were made regarding assumptions for the financial model and guidelines for implementation of new revenue sources. SCAG acknowledges that additional work is needed including, but not limited to, evaluating options for implementation, accountability and approaches for addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) could become effective—which is why the Connect SoCal does not assume revenues from this source before 2030. 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.

**Performance Outcomes:** Significant comments were received from ARB on performance outcomes and GHG target analysis. In response, SCAG added data for the years 2020 and 2035 for the VMT per capita performance measure to better align with state GHG reduction target years in the main book as well as Performance Measures Technical Report. In addition, final modeling data results from both the SCAG Regional Travel Demand Model and the Scenario Planning Model offered improved performance in some significant areas of Connect SoCal, including VMT per capita (5.0% reduction from 4.2%) and daily delay per capita (25.7% reduction from 22.4%). Several of the economic opportunity indicators also were improved by the final model runs, with the benefit/cost ratio for Connect SoCal investments increasing from 1.54 to 2.06, and the annual number of new jobs generated by improved regional economic competitiveness improving from 195,500 to 264,500.

**Transportation Conformity:** On the Transportation Conformity Analysis Technical Report, in response to comments, a new challenge titled “Meeting Federal Air Quality Standards” has been added to Chapter 2 of the main book to highlight the challenge for the South Coast region to meet federal air quality standards by the near-term statutory deadline, its potential impacts, and the need for a comprehensive and coordinated regional solution. In the interim, US EPA approved emission adjustment factors proposed by ARB to EMFAC 2014 (which is emission model used by SCAG to demonstrate transportation conformity of the Draft Connect SoCal prior to issuance of SAFE Rules by US EPA) to comply with SAFE Rule Part 1 for transportation conformity determination in California. The proposed Final Connect SoCal meets the required conformity tests pursuant to the proposed adjustment factors to the EMFAC 2014.

**Environmental Justice:** Key changes in the Environmental Justice (EJ) Technical Report include various clarifications and corrections where applicable in the narrative, tables, maps and charts. Comments seeking further discussions on EJ metrics and quantifiable targets, developing funding lists, examining park inequities and more collaboration will be addressed after Connect SoCal adoption and with engagement from EJ stakeholders and the EJ Working Group. Responses also

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reiterate that all comments not currently addressed in the Final EJ Report will be considered and addressed by developing an ongoing EJ Program.

**MINOR REVISIONS TO THE FINAL CONNECT SOCIAL PLAN:**

Following the posting of the Proposed Final Connect SoCal, stakeholders expressed concern regarding the representation of entitled projects in the neighborhood level growth forecast dataset. SCAG has no role in approving entitled projects and does not adopt entitled projects as part for the SCS. Data on entitlements is developed in consultation with local jurisdictions to inform growth projections in Connect SoCal that are needed for modeling purposes. Although SCAG reflects all entitled projects as identified by jurisdictions in the Connect SoCal Forecasted Regional Development Pattern, the regional plan is not an authoritative source of data on local entitlements and development agreements. It also does not supersede local authority or seek to hinder approved development projects. Throughout the Proposed Final Connect SoCal and the Final PEIR, it is emphasized that SCAG does not have a direct role in implementing the Regional Transportation Plan and Sustainable Communities Strategy -- neither through decisions about what type of development goes where, nor what transportation projects are ultimately built.

To emphasize this point, especially as it pertains to projects approved at the local level, necessary clarifications will be made in the Plan to note that Connect SoCal does not supersede local jurisdiction authority or decisions on future development, including entitlements and development agreements. Further, entitlements in the plan reflects input provided from local jurisdictions on anticipated project phasing, as conveyed in 2018 as part of SCAG's Bottom-Up Local Input and Envisioning Process.

These impacted sections include:

- Chapter 3, Page 46; Section – “Our Vision for a Connected Region”
- Chapter 3, Page 47; Section – “Our Approach”
- Growth Forecast Technical Report, Page 27; Section – “Guiding Principles”
- SCS Technical Report, Page 17; Section – “Scenario Development Methodology”
- SCS Technical Report, Page 22; Section – “Sustainable Communities Strategies”
- SCS Technical Report, Page 28; Sections – “Forecasted Development Pattern” and “Implementing Connect SoCal Growth Vision”

SCAG also received concerns from a coalition of 12 community based organizations, many of whom played an active role in helping SCAG reach under-represented communities during the public outreach period, regarding the short and long term impacts of COVID-19 most acutely felt by environmental justice, under-resourced, communities of color, houseless and incarcerated communities. The coalition expressed a desire for SCAG to more fully consider in Connect SoCal

needs and investment in community engagement, transit safety, emergency transportation planning, planning in Environmental Justice communities and increased investment in active transportation and transit, among other priorities. While staff recognizes the need to more fully engage with all communities to understand local needs and increase regional resiliency in the short and long-term to catastrophic events, like COVID 19, we believe the needs of the region are best served by adopting Connect SoCal and working with partners to accelerate its implementation, while also pursuing the development of a comprehensive resiliency planning effort, as described in Chapter 6, that is aligned with the development of a Regional Economic Development Strategy and future updates of Connect SoCal. To clarify and make explicit SCAG's intent to actively engage CBOs and seek community input in future resiliency planning efforts and that the scope of the effort will consider emergency transportation planning, transit safety, health equity and other factors raised by CBOs in the letter and through future listening sessions, SCAG plans to modify text in Chapter 6, Page 152; Section -- "Regional Resilience Framework."

Also, at the request of a number of our stakeholders and based on the progress on the High Desert Corridor-High Speed Rail line connecting Palmdale to Victor Valley, a project to complete only the Rail (Intercity) Corridor Plan/PAED/PS&E for this project may be added to the constrained list of projects. Construction portion of this project could be added in the future to the constrained list through an amendment or next update of the Connect SoCal upon successful completion of the requisite milestones.

In addition, after the proposed final Connect SoCal documents were published for review on March 27, 2020, staff noticed several unintended errors in the project descriptions that are minor in nature. Those errors will be corrected as part of the final cleanup of the Final Connect SoCal to be forwarded to the reviewing agencies.

#### **EFFECTS OF PLAN REFINEMENTS ON THE FINAL PEIR:**

Plan refinements described above consist of minor revisions and SCAG models described above are used to provide gross estimates of regional environmental parameters (VMT, criteria pollutant emissions and GHG emissions). Inputs to these models are subject to variability (location and density of land uses, travel patterns, fuel make up, pricing assumptions and many more). Because of this, minor changes to assumptions result in minor changes to modeling results and are not statistically significant. As noted above, SCAG has made several refinements to the Connect SoCal Plan including to land use patterns, transportation projects and policies (alternatives would be similarly affected). None of these refinements result in substantial changes to the information presented in the Draft PEIR, including modeling results.

#### **COMPONENTS FOR THE PROPOSED FINAL PEIR:**

**Component No. 1 – the Draft Connect SoCal PEIR:** The Draft Connect SoCal PEIR includes the following:

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- Executive Summary
- Chapter 1.0 – Introduction
- Chapter 2.0 – Project Description
- Chapter 3.0 – Environmental Impact Analysis
- Chapter 4.0 – Alternatives
- Chapter 5.0 – Long Term CEQA Considerations
- Chapter 6.0 – List of Preparers
- Chapter 7.0 – Glossary
- Technical Appendices supporting the Draft PEIR

**Component No. 2 – Chapter 8.0 - Introduction to the Final PEIR:** This chapter will provide a brief summary of overview of what has occurred since the Draft PEIR and a brief overview of the Final PEIR process.

**Component No. 3 – Chapter 9.0 - Responses to Comments:** This chapter provides background information on the Final PEIR for the Connect SoCal PEIR and includes public written comments on the Draft PEIR and its responses. It includes Master Responses to comments that recurred in several comment letters, and responses to written comments made by public agencies, organizations, and interested parties.

Among the 52 comment letters, a number of letters provided on both the Draft Plan and PEIR, and many of the comments focused on eight (8) recurring themes: (1) General Comments and Non-CEQA Issues; (2) Program EIR vs. Project EIR; (3) Baseline Conditions; (4) Technical Process/Modeling; (5) Approach to Mitigation Measures; (6) Vehicle Miles Traveled (VMT) Analysis; (7) Regional Housing Needs Assessment; (8) Alternatives.

1. Master Response No. 1 – General Comments and Non-CEQA Issues explains that several comment letters contained comments expressing the readers opinion or request for corrections/clarifications on the Draft Plan, while others contained comments on both the Draft PEIR and Draft Plan. Master Response No. 1 explains that with respect to the Final PEIR, SCAG is only required to evaluate comments related to the environmental analysis in the Draft PEIR received by the general public. On all Plan related comments, the reader is referred to the Final Connect SoCal Plan, and is given a submission ID number to guide them to the appropriate response.
2. Master Response No. 2 – Program EIR vs. Project EIR explains that the Draft PEIR is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of the goals, policies, strategies, programs and projects included in the Plan. The focus of the environmental analysis in the PEIR is at the regional scale and is allowed by CEQA for projects that constitute a series of actions that can be characterized as

one large project, such as the Plan. Because the Plan and the PEIR is from a regional perspective and programmatic by nature, it does not include site specific analysis of any project contained in the Plan. Individual projects include in the Connect SoCal Plan are at various stages of development, and detailed project/site specific analysis would be completed on a project-by-project basis by the responsible lead agency.

3. Master Response No. 3 - Baseline Conditions explains that environmental impacts for the PEIR were determined by applying the thresholds of significance which compare future Plan conditions to the existing environmental setting (see CEQA Guidelines §15126.2(a)). The PEIR must identify significant impacts that would be expected to result from implementation of the Plan. Significant impacts are defined as a “substantial or potentially substantial, adverse change in the environment” (Public Resources Code § 21068).<sup>1</sup> Significant impacts must be determined by applying explicit significance criteria to compare the future Plan conditions to the existing environmental setting (*CEQA Guidelines § 15126.2(a)*).<sup>2</sup> The existing setting is described in detail in each resource section of the Draft PEIR, and represents the most recent, reliable, and representative data to describe current regional conditions at the time of publication of the NOP for the PEIR, January 23, 2019. In most instances, the most recent available data was for 2018 or 2019. For population, land use and related modeling analyses (air quality, transportation and noise), base year information is collected every four years as part of the Plan. The base year for the Plan is 2016. For purposes of the PEIR, 2019 data has been estimated based on an interpolation of 2016 to 2045 projections. Available data that differs from this generalized explanation and used to determine existing conditions is specified in each resource section in the PEIR.
  
4. Master Response No. 4- Technical Process/Modeling describes the technical modeling underlying the PEIR analysis with respect to environmental conditions and impact analysis on air quality, greenhouse gas emissions, and transportation. To calculate greenhouse gas emissions, results from the Regional Travel Demand Model are input to ARB’s Emission Factors (EMFAC 2014) model, which was approved by U.S. EPA on Dec. 14, 2016. Master Response No. 4 explains that although U.S. EPA recently approved a newer version of the model, EMFAC2017, on August 15, 2019, a two-year grace period had been established by U.S. EPA to allow EMFAC2014 for regional conformity analysis through August 15, 2021 [see 40 CFR sec. 93.111(c)]. The regional emissions analysis for Draft Connect SoCal started in early 2019, long before the approval of EMFAC2017. Additionally, Master Response No. 4 explains that in order to conservatively account for the emission impact of the federal "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program," all the plan and no-build emissions reflect the EMFAC2014 off-model adjustment factors

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<sup>1</sup> California Legislative Information. *Public Resources Code – PRC, Division 13. Environmental Quality, Chapter 2.5. Definitions [21060-21074]*.

<sup>2</sup> CEQA. *Article 9. Contents of Environmental Impact Reports.*

released by ARB on November 20, 2019. Master Response No.4 also provides clarification on CARB's Vision Scenario Planning Tool which is another computer model that was used to determine multiple pollutants (CO<sub>2</sub>, PM<sub>2.5</sub>, NO<sub>x</sub> and ROG) for the transportation system-wide categories such as locomotives, and ships.

5. Master Response No. 5 – Approach to Mitigation Measures explains that CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the project.<sup>3,4,5</sup> CEQA, however, does not require a lead agency to undertake identified mitigation measures, even if those measures are necessary to address a project's significant environmental effects, if the agency finds that the measures "are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency"<sup>6</sup> As SCAG has no authority to impose project-level mitigation, Master Response No. 5 explains project-level mitigation measures identified by SCAG (or comparable measures) "*can and should*" be considered by lead agencies in project-specific environmental review documents as appropriate and feasible. This language mirrors *CEQA Guidelines* section 15091(a)(2), and it is assumed that each lead agency for specific projects would have the ability to implement these measures, or other comparable measures, as applicable and feasible. Lead agencies for specific projects are responsible for developing project specific mitigation measures and ensuring adherence to such mitigation measures.
6. Master Response No. 6 – Vehicle Miles Traveled (VMT) Analysis provides background information on SB 743 and acknowledges its impact on project level analysis. The master response reaffirms SCAG's position on using VMT analysis for the Plan and PEIR. SCAG has traditionally undertaken VMT analysis as it is considered to be most appropriate tool for evaluating overall performance of the regional transportation network and for evaluating and meeting regional GHG reduction goals. SCAG further clarifies that it is not subject to regional VMT targets nor does it impose any VMT targets at the project-level.
7. Master Response No. 7 – Regional Housing Needs Assessment provides additional information and background on the RHNA process and its relationship to the Plan and PEIR. The master response provides clarification on how the SCS accommodates the "projected need" portion of the 6<sup>th</sup> Cycle RHNA in compliance with SB 375. The master response also explains that the RHNA is a separate planning process from the RTP/SCS process and is specifically exempted from CEQA review. As such, it is not evaluated as a cumulative project under CEQA. Moreover, because SCAG has not yet issued its final RHNA allocation plan,

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<sup>3</sup> California Legislative Information, *Chapter 1. Policy [21000-21006]*.

<sup>4</sup> California Legislative Information. *Chapter 2.6. General [21080-21098]*.

<sup>5</sup> CEQA. *Article 9. Contents of Environmental Impact Reports.*

<sup>6</sup> California Legislative Information. *Chapter 2.6. General [21080-21098]*.

local jurisdictions have not yet had the opportunity to review their housing allocations and assimilate that information into their planning process. Therefore, it is premature to determine whether, how, and where the “existing need” portion of the 6<sup>th</sup> Cycle RHNA will be accommodated. Once local housing elements are updated to accommodate the identified housing need, a new growth forecast can be prepared. Without the revised housing elements followed by an updated Growth Forecast, the identified housing need, specifically the “existing need” portion, remains only speculative in terms of what may reasonably be expected to be constructed and therefore, is not appropriate for analysis within the PEIR (including as an alternative).

8. Master Response No. 8 – Alternatives provides additional details on alternatives. Most importantly, the master response explains that each of the alternatives and the Plan is based on local input. The growth patterns for the Plan, No Project and Existing Plans-Local Input alternatives are all consistent with adopted general plans and zoning. The Intensified Land Use alternative increases density beyond existing general plans. Furthermore, the formulation of Connect SoCal has been guided by several engagements over the last several years with regional stakeholders, including the involvement of thousands of Southern Californians through one-on-one local data review sessions with jurisdictions, regional planning working groups, outreach to traditionally underrepresented groups through community-based organizations, and numerous public workshops. The Plan refinements are based on the Connect SoCal’s Final Growth vision which reflect jurisdictional-level input on future development received from towns, cities, and counties. To help the region achieve sustainable outcomes, Connect SoCal’s Final Growth Vision will focus growth within jurisdictions near destinations and mobility options, and promote an improved jobs-housing balance to reduce commute times. This is reflective of Connect SoCal’s Core Vision: to build upon and expand land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

**Component No. 4 – Chapter 10.0 – Corrections and Additions:** This chapter provides corrections and revisions, including staff-initiated revisions, to the Draft PEIR. Based on the staff’s assessment of public comments and changes to the Plan as referenced above, none of the corrections or additions constitutes significant new information that results in finding of a new impact or any increase in existing impacts that have been identified in the Draft PEIR; no finding of a new mitigation measure that is not analyzed in the Draft PEIR; and thus, none of the corrections or additions significantly change the conclusions presented in the Draft PEIR.

Please note that on May 1, staff received a comment letter from an environmental community stakeholder on the Proposed Final PEIR. Staff plans to utilize the additional time of 120-days delay as described in the Recommended Action, to address issues raised in this comment letter.

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**ERRATA FOR THE FINAL CONNECT SOCIAL PEIR:**

Minor revisions to the text describing adjustments to the Sustainable Communities Strategy and Guiding Principles have occurred since the March 27, 2020 publication of the proposed Final PEIR. The revised text does not provide new information that identifies new significant impacts, but rather clarifies and provides additional relevant information (See **Attachment 2, Errata to the Proposed Final Connect SoCal PEIR**).

**CEQA DOCUMENTS REQUIRED TO BE ADOPTED:**

**Exhibit A- Mitigation Monitoring and Reporting Program:** The Mitigation Monitoring and Reporting Program (MMRP) is a standalone document that is prepared in compliance with the requirements of §21081.6 of the California Public Resources Code and CEQA Guidelines § 15091 (d) and § 15097. The MMRP, the monitoring plan, applies to the goals, policies, and strategies articulated in the Connect SoCal Plan 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. A Copy of the Mitigation Monitoring and Reporting Program are separately attached as “**Exhibit A**” to the Resolution (See **Attachment 3, Resolution 20-621-1**).

**Exhibit B - Findings of Fact:** The Findings of Fact is prepared in compliance with the requirements of § 21081.6 of the California Public Resources Code and CEQA Guidelines § 15091. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. A Copy of the Findings of Fact is separately attached as “**Exhibit B**” to the Resolution (See **Attachment 3, Resolution 20-621-1**).

**Exhibit C- Statement of Overriding Considerations:** The Statement of Overriding Considerations is prepared in compliance with § 21081 of Public Resources Code and CEQA Guidelines § 15093. The existence of significant unavoidable impacts as identified in the Draft PEIR requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Consideration explains why SCAG is willing to accept the residual significant impacts. It describes the economic, social, environmental and other benefits of the Connect SoCal Plan that override the significant unavoidable environmental impacts. It “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 § 15021 (d)). A Copy of the Statement of Overriding Considerations is separately attached as “**Exhibit C**” to the Resolution (See **Attachment 3, Resolution 20-621-1**).

**NEXT STEPS:**

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Upon adoption of Connect SoCal for transportation conformity purposes only, SCAG will incorporate all minor changes described in this staff report as part of the finalization of the plan prior to submitting it to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for their consideration to certify the Final Connect SoCal for transportation conformity. SCAG has been in close conversation with the federal agencies and has requested an expedited review of the plan to prevent the region from falling into a conformity lapse period.

During the next 60-days, staff will work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. SCAG staff will reach out to local jurisdictions to review and provide input on neighborhood level datasets including its entitlements database, which are utilized for non-binding, advisory regional planning purposes, specifically for modeling sustainable communities strategies in Connect SoCal, and are not a regional mandate or local policy directive. During this time staff will also identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan. As part of this review, SCAG staff plans to prepare an analysis of the Transportation Analysis Zone (TAZ) level data included in Connect SoCal compared to local input in consultation with the Technical Working Group to ensure an open and transparent process and that the advisory and non-binding nature of the data is appropriately maintained.

During this time, staff additionally plans to outreach to stakeholders to better understand implications of the COVID-19 pandemic and consider its impact on Connect SoCal and its implementation. Within 60-days, staff will develop a progress report describing modifications to the SCS and associated modeling and analysis as a result of the process described above. Staff also plans to utilize this opportunity to address comments received between the release of the Proposed Final Connect SoCal (and Connect SoCal PEIR) on March 27th and the May 7th Regional Council meeting, from environmental and social equity stakeholders.

The adoption of Connect SoCal in its entirety, once finalized at a subsequent meeting, would allow for SCAG to submit Connect SoCal to ARB to accept SCAG's determination that the sustainable communities strategies would if implemented achieve the greenhouse gas emissions reduction targets established by ARB, and if accepted, would allow SCAG to move forward with various partners to deliver projects and funding programs, regional studies, and pilot projects critical to realizing the vision and outcomes of the Plan.

**FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2019/20 Overall Work Program (010.0170.01 RTP Support, Development and Policy Implementation and 020.0161.04: Regulatory Compliance)

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**ATTACHMENT(S):**

1. Resolution No 20-621-1 including Exhibit A (Mitigation Monitoring and Reporting Program), Exhibit B (Findings of Fact), Exhibit C (Statement of Overriding Considerations)
2. Errata to the Proposed Final Connect SoCal PEIR
3. PowerPoint Presentation on the Proposed Final Connect SoCal and Program Environmental Impact Report [will be sent under separate cover]



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**RESOLUTION NO. 20-621-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO (1) CERTIFY THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) PREPARED FOR THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (CONNECT SOCIAL) (SCH# 2019011061); AND (2) APPROVE CONNECT SOCIAL FOR TRANSPORTATION CONFORMITY PURPOSES ONLY**

**REGIONAL COUNCIL OFFICERS**

President  
**Bill Jahn, Big Bear Lake**

First Vice President  
**Rex Richardson, Long Beach**

Second Vice President  
**Clint Lorimore, Eastvale**

Immediate Past President  
**Alan D. Wapner, San Bernardino County Transportation Authority**

**COMMITTEE CHAIRS**

Executive/Administration  
**Bill Jahn, Big Bear Lake**

Community, Economic & Human Development  
**Peggy Huang, Transportation Corridor Agencies**

Energy & Environment  
**Linda Parks, Ventura County**

Transportation  
**Cheryl Viegas-Walker, El Centro**

**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**, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG prepared an SCS 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**, 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 19% below 2005 per capita emissions levels by 2035;

Attachment: Resolution No 20-621-1 including Exhibit A (Mitigation Monitoring and Reporting Program), Exhibit B (Findings of Fact), Exhibit C

**WHEREAS**, pursuant to Government Code Section 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;

**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 the 2020-2045 RTP/SCS – Connect SoCal;

**WHEREAS**, the Connect SoCal 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 2045;

**WHEREAS**, the Connect SoCal 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;

**WHEREAS**, the Connect SoCal 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;

**WHEREAS**, the Connect SoCal 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 Connect SoCal;

**WHEREAS**, the Connect SoCal 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;

**WHEREAS**, the Connect SoCal must be consistent with all applicable provisions of federal and state law including:

(1) The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21, PL 112-141) and the metropolitan planning regulations at Title 23, United States Code Section 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 Section 65080 *et seq.*; Public Utilities Code Section 130058 and 130059; and Public Utilities Code Section 44243.5;

(4) Sections 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 Title 23, United States Code Section 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 its accompanying regulations (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**, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. § 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 Connect SoCal Plan;

**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 (PEIR) 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 PEIR for the Connect SoCal Plan 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 Connect SoCal Plan;

**WHEREAS**, SCAG has determined that the PEIR is appropriate to assess the environmental impacts of the Connect SoCal Plan;

**WHEREAS**, the PEIR undertakes quantitative modeling of projects in the Connect SoCal 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, 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 Connect SoCal Plan on a programmatic level 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 Connect SoCal Plan on January 23, 2019, 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 a scoping meeting on March 13, 2019 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 the scoping meeting, videoconferencing was made available from SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties;

**WHEREAS**, SCAG consulted with representatives of Native American tribes in the SCAG Region pursuant to Assembly Bill 52 (Gatto 2014) as codified in Public Resources Code §21080.3

**WHEREAS**, on November 7, 2019, SCAG's Energy and Environment Committee recommended that the Regional Council at its November 7, 2019 meeting authorize release

of the Draft PEIR for a public review and comment period concurrent with the public review and comment period for the Connect SoCal Plan;

**WHEREAS**, on November 7, 2019, the Regional Council approved release of the Draft Connect SoCal PEIR for a 46-day public review and comment period, beginning December 9, 2020 and ending January 24, 2020;

**WHEREAS**, once the Draft PEIR was completed on December 9, 2020, 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 9, 2020, SCAG initiated the 46-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 46-day public review and comment period for the Draft PEIR, SCAG publicly noticed and hosted a public workshop on January 9, 2020 at SCAG's Main Office in Los Angeles County for purposes of providing an overview on the Draft Connect SoCal Plan and Draft PEIR and information on how to submit comments on the Draft PEIR. Videoconferencing for the scoping meeting 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 46-day public review and comment period on the Draft PEIR ended on January 24, 2020, in compliance with CEQA Guidelines Section 15105;

**WHEREAS**, 53 written comment letters on the Draft PEIR were received by SCAG;

**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 9.0, Response to Comments;

**WHEREAS**, the Final PEIR for the Connect SoCal Plan consists of (1) the Draft PEIR (including appendices), (2) Section 9.0 Response to Comments on the Draft PEIR; and (3) Section 10.0 Corrections and Additions;

**WHEREAS**, Section 9.0 of the Final PEIR includes a list of public agencies, organizations, and individuals commenting on the Draft PEIR; SCAG's written master response to comments;

SCAG's written responses to comments specific to the Draft PEIR raised during the review and consultation processes:

**WHEREAS**, Section 10.0 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;

**WHEREAS**, on March 5, 2020, the EEC was provided an overview of comments received on the Draft PEIR and received input on the approach to address such comments;

**WHEREAS**, on March 27, 2020, 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;

**WHEREAS**, the corrections and revisions to the Draft PEIR in response to comments received and staff-initiated text revisions included in the Final Connect SoCal Plan 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 the findings pursuant to CEQA Guidelines section 15091, if changes or alterations which avoid or substantially lessen the significant environmental effect as identified in the final EIR (mitigation measures) are within the responsibility and jurisdiction of another public agency and not the lead agency, the lead agency can find that such mitigation measures "can and should" be adopted by such other agency pursuant to CEQA Guidelines section 15091(a)(2);

**WHEREAS**, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. As such, while SCAG has identified project-level mitigation measures that "can and should" be adopted by the individual project lead agency, all project-level mitigation measures in the Final PEIR are subject to the lead agency's independent discretion as to which mitigation measures are applicable to the projects. Lead agencies may use, amend, or not use the project-level mitigation measures identified in the Final PEIR or use other comparable measures, as appropriate and feasible, to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency;

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

**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 Connect SoCal Plan identified in the PEIR and for each alternative evaluated in the PEIR, including an explanation of the rationale for each finding. Implementation of the Connect SoCal Plan 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 Considerations sets forth specific economic, legal, social, technological, and other benefits of the Connect SoCal Plan 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 (attached hereto and incorporated herein as Exhibit B) and a Statement of Overriding Considerations (attached hereto and incorporated herein as Exhibit C);

**WHEREAS**, pursuant to CEQA Guidelines Section 15089(a), SCAG, as the Lead Agency, must prepare and certify a Final PEIR before approving the Connect SoCal Plan;

**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 2, 2020;

**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 transportation 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);

**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;

**WHEREAS**, on April 7, 2016, the SCAG Regional Council found the 2016 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 2016 RTP with said determination to expire on June 1, 2020;

**WHEREAS**, on September 6, 2018, in accordance with federal and state requirements, the SCAG Regional Council approved the 2018/19 - 2025/26 Federal Transportation Improvement Program (2019 FTIP), which was federally approved on December 17, 2018. The

2019 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;

**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 September 6, 2018, 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 Connect SoCal, 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;

**WHEREAS**, pursuant to Government Code §65080(b)(2)(F)(iii), during the summer 2019, 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;

**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 2020 update process;

**WHEREAS**, the Transportation Conformity Report contained in the Final Connect SoCal 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;

**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 #19-12 to the 2019 FTIP has been prepared to ensure consistency with the Final Connect SoCal;

**WHEREAS**, conformity of Amendment #19-12 to the 2019 FTIP has been determined simultaneously with the Final Connect SoCal in order to address the consistency requirement of federal law;

**WHEREAS**, on November 7, 2019, 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 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 Connect SoCal;

**WHEREAS**, on November 7, 2019, the Regional Council approved release of the Draft Connect SoCal PEIR concurrent with release of the Draft Connect SoCal for a 60-day public review and comment period;

**WHEREAS**, SCAG released the Draft Connect SoCal and the associated Draft Amendment # 19-12 to the 2019 FTIP for a 60-day public review and comment period that began on November 14, 2019 and ended on January 24, 2020;

**WHEREAS**, SCAG followed the provisions of its adopted Public Participation Plan regarding public involvement activities for the Draft Connect SoCal and Draft PEIR. Public outreach efforts included publication of the Draft Connect SoCal and Draft PEIR on SCAG's website, distribution of public information materials, held three (3) duly-noticed public hearings (public hearings were video-conferenced to 5 regional offices in different counties), and 21 elected official briefings within the SCAG region to allow stakeholders, elected officials and the public to comment on the Draft Connect SoCal and the Draft PEIR;

**WHEREAS**, during the public review and comment period, SCAG received 107 verbal and written comment submissions on the Draft Connect SoCal;

**WHEREAS**, SCAG staff presented an overview of the comments received on the Draft Connect SoCal and Draft PEIR, and a proposed approach to the responses, to the Policy Committees and Regional Council on March 5, 2020;

**WHEREAS**, comment letters on the Draft Connect SoCal as well as staff responses were posted on the SCAG website on March 27, 2020, and included as part of the Final Connect SoCal, Public Participation and Consultation Technical Report, Appendix 2-4. SCAG also notified all commenters of the availability of the comments and responses;

**WHEREAS**, on May 7, 2020, 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 and approve and the proposed Final Connect SoCal;

**WHEREAS**, the Regional Council has had the opportunity to review the proposed Final Connect SoCal and its related technical reports as well as the staff report related to the proposed Final Connect SoCal, and consideration of the Final Connect SoCal was made by the Regional Council as part of a public meeting held on May 7, 2020;

**WHEREAS**, the Regional Council's consideration of the Final Connect SoCal comes at a time of great uncertainty when the region is experiencing severe and devastating impacts of the COVID-19 pandemic;

**WHEREAS**, the effect of the COVID-19 pandemic on the region's economy with millions out of work and thousands of businesses shut down was not anticipated by Connect SoCal, and at the present time it would be speculative to determine how or even if the Connect SoCal growth forecast for the year 2045 will be impacted;

**WHEREAS**, SCAG will continue to monitor the socioeconomic effects of the pandemic and will coordinate with local agencies to assess whether revisions to Connect SoCal are

necessary (and provide any appropriate environmental review), as updated information becomes available;

**WHEREAS**, the timely adoption of Connect SoCal for transportation conformity purposes is essential to meeting federal transportation conformity requirements, in order for the region to move forward with critical transportation infrastructure projects;

**WHEREAS**, in order to (1) allow further time for stakeholders, local jurisdictions and other interested parties to review the plan and consider its implications in light of the short and long-term impacts of COVID-19 on the region, (2) address concerns expressed by stakeholders, and (3) strike a balance between providing certainty for transportation projects (by securing the transportation conformity determination) while offering more time for review of Connect SoCal, the Regional Council has determined that a delay to approve Connect SoCal for purposes other than transportation conformity (including submittal of Connect SoCal to ARB for its determination of whether the SCS meets the regional GHG emission reduction targets) is necessary;

**WHEREAS**, it is the intent of the Regional Council to approve Connect SoCal as required for federal transportation conformity purposes only, and to postpone for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to ARB;

**WHEREAS**, it is also the intent of the Regional Council to hear a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;

**WHEREAS**, it is further the intent of this Regional Council that, until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts a Connect SoCal Plan in its entirety as described above; and

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

**NOW THEREFORE, BE IT RESOLVED** that the Regional Council of the Southern California Association of Governments finds as follows:

1. The Final PEIR for the Connect SoCal Plan has been completed in compliance with CEQA;
2. 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 Connect SoCal Plan;
3. The Final PEIR reflects SCAG Regional Council's independent judgment and analysis;

4. Based on and incorporating all of the foregoing recitals and findings which are true and correct and supported by substantial evidence, the SCAG Regional Council hereby certifies the Final PEIR for the Connect SoCal Plan;
5. Pursuant to Public Resources Code section 21081.6, the Regional Council hereby adopts the Mitigation and Monitoring Reporting Program (MMRP) attached to this Resolution as Exhibit A;
6. The Final Connect SoCal 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 Connect SoCal fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in Title 23, Code of Federal Regulations Section 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;
7. The Final Connect SoCal complies with the emission reduction targets established by ARB and meets the requirements of SB 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 19% by 2035;
8. The Final Connect SoCal Growth Vision and corresponding forecast of population, household and employment growth are hereby adopted at the jurisdictional level, and any corresponding sub-jurisdictional level data and/or maps are non-binding and advisory only;
9. The Final Connect SoCal and Amendment #19-12 to the 2019 FTIP are in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and the EPA Transportation Conformity Rule. In making this determination, the Regional Council finds that the Final Connect SoCal and Amendment #19-12 to the 2019 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;
10. The Regional Council hereby approves and adopts Amendment #19-12 to the 2019 FTIP, and finds that it is consistent with Connect SoCal;
11. Because implementation of Connect SoCal will result in significant environmental impacts, and because certain changes or mitigation measures will substantially lessen or avoid potentially significant environmental impacts identified in the Final PEIR, pursuant to Public Resources Code Section 21081, the Regional Council hereby makes the

necessary CEQA Findings of Fact (attached to this Resolution in Exhibit B), which are supported by substantial evidence in the record of proceedings;

12. Because implementation of Connect SoCal will result in significant environmental impacts that cannot be fully mitigated, the Regional Council also hereby adopts the Statement of Overriding Considerations (attached to this Resolution in Exhibit C), which sets forth specific economic, legal, social, technological, and other benefits of Connect SoCal that outweigh the significant and unavoidable environmental impacts identified in the PEIR;
13. Based on and incorporating all the foregoing recitals and findings which are true and correct and supported by substantial evidence, the SCAG Regional Council hereby approves Connect SoCal, for federal transportation conformity purposes only as set forth above;
14. The Regional Council hereby postpones for up to 120 days its consideration of approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to the California Air Resources Board;
15. The Regional Council hereby directs staff to provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days;
16. The Regional Council hereby further directs staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. The Regional Council further directs staff to within 60 days to identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan;
17. Until such time as the Regional Council may consider and approve in a subsequent meeting approval of Connect SoCal (including any required CEQA documentation) in its entirety, the SCS in the 2016 RTP/SCS and the PEIR mitigation measures shall remain operative for the region. The Connect SoCal PEIR mitigation measures shall not be operative until the Regional Council adopts a Connect SoCal Plan in its entirety as described above;
18. To assure consistent documentation of the Regional Council's direction, staff is further directed to prepare conforming changes to the enacting resolution, findings and other decisional documents that fully effectuate the direction of the Regional Council as described above, and shall be presented to the Regional Council at a subsequent meeting for review and approval. If there is any inconsistency between the enacting resolutions, findings and other decisional documents and the aforementioned intent language, the direction above shall govern; and,
19. SCAG's Executive Director or his designee is authorized to make minor modifications, finalize and transmit Connect SoCal 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 this 7th day of May, 2020.

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William "Bill" Jahn  
President, SCAG  
Councilmember, City of Big Bear Lake

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Justine Block  
Acting Chief Counsel



## EXHIBIT A

# Mitigation Monitoring and Reporting Program for the Final Connect SoCal PEIR



ADOPTED MAY 2020

STATE CLEARINGHOUSE  
#20199011061

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## EXHIBIT A – MITIGATION MONITORING AND REPORTING PROGRAM

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### 1.0 PURPOSE

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA) and Section 15097 of the CEQA Guidelines. It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

### 2.0 INTRODUCTION

This Mitigation Monitoring and Reporting Program describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the project and the methods of monitoring such actions. This MMRP takes the form of a table that identifies the responsible entity for monitoring each mitigation measure and the timing of each measure.

This EIR identifies programmatic mitigation measures to be implemented by SCAG and identifies project-level mitigation measures that SCAG will encourage local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or tier from the Connect SoCal Program EIR, project-level mitigation measures included in this Program EIR (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIR is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in this Program EIR as appropriate to address project-specific conditions. The determination of significance and identification of appropriate mitigation is *solely* the responsibility of the lead agency.

To assure consistent documentation of its direction at the May 7, 2020 Regional Council meeting regarding Connect SoCal, the Regional Council finds that conforming changes to the enacting resolution, findings and other decisional documents that fully effectuate the direction of the Regional Council, shall be presented to the Regional Council at a subsequent meeting for review and approval. If there is any inconsistency between the enacting resolutions, findings and other decisional documents and the Regional Council direction, the Regional Council direction shall govern.



**Table A-1  
Mitigation Monitoring and Reporting Program Matrix**

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Aesthetics</b>		
<p><b>SMM AES-1:</b> 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 REVISION, 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 sharing of associated online training materials. Caltrans and lead agencies, such as county and city planning departments, shall be consulted during this update process.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM AES-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>e) Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>f) 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.</li> <li>g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;</li> <li>h) Use see-through safety barrier designs (e.g. railings rather than walls)</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM AES-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) 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.</li> <li>b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>c) 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.</li> <li>d) Design projects consistent with design guidelines of applicable general plans.</li> <li>e) 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.</li> <li>f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> <li>— use transparent panels to preserve views where sound walls would block views from residences;</li> <li>— use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>— construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> </ul> </li> <li>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</li> </ul>	<p>Ongoing over the life of the plan</p>	<p>Lead Agency</p>
<p><b>SMM AES-2:</b> SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare through cooperation, information sharing regarding 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 and sharing of associated online training materials. Lead agencies, such as county and city planning departments, shall be consulted during this update process.</p>	<p>Ongoing over the life of the plan</p>	<p>SCAG</p>

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM AES-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> <li>c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li>e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li>f) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	Ongoing over the life of the plan	Lead Agency
<b>Agriculture and Forestry</b>		
<p><b>SMM AG-1:</b> SCAG shall host a Natural &amp; Farm Lands Conservation Working Group which will provide a forum for stakeholders to share best practices and develop recommendations for natural and agricultural land conservation throughout the region, including the development of a Natural Lands Conservation Strategy for the Connect SoCal Plan.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM AG-2:</b> SCAG shall expand on the Natural Resource Inventory Database and Conservation Framework &amp; 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.</p>	Ongoing over the life of the plan	SCAG

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>SMM AG-3:</b> SCAG shall align with funding opportunities and pilot programs to begin implementation of conservation strategies through (1) seeking planning and implementation funds, such as cap and trade auction proceeds that could advance local action on acquisition and restoration projects locally and regionally, (2) supporting CTCs and other partners, and (3) continuing policy alignment with the State Wildlife Action Plan 2015 Update and its implementation.	Ongoing over the life of the plan	SCAG
<b>SMM AG-4:</b> 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 Connect SoCal. SCAG will work with stakeholders to identify incentives and leverage resources that help protect habitat corridors.	Ongoing over the life of the plan	SCAG
<p><b>PMM AG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.</li> <li>b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>c) Maintain and expand agricultural land protections such as urban growth boundaries.</li> <li>d) Provide for mitigation fees to support a mitigation bank<sup>1</sup> that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> <li>f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> </ul>	Ongoing over the life of the plan	Lead Agency

<sup>1</sup> 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>).

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM AG-2:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> <li>b) 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.</li> </ul>	Ongoing over the life of the plan	Lead Agency
<p><b>PMM AG-3:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.</li> </ul>	Ongoing over the life of the plan	Lead Agency
<p><b>PMM AG-4:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</li> <li>b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</li> <li>c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM AG-5:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	Ongoing over the life of the plan	Lead Agency
<b>Air Quality</b>		
<p><b>SMM AQ-1:</b> SCAG shall develop the Southern California Disadvantaged Communities Planning Initiative which would provide funds to selected applicants to develop a low-cost, high-impact model which leverages SCAG’s staff, data, and outreach resources to deliver context-sensitive plans in high-need, low-resourced active transportation infrastructure and frameworks. As part of the initiative, the model will be operationalized through the development of plans in six communities and refined to provide a sustainable resource for SCAG staff partner with local agencies to develop local active transportation plans.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM AQ-2:</b> SCAG shall continue its commitment to analyze public health outcomes as part of Connect SoCal. As part of the public health analysis for the Plan, SCAG shall continue to analyze the Plan’s impacts on air quality through its Public Health Working group and continue to support policy change at the city and country level through education programs.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM AQ-3:</b> SCAG shall continue to conduct air quality-related technical analyses on the region, specifically in vulnerable areas that are typically environmental justice areas. For example, SCAG staff conducted technical analysis of emissions impacts on populations within 500 feet of freeways and highly travelled corridors in the Connect SoCal Environmental Justice Appendix. SCAG staff shall also continue to work with districts and relevant stakeholders to be informed of any updates new and/or changes to air quality issue areas through various forums like the Environmental Justice Working Group.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM AQ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Minimize land disturbance.</p> <p>b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<ul style="list-style-type: none"> <li>c) Cover trucks when hauling dirt.</li> <li>d) Stabilize the surface of dirt piles if not removed immediately.</li> <li>e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>f) Minimize unnecessary vehicular and machinery activities.</li> <li>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>j) 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.</li> <li>k) Ensure that all construction equipment is properly tuned and maintained.</li> <li>l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.</li> <li>m) 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.</li> <li>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</li> <li>o) Develop a traffic plan to minimize community impacts as a result of 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. Project sponsors should consider developing a goal for the minimization of community impacts.</li> <li>p) 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.</li> <li>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other</li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer’s recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.</li> <li>b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.</li> <li>c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.</li> </ul> <p>w) As applicable for port projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).</li> <li>b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.</li> <li>c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.</li> <li>d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical</li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>hookups should be appropriately sized.</p> <ul style="list-style-type: none"> <li>e. Maximize participation in the Port of Los Angeles’ Vessel Speed Reduction Program or the Port of Long Beach’s Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</li> <li>f. Encourage the participation in the Green Ship Incentives.</li> <li>g. Offer incentives to encourage the use of on-dock rail.</li> </ul> <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</li> </ul> <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> <li>a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.</li> <li>b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</li> <li>c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</li> <li>d. Provide information to residents on where MERV filters can be purchased.</li> <li>e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> <li>i. Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> </ul> <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Biological Resources</b>		
<p><b>SMM BIO-1:</b> 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, USACE, 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 and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM BIO-2:</b> SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors. SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP will be supplemental initiative to regional conservation and mitigation banks and other approaches by evaluating, advocating and highlighting projects that support per capita VMT reduction.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM BIO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>b) 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 ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> <li>i. Impact minimization strategies</li> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iii. Use of in-kind mitigation bank credits</li> </ul> </li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<ul style="list-style-type: none"> <li>iv. Funding of research and recovery efforts</li> <li>v. Habitat restoration</li> <li>vi. Establishment of conservation easements</li> <li>vii. Permanent dedication of in-kind habitat</li> <li>c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</li> <li>d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</li> <li>e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</li> <li>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</li> <li>g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</li> <li>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</li> <li>i) 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.</li> <li>j) Develop an invasive species control plan associated with project construction.</li> <li>k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.</li> <li>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</li> <li>m) Where projects are determined to be within suitable habitat and may impact 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.</li> </ul>		
<p><b>PMM BIO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) 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</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>species afforded protection pursuant to the federal ESA.</p> <ul style="list-style-type: none"> <li>b) 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 ESA 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.</li> <li>c) 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 ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</li> <li>d) 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.</li> <li>e) 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 MBTA during the breeding season.</li> <li>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</li> <li>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</li> <li>h) 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 and develop appropriate compensatory mitigation, where required.</li> <li>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</li> <li>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</li> <li>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</li> <li>m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.</li> <li>n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native</li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</p> <p>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</p> <p>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</p> <p>r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</p>		
<p><b>PMM BIO-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <p>a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.</p> <p>b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.</p> <p>c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE 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 USACE 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:</p> <p>— Permittee-responsible mitigation</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<ul style="list-style-type: none"> <li>— Contribution of in-kind in-lieu fees</li> <li>— Use of in-kind mitigation bank credits</li> <li>— Where avoidance is determined to be infeasible and</li> <li>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:                             <ul style="list-style-type: none"> <li>— Avoidance</li> <li>— Impact Minimization</li> <li>— On-site alternatives</li> <li>— Off-site alternatives</li> </ul> </li> <li>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</li> </ul>		
<p><b>SMM BIO-3:</b> SCAG shall encourage and facilitate research, programs and policies to identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries. Additionally, continue support for preserving wildlife corridors and wildlife crossings to minimize the impact of transportation projects on wildlife species and habitat fragmentation.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM BIO-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) 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.</li> <li>b) 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 related to local ordinances or conservation plans.</li> <li>c) 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.</li> <li>d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.</li> <li>e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>pursuant to the Migratory Bird Treaty Act, during the breeding season.</p> <p>f) 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.</p> <p>g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.</p> <p>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</p> <p>i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</p> <p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</p> <p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) 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:</p> <ul style="list-style-type: none"> <li>— Wildlife movement buffer zones</li> <li>— Corridor realignment</li> <li>— Appropriately spaced breaks in center barriers</li> <li>— Stream rerouting</li> <li>— Culverts</li> <li>— Creation of artificial movement corridors such as freeway under- or overpasses</li> <li>— Other comparable measures</li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>		
<p><b>PMM BIO-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</p> <p>b) 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 an International Society of Arboriculture (ISA) certified arborist.</p> <p>c) 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, as directed by a qualified biologist.</p> <p>d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. 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.</p> <p>e) 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.</p> <p>f) 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</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>botanical classification, be attached to any protected tree.</p> <p>g) 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, as directed by the certified arborist.</p> <p>h) 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, as determined by the certified arborist, 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</p> <p>i) 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:</p> <ul style="list-style-type: none"> <li>— Avoidance strategies</li> <li>— Contribution of in-lieu fees</li> <li>— Planting of replacement trees</li> <li>— Re-landscaping areas with native vegetation post-construction</li> <li>— Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>		
<p><b>PMM BIO-6:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</p> <p>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</p> <p>c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, 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 SMM-BIO-2, where applicable.</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Cultural Resources</b>		
<p><b>SMM CULT-1:</b> 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 (<u>note that no confidential cultural or tribal cultural resource location information will be housed in this database. All regulations pertaining to cultural resources site location confidentiality will be respected</u>); 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, and with Native American tribes, to identify opportunities for early and effective consultation to identify archaeological sites, historical resources, and cemeteries to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM CULT-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Pursuant to <i>CEQA Guidelines</i> Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.</li> <li>b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.</li> <li>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> <li>— 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.</li> <li>— Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> </ul> </li> <li>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource,</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>recovery program implemented by a qualified archaeologist and performed in accordance with the OHP’s Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) 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, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM CULT-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) 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.</li> <li>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: <ul style="list-style-type: none"> <li>— Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD 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. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</li> <li>— If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated 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.</li> </ul> </li> </ul>	Ongoing over the life of the plan	Lead Agency
<b>Geology and Soils</b>		
<p><b>SMM-GEO-1:</b> SCAG shall facilitate the minimization of substantial soil erosion or loss of topsoil 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 training series and sharing of associated online training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM-GEO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consistent with the CBC and local regulatory agencies with oversight of development associated</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>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.</p> <p>b) 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 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.</p> <p>c) 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.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>		
<p><b>SMM GEO-2:</b> Impacts to paleontological 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 training series and sharing of associated online training materials. SCAG shall consult with resource agencies such as the National Park Service, United States Forest Service, and Bureau of Land Management to identify opportunities for early and effective consultation to identify unique paleontological resources and unique geological features to avoid such resources wherever practicable and feasible and reduce or mitigation for conflicts in compatible land use to the maximum extent practicable.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM GEO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>assessment and mitigation of adverse impacts to paleontological resources.</p> <p>b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> <li>1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work 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.</li> <li>2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.</li> <li>3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</li> <li>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</li> </ol> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.		
<b>Greenhouse Gases</b>		
<b>SMM GHG-1:</b> SCAG, in partnership with local air districts, shall continue to work with the counties and cities to adopt qualified GHG reduction plans (e.g., climate action plans [CAPs], develop GHG-reducing planning policies, and implement local climate initiatives. These reductions can be achieved through a combination of programs that implement plans developed collaboratively, including ZNE in new construction, retrofits of existing buildings, incentivizing the development of renewable energy sources that serve both new and existing land uses, as well as measures to reduce GHG emissions from transportation sources.	Ongoing over the life of the plan	SCAG
<b>SMM GHG-2:</b> SCAG shall encourage energy efficient design for buildings, through SCAG’s Sustainable Communities Program potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency.	Ongoing over the life of the plan	SCAG
<b>SMM GHG-3:</b> SCAG shall continue working with partners including universities, utilities, regulating agencies, the private sector and NGO’s, and member agencies to support deployment of electric vehicle (EV) charging in the region. SCAG shall provide resources to member agencies and supply them with available information and data so that they can better take advantage of legislation and funding for EV charging.	Ongoing over the life of the plan	SCAG
<b>SMM GHG-4:</b> SCAG shall continue to pursue partnerships with SCE, municipal utilities, locally operated electricity providers and CPUC to promote energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.	Ongoing over the life of the plan	SCAG
<b>PMM-GHG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices.	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<ul style="list-style-type: none"> <li>vi) Incorporate passive solar design.</li> <li>vii) Use high-reflectivity building materials and multiple glazing.</li> <li>viii) Prohibit gas-powered landscape maintenance equipment.</li> <li>ix) Install electric vehicle charging stations.</li> <li>x) Reduce wood burning stoves or fireplaces.</li> <li>xi) Provide bike lanes accessibility and parking at residential developments.</li> <li>b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> <li>c) Include off-site measures to mitigate a project’s emissions.</li> <li>d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:               <ul style="list-style-type: none"> <li>i) Use energy and fuel-efficient vehicles and equipment;</li> <li>ii) Deployment of zero- and/or near zero emission technologies;</li> <li>iii) Use lighting systems that are energy efficient, such as LED technology;</li> <li>iv) Use the minimum feasible amount of GHG-emitting construction materials;</li> <li>v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> <li>vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> <li>vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> <li>viii) Incorporate design measures to reduce water consumption;</li> <li>ix) Use lighter-colored pavement where feasible;</li> <li>x) Recycle construction debris to maximum extent feasible;</li> <li>xi) Plant shade trees in or near construction projects where feasible; and</li> <li>xii) Solicit bids that include concepts listed above.</li> </ul> </li> <li>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:               <ul style="list-style-type: none"> <li>i) Promote transit-active transportation coordinated strategies;</li> <li>ii) Increase bicycle carrying capacity on transit and rail vehicles;</li> <li>iii) Improve or increase access to transit;</li> <li>iv) Increase access to common goods and services, such as groceries, schools, and day care;</li> <li>v) Incorporate affordable housing into the project;</li> </ul> </li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<ul style="list-style-type: none"> <li>vi) Incorporate the neighborhood electric vehicle network;</li> <li>vii) Orient the project toward transit, bicycle and pedestrian facilities;</li> <li>viii) Improve pedestrian or bicycle networks, or transit service;</li> <li>ix) Provide traffic calming measures;</li> <li>x) Provide bicycle parking;</li> <li>xi) Limit or eliminate park supply;</li> <li>xii) Unbundle parking costs;</li> <li>xiii) Provide parking cash-out programs;</li> <li>xiv) Implement or provide access to commute reduction program;</li> <li>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</li> <li>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</li> <li>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> <li>i) Provide car-sharing, bike sharing, and ride-sharing programs;</li> <li>ii) Provide transit passes;</li> <li>iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li> <li>iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> <li>v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;</li> <li>vi) Provide employee transportation coordinators at employment sites;</li> <li>vii) Provide a guaranteed ride home service to users of non-auto modes.</li> </ul> </li> <li>i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;</li> <li>j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> <li>i) Developing on infill and brownfields sites;</li> <li>ii) Building compact and mixed-use developments near transit;</li> <li>iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> <li>iv) 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</li> </ul> </li> </ul>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</p> <p>v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</p> <p>k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</p>		
<b>Hazards and Hazardous Materials</b>		
<p><b>SMM HAZ-1:</b> SCAG shall work with the U.S. DOT, the Office of Environmental Service 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. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM HAZ-2:</b> SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM HAZ-3:</b> SCAG shall coordinate with the Office of Environmental Services 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 regional transportation plans (RTPs).</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM HAZ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) 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.</p> <p>b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. 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 business plan for projects as applicable and appropriate.</p> <p>c) 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</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>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:</p> <ul style="list-style-type: none"> <li>— The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>— The location of such hazardous materials.</li> <li>— An emergency response plan including employee training information.</li> <li>— A plan that describes the way these materials are handled, transported and disposed.</li> </ul> <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p> <p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p> <p>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</p> <p>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</p> <p>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</p> <p>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</p>		
<p><b>PMM HAZ-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</li> <li>b) More stringent tank car safety standards;</li> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> <li>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> <li>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</li> <li>f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</li> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> <li>h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</li> </ul>		
<p><b>PMM HAZ-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where the construction and 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.</li> <li>b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</li> </ul>	Ongoing over the life of the plan	Lead Agency
<p><b>PMM HAZ-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, 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</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>planning, environmental clearance, and construction for projects.</p> <p>b) 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.</p> <p>c) 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.</p> <p>d) 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.</p> <p>e) 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.</p> <p>f) 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.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>h) 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.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>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.</p> <p>k) As needed and appropriate, 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.</p> <p>l) 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.</p> <p>m) 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.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, 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.</p> <p>o) 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.</p>		
<p><b>SMM HAZ-5:</b> SCAG shall continue to collaborate with key stakeholders on regional aviation planning issues through the Aviation Technical Advisory Committee (ATAC). The ATAC is a partnership between the airports, transportation agencies and commissions, experts, and other community members.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM HAZ-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>		
<b>Hydrology and Water Quality</b>		
<p><b>SMM HYD-1:</b> SCAG shall continue to work with local jurisdictions and water quality agencies to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG’s ongoing regional planning efforts.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM HYD-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>c) 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.</li> <li>d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>f) 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:</li> <li>g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>h) 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</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>permits, on new facilities.</p> <ul style="list-style-type: none"> <li>i) 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.</li> <li>j) 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.</li> <li>k) 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.</li> <li>l) 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.</li> <li>m) 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.</li> </ul>		
<p><b>SMM HYD-2:</b> SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, including consideration of alternative recharge technologies and practices. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM HYD-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoid designs that require continual dewatering where feasible.</li> </ul> <p>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 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</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>Code.</p> <p>a) 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 new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</p> <p>b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</p> <p>c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</p>		
<p><b>SMM HYD-3:</b> SCAG shall build from existing efforts including those at the sub-regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM HYD-4:</b> 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 data distribution planning tools and sustainability programs in conjunction with local governments. Such services would potentially consist of an inventory of areas located in or near a 100-year flood hazard zone or hazard areas that would potentially be affected by a failure of a levee or dam; or inundation by seiche, tsunami, or mudflow.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM HYD-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) 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.</p>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Land Use and Planning</b>		
SMM LU-1: SCAG shall coordinate with local County Transportation Commissions, Caltrans and other implementing agencies when siting new facilities in residential areas to facilitate minimizing future impacts of transportation projects on established communities, through cooperation, information sharing, and regional program development as part of SCAG’s ongoing regional planning efforts to promote best planning practices.	Ongoing over the life of the plan	SCAG
<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns</li> <li>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> <li>— Selecting alignments within or adjacent to existing public rights of way.</li> <li>— Design 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.</li> <li>— Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> </ul> </li> <li>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> <li>— Alignment shifts to minimize the area affected.</li> <li>— Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>— Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul> </li> </ul>	Ongoing over the life of the plan	Lead Agency
SMM LU-2: SCAG shall continue to promote the Intergovernmental Review (IGR) Program as an internal and external informational tool by reviewing and monitoring all projects submitted to SCAG for review and working with local jurisdictions to ensure that submitted projects support the most currently adopted Connect SoCal Plan. SCAG shall provide comment letters on regionally significant projects to recommend additional resources to help the lead agency support or develop a projects that are consistent with the Plan, as appropriate. The IGR Mapping Tool can also be utilized by local jurisdictions to assess regional impacts. To visit the IGR Mapping tool, please go to: <a href="https://maps.scag.ca.gov/IGR/">https://maps.scag.ca.gov/IGR/</a> . For more information on SCAG’s IGR Program, please visit: <a href="http://www.scag.ca.gov/programs/Pages/IGR.aspx">http://www.scag.ca.gov/programs/Pages/IGR.aspx</a> .	Ongoing over the life of the plan	SCAG
SMM LU-3: 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.	Ongoing over the life of the plan	SCAG

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>SMM LU-4:</b> 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.	Ongoing over the life of the plan	SCAG
<b>SMM LU-5:</b> SCAG shall provide technical assistance and regional leadership to encourage implementation of the Plan goals and strategies that integrate growth and land use planning with the existing and planned transportation network.	Ongoing over the life of the plan	SCAG
<p><b>PMM LU-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</p>	Ongoing over the life of the plan	Lead Agency
<b>Mineral Resources</b>		
<b>SMM MIN-1:</b> 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.	Ongoing over the life of the plan	SCAG
<p><b>PMM MIN-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) 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.</p> <p>b) 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 such as:</p> <ol style="list-style-type: none"> <li>1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling</li> </ol>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>distance of the project site.</p> <p>3) 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.</p> <p>4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</p>		
<b>Noise</b>		
<p><b>SMM-NOISE-1:</b> SCAG shall coordinate with CTCs and member agencies as part of SCAG’s outreach and technical assistance to local governments to encourage transportation projects and projects involving residential and commercial land uses to mitigate noise and vibration or be developed in areas that are normally acceptable or conditionally acceptable, consistent with applicable guidelines (i.e., OPR, Caltrans, etc.).</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM NOISE-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Install temporary noise barriers during construction.</li> <li>b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</li> <li>d) 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.</li> <li>e) 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.</li> <li>f) Designate an on-site construction complaint and enforcement manager for the project.</li> <li>g) Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>shielded.</p> <p>h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction 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 should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</p> <p>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</p> <p>k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned</p> <p>l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</p> <p>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</p> <p>n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</p> <p>o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</p> <p>p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p> <p>q) Use of portable barriers in the vicinity of sensitive receptors during construction.</p> <p>r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.</p> <p>s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail</p>		

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>lines, transit centers, park-and-ride lots, and other new noise-generating facilities.</p> <ul style="list-style-type: none"> <li>u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</li> <li>v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</li> <li>w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> <li>x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</li> <li>y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</li> </ul>		
<p><b>PMM NOISE-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) 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.</li> <li>b) 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.</li> <li>c) 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.</li> <li>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> <li>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</li> <li>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Population and Housing</b>		
<b>SMM-POP-1:</b> SCAG shall promote the Sustainability Program which will provide technical assistance to local jurisdictions that support local planning and implementation of the Connect SoCal Plan. The program recognizes sustainable solutions to local growth challenges and will result in local plans that promote sustainability through the integration of transportation and land use. For more information please visit: <a href="http://sustain.scag.ca.gov/Documents/Sustainable%20Communities%20Program%20Guidelines.pdf">http://sustain.scag.ca.gov/Documents/Sustainable%20Communities%20Program%20Guidelines.pdf</a> .	Ongoing over the life of the plan	SCAG
<b>SMM-POP-2:</b> SCAG shall provide technical assistance to local governments, transit agencies and developers within the region to build housing capacity to compete in the statewide Affordable Housing Sustainable Communities (AHSC) grants program. The AHSC program is one of the few state funding opportunities to address housing shortages within the state. For more information please visit: <a href="http://ahsc.scag.ca.gov/Pages/Home.aspx">http://ahsc.scag.ca.gov/Pages/Home.aspx</a> .	Ongoing over the life of the plan	SCAG
<b>SMM-POP-3:</b> SCAG shall host summits that addresses the housing crisis and provides solutions to build more housing. Examples include the 2016 Housing Summit ( <a href="http://www.scag.ca.gov/SiteAssets/HousingSummit/index.html">http://www.scag.ca.gov/SiteAssets/HousingSummit/index.html</a> ) and the Eighth Annual Economic Summit ( <a href="https://www.scag.ca.gov/calendar/Pages/8thEconomicSummit.aspx">https://www.scag.ca.gov/calendar/Pages/8thEconomicSummit.aspx</a> ).	Ongoing over the life of the plan	SCAG
<b>SMM-POP-4:</b> SCAG shall continue to produce the biennial Local Profile reports for all member jurisdictions in the SCAG region for the purpose of data and information sharing. The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information that local jurisdictions can utilize like project and program planning. For more information about the most recently release 2019 Local Profiles, please visit: <a href="http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx">http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx</a> .	Ongoing over the life of the plan	SCAG
<b>SMM-POP-5:</b> SCAG shall assist cities to identify funding and financing opportunities and potential partnerships for public infrastructure improvements for transit-oriented development and other smart growth projects.	Ongoing over the life of the plan	SCAG
<b>PMM-POP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> <li>a) 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.</li> <li>b) Prioritize the use existing ROWs, wherever feasible.</li> <li>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> <li>d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).</li> <li>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Public Services</b>		
<p><b>SMM PSF-1:</b> 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:</p> <ul style="list-style-type: none"> <li>• Provide a policy forum to help develop regional consensus and education on security policies and emergency responses.</li> <li>• Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters.</li> <li>• 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. An example includes SCAG’s participation in the development of the Southern California Catastrophic Earthquake Preparedness Plan.<sup>2</sup></li> </ul>	Ongoing over the life of the plan	SCAG
<p><b>SMM PSF-2:</b> SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (data regarding fire-resistant vegetation, fire-resistant materials, locations where development is potentially hazardous in regard to wildfire, and management of brush and other fire risks in the immediate vicinity of development in areas with high fire threat) with county and city planning departments.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM PSP-1:</b> SCAG shall facilitate minimizing future impacts to library 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 promote acceptable service ratios regarding library services.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM PSP-2:</b> SCAG shall help to enhance the region’s ability to deter and respond to acts of terrorism, human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.</p>	Ongoing over the life of the plan	SCAG
<p><b>SMM PSP-3:</b> SCAG shall help to enhance the region’s ability to deter and respond to terrorist incidents, human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following:</p> <ul style="list-style-type: none"> <li>• SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.</li> <li>• SCAG shall encourage all SCAG elected officials are educated in NIMS.</li> <li>• 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.</li> </ul>	Ongoing over the life of the plan	SCAG

<sup>2</sup> California Emergency Management Agency, *Southern California Catastrophic Earthquake Response Plan*, December 2010  
[https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops\(Public\)2010.pdf](https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops(Public)2010.pdf), accessed October 31, 2019.

*Mitigation Monitoring and Reporting Program for the Connect SoCal Plan, Exhibit A  
Resolution No. 20-620-1*

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>SMM PSP-4:</b> SCAG shall encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.	Ongoing over the life of the plan	SCAG
<p><b>PMM PSP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.</li> <li>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.</li> <li>• Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</li> </ul>	Ongoing over the life of the plan	Lead Agency
<b>SMM PSS-1:</b> 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 efforts.	Ongoing over the life of the plan	SCAG
<p><b>PMM PSS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	Ongoing over the life of the plan	Lead Agency
<b>SMM PSL-1:</b> SCAG shall facilitate minimizing future impacts to library 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 promote acceptable service ratios regarding library services.	Ongoing over the life of the plan	SCAG

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM PSL-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</p>	Ongoing over the life of the plan	Lead Agency
<b>Parks and Recreation</b>		
<p><b>SMM REC-1:</b> SCAG shall continue the commitment to analyze public health outcomes as part of the Regional Transportation Plan/Sustainable Communities Strategy (Plan). As part of the public health analysis for the Plan, SCAG shall continue to analyze resident access to parks and recreational facilities from a county level to help local jurisdictions to improve resident access to parks. SCAG shall communicate the impacts of the Plan through its Public Health Working group, and continue to support policy changes at the city and county level through educational programs.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM REC-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) 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.</p> <p>b) 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:</p> <ol style="list-style-type: none"> <li>i. Increasing the accessibility to natural areas for outdoor recreation</li> <li>ii. Utilizing “green” development techniques</li> <li>iii. Promoting water-efficient land use and development</li> <li>iv. Encouraging multiple uses, such as the joint use of schools</li> <li>v. Including trail systems and trail segments in General Plan recreation standards.</li> </ol>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Transportation, Traffic, and Safety</b>		
<b>SMM TRA-1:</b> SCAG shall facilitate minimizing VMT and related vehicular delay by minimizing impacts to circulation and access, improve mobility, and encourage transit and Active Transportation via 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.	Ongoing over the life of the plan	SCAG
<b>SMM TRA-2:</b> 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.	Ongoing over the life of the plan	SCAG
<b>SMM TRA-3:</b> SCAG shall initiate and facilitate an SB 743 implementation program. The grant-funded project, co-sponsored by SCAG and LADOT, seeks to provide technical and mitigation strategy development guidance to local jurisdictions in the six-county SCAG region to facilitate implementation of the VMT-based CEQA transportation impact analysis provisions of SB 743. This coordinated program of technical guidance, evaluation of options, and cooperative engagement with local communities will serve to smooth the transition to the new VMT-reducing development paradigm, helping to ensure a successful region-wide implementation of SB 743 and attainment of the associated GHG reduction goals. Some of the primary features of the scope of work include: <ul style="list-style-type: none"> <li>• Evaluate the feasibility of various alternative VMT mitigation options, including local and regional VMT exchange and banking programs.</li> <li>• Establish CEQA nexus to reduce VMT through a VMT mitigation exchange or banking program alternative.</li> <li>• Substantiate the legal basis of a VMT exchange program for satisfying CEQA mitigation requirements.</li> <li>• Collaborate with other communities and jurisdictions to reduce VMT through implementation of a VMT mitigation exchange or bank program.</li> <li>• Improve the dissemination of transportation project VMT mitigation options.</li> <li>• Support a variety of TDM strategies for Transportation Management Organization (TMO) membership agencies.</li> <li>• Provide guidance to facilitate establishment of VMT mitigation exchange or bank programs throughout the region and state</li> </ul>	Ongoing over the life of the plan	SCAG
<b>SMM TRA-4:</b> 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.	Ongoing over the life of the plan	SCAG
<b>SMM TRA-5:</b> SCAG shall develop a vanpool program for SCAG employees' commute trips.	Ongoing over the life of the plan	SCAG
<b>SMM TRA-6:</b> 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.	Ongoing over the life of the plan	SCAG

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>PMM-TRA-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> <li>— include TDM mitigation requirements for new developments;</li> <li>— incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>— provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> <li>— implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>— develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>— incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>— implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>— set aside funding for TDM initiatives.</li> <li>— The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul> </li> </ul>	Ongoing over the life of the plan	Lead Agency
<p><b>SMM TRA-7:</b> SCAG shall, in cooperation with local and state agencies, identify critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, SCAG shall establish transportation infrastructure practices that promote and enhance security.</p>	Ongoing over the life of the plan	SCAG

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>SMM TRA-8:</b> SCAG shall provide the means for collaboration in planning, communication, and information sharing before, during, or after a regional emergency. This will be accomplished by the following:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• SCAG shall offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.</li> <li>• 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.</li> </ul>	Ongoing over the life of the plan	SCAG
<p><b>PMM TRA-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) 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:</p> <ul style="list-style-type: none"> <li>— 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.</li> <li>— 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.</li> <li>— Scheduling of truck trips outside of peak morning and evening commute hours.</li> <li>— Limiting of lane closures during peak hours to the extent possible.</li> <li>— Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>— Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>— Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>— 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</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>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.</p> <ul style="list-style-type: none"> <li>— Storage of construction materials only in designated areas.</li> <li>— Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</li> <li>— 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.</li> <li>— Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>		
<b>Tribal Cultural Resources</b>		
<p><b>SMM TCR-1:</b> SCAG shall consult with the Native American Heritage Commission, as well as Native American tribes, to identify opportunities for early and effective consultation to identify tribal cultural resources to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM TCR-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</li> <li>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</li> <li>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>Utilities and Service Systems</b>		
<b>SMM USSW-1:</b> During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures and to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.	Ongoing over the life of the plan	SCAG
<b>SMM USSW-2:</b> SCAG shall coordinate with waste management agencies, and the appropriate local and regional jurisdictions, measures to facilitate and encourage diversion of solid waste such as recycling and composting programs.	Ongoing over the life of the plan	SCAG
<p><b>PMM USSW-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <ol style="list-style-type: none"> <li>a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>c) 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.).</li> <li>d) Reuse of existing structure and shell in renovation projects.</li> <li>e) Development of indoor recycling program and space.</li> <li>f) 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.</li> <li>g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. 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 Connect SoCal policies can and should be required.</li> <li>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</li> <li>i) Encourage the development of local markets for waste prevention, reduction, and recycling</li> </ol>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p>practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) 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.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p> <p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) 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.</p>		
<p><b>SMM-USWW-1:</b> SCAG shall work with local jurisdictions and wastewater agencies to encourage regional-scale planning for improved wastewater and stormwater management. Future impacts to wastewater and stormwater facilities shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG’s ongoing regional planning efforts.</p>	Ongoing over the life of the plan	SCAG
<p><b>PMM-USWW-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project’s CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul>	Ongoing over the life of the plan	Lead Agency

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<p><b>SMM USWS-1:</b> SCAG shall coordinate with local agencies as part of SCAG’s Sustainability Program regarding the implementation of Urban Greening, Greenbelts and Community Separator land use strategies. Primary features of land use strategies address the following:</p> <ul style="list-style-type: none"> <li>• Increased trail and greenway connectivity;</li> <li>• Improved water quality, groundwater recharge and watershed health;</li> <li>• Strategies for stormwater and rainwater collection, infiltration, treatment and release;</li> <li>• Reduce urban runoff;</li> <li>• Expand the urban forest;</li> <li>• Provision of wildlife habitat and increased biodiversity;</li> <li>• Expand recreation opportunities and beautification;</li> <li>• Preserving agrarian economies;</li> <li>• Restore severed wildlife corridors.</li> </ul>	Ongoing over the life of the plan	SCAG
<p><b>PMM USWS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> <li>a) 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, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>b) 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.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.</li> </ol>	Ongoing over the life of the plan	Lead Agency
<b>Wildfire</b>		
<p><b>SMM WF-1:</b> SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (vegetation data, fire-resistant building materials, locations where development is vulnerable to wildfire, and best practices for safe land management) with county and city planning departments. Furthermore, SCAG shall examine wildfire risk management strategies in areas where at-risk critical electrical infrastructure is located based on CPUC and CAL FIRE maps.</p>	Ongoing over the life of the plan	SCAG

*Mitigation Monitoring and Reporting Program for the Connect SoCal Plan, Exhibit A  
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Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity
<b>SMM WF-2:</b> SCAG, in partnership with technical experts and stakeholders shall launch or continue existing initiatives to help local cities and counties to protect Southern California communities and economies from the disruption of wildfire occurrences. Initiatives could include but not be limited to seminars that review the risk of wildfire and approaches for preparation, including strengthening of infrastructure, emergency services, emergency evacuation plans and reviewing building safety codes.	Ongoing over the life of the plan	SCAG
<b>SMM WF-3:</b> SCAG shall develop a regional resilience program and identify specific strategies to reduce vulnerabilities from natural disasters related to land based or atmospheric hazards, climate change, wildfire and other extreme weather events.	Ongoing over the life of the plan	SCAG
<b>PMM WF-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> <li>a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.</li> <li>b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</li> <li>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</li> <li>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</li> <li>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> <li>f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place</li> </ul>	Ongoing over the life of the plan	Lead Agency
<b>PMM WF-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> <li>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to <ul style="list-style-type: none"> <li>— Submit a fire protection plan including the designation of fire watch staff;</li> <li>— Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li> <li>— Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and</li> <li>— Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li> </ul> </li> </ul>	Ongoing over the life of the plan	Lead Agency



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EXHIBIT A – MITIGATION MONITORING AND REPORTING  
FOR THE FINAL CONNECT SOCIAL PEIR

ADOPTED MAY 2020

[connectsocial.org](http://connectsocial.org)

PLEASE RECYCLE 29072020.04.23



## EXHIBIT B

# Findings of Fact for the Connect SoCal Plan



ADOPTED MAY 2020

STATE CLEARINGHOUSE  
#20199011061

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## **1.0 INTRODUCTION**

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The California Environmental Quality Act (CEQA) requires that a public agency shall not approve or carry out a project for which an Environmental Impact Report (EIR) has been certified that identifies one or more significant adverse environmental effects of a project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. This document presents the findings made by the Southern California Association of Governments (SCAG), in its capacity as the CEQA lead agency, regarding Connect SoCal (Plan or Project) evaluated in the Final Program Environmental Impact Report (Final PEIR) for the Project. In addition, pursuant to Public Resources Code (PRC) section 21081 and CEQA Guidelines section 15093, the existence of significant unavoidable impacts resulting from the Project requires SCAG to prepare a Statement of Overriding Considerations explaining why the agency is willing to accept the unavoidable significant impacts. The Findings of Fact (Findings) reported in the following pages incorporate the facts and discussions of environmental impacts that are described in the Connect SoCal Program Environmental Impact Report (PEIR). Additionally, the Statement of Overriding Considerations (as set forth in Exhibit C), describes the economic, social, environmental, and other benefits of the Plan that override the significant environmental impacts.

For each of the impacts associated with the Plan, 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) (as set forth in set forth in Exhibit A), 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 Plan 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 Connect SoCal PEIR and methods of monitoring and reporting.

Because the PEIR presents a region-wide, programmatic level of assessment of existing conditions and potential impacts associated with implementation of Connect SoCal as a whole, 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 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.

The Final Connect SoCal and associated PEIR come at a time of great uncertainty when the region is experiencing severe and devastating impacts of the COVID-19 pandemic. The effect of the pandemic on the region’s economy with millions out of work and thousands of businesses shut down was not anticipated by Connect SoCal or the associated PEIR. At the present time it would be speculative to determine how or even if the Connect SoCal growth forecast for the year 2045 will be impacted. Therefore, the potential impact of the pandemic on future years is not considered new information that would affect the analysis or change the findings for the Connect SoCal PEIR. SCAG will continue to monitor socioeconomic effects of the pandemic and will coordinate with local jurisdictions to assess whether revisions to Connect SoCal are necessary (and provide any appropriate environmental review), as updated information becomes available.

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

To assure consistent documentation of its direction at the May 7, 2020 Regional Council meeting regarding Connect SoCal, the Regional Council finds that conforming changes to the enacting resolution, findings and other decisional documents that fully effectuate the direction of the Regional Council, shall be presented to the Regional Council at a subsequent meeting for review and approval. If there is any inconsistency between the enacting resolutions, findings and other decisional documents and the Regional Council direction, the Regional Council direction shall govern.

## 2.0 PROJECT SUMMARY

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### 2.1 PROJECT LOCATION

The SCAG region consists of six counties that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and 191 cities. The total area of the SCAG region is approximately 38,000 square miles. Additionally, the SCAG region consists of 15 sub-regional entities that have been recognized by the Regional Council, SCAG's governing body, as partners in the regional policy planning process. The SCAG region is home to approximately 19 million people. This represents 5.8 percent of the 328 million people in the United States and 48 percent of California's population.<sup>1</sup> To the north of the SCAG region are the counties of Kern and Inyo; to the east is State of Nevada and State of Arizona; to the south is the U.S.-Mexico border; to the west and south is the county of San Diego; and to the northwest is 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.

### 2.2 PROJECT DETAILS

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. "Connect SoCal" refers to the 2020-2045 RTP/SCS. The terms may be used interchangeably in this subsection.

The Regional Transportation Plan (RTP) is a long-range comprehensive plan for the region's multi-modal transportation. Preparation of the RTP is one of SCAG's primary statutory responsibilities under federal and state law. The RTP is the mechanism used in California by both Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct long-range (at least 20-year) planning in their regions. SCAG must adopt a RTP and update it every four years, or more frequently, if the region is to receive federal or state transportation dollars for public transit, street/road, bicycle, and pedestrian improvements.

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

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<sup>1</sup> Connect SoCal Demographics & Growth Report, 2019

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. In accordance with provisions of SB 375, the SCS developed as part of the RTP cannot dictate local General Plan policies. Rather, SB 375 is intended to provide a regional policy foundation that local government may build upon, if they so choose, and generally includes the quantitative, jurisdiction-level growth projections from each city and county in the region going forward. Additionally, SB 375 provides streamlined environmental review opportunities for eligible projects.<sup>2</sup>

Over 4,000 multimodal transportation projects, transportation and land use strategies proposed in Connect SoCal represent an investment of over \$638 billion over the next 25 years. The regional development pattern promoted by the Plan accommodates forecasted population, housing, and employment growth while improving access to employment and services throughout the region.

The Plan includes a growth forecast with population, household and employment growth anticipated to occur in the SCAG region by 2045; a transportation network including a list of transportation projects in the region; and a forecasted development pattern with land use and transportation strategies that the region could pursue over the Plan horizon. The Plan was developed to achieve targets for greenhouse (GHG) emissions reductions (19 percent per capita reduction), consistent with SB 375 and other regional goals.

Implementation of the Plan's land use development pattern would accommodate 51 percent of the region's future household growth and 60 percent of future employment growth in designated High-Quality Transit Areas (HQTAs). Over twice as many households will live in high-quality transit opportunity areas under the Plan compared with existing conditions. In 2018, 55 percent of total housing units were single-family units and 45 percent were multi-family units. The Plan projects that in 2045, 31 percent of new homes in the SCAG region will be single-family units and 69 percent multi-family units. In 2045, 29 percent of households are anticipated to be large-lot single-family units, 20 percent small-lot single-family units, 8 percent townhome units, and 42 percent multi-family units.

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<sup>2</sup> CEQA streamlining provisions are also available for eligible projects meeting the criteria established by Senate Bill 226 (Simitian, 2011), CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects) and for eligible projects meeting the criteria established by Senate Bill 743 (Steinberg, 2013), Public Resources Code Section 21155.4 (Exemptions).

### 2.3 PROJECT GOALS AND GUIDING PRINCIPLES

SCAG developed goals for Connect SoCal, which fall into four core categories: economy, mobility, environment and healthy/complete communities. The Plan lays out goals related to housing, transportation technologies, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets (see **Table B-1**). The Plan’s guiding policies magnify these goals, creating a specific direction for Plan investments (see **Table B-2**).

**Table B-1  
Connect SoCal Goals**

Connect SoCal Goals	
1	Encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.
3	Enhance the preservation, security, and resilience of the regional transportation system.
4	Increase person and goods movement and travel choices within the transportation system.
5	Reduce greenhouse gas emissions and improve air quality.
6	Support healthy and equitable communities.
7	Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10	Promote conservation of natural and agricultural lands and restoration of critical habitats.

Source: Final Connect SoCal Plan

**Table B-2  
Connect SoCal Guiding Principles**

Connect SoCal Guiding Principles	
1	Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projects that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
2	Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements.
3	For the purpose of determining consistency with Connect SoCal for the California Environmental Quality Act (CEQA), grand or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR).
4	TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analysis and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they seem appropriate and Connect SoCal does not supersede local jurisdiction authority or decisions on future development,

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**Connect SoCal Guiding Principles**


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- including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
- 5 SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

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Source: *Final Connect SoCal Plan*

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## 2.4 CONTENTS OF THE CONNECT SOCIAL PLAN

Connect SoCal is organized into the following Chapters:

0. Making Connections – an introduction to the Plan
1. About the Plan – a description of the Plan including goals and guiding principles and description of how the Plan was developed as well as identification of the laws that guide the Plan.
2. SoCal Today – identification of major trends, population and demographic changes, regional growth, a description of the transportation system (and mode choices), identification of farmland lost and at-risk, discussion of transportation safety, discussion of public health, discussion of access and mobility, funding, planning for disruption and moving towards solutions.
3. A Path to Greater Access, Mobility and Sustainability – a description of the proposed transportation strategies and sustainable communities strategies
4. Paying Our Way Forward – a description of how the transportation projects are anticipated to be financed.
5. Measuring Our Progress – identification of how the performance of the Plan is measured.
6. Looking Ahead – a summary of the challenges that lie ahead.

The Plan also includes the following supplemental technical reports:

- Active Transportation
- Aviation and Airport Ground Access
- Congestion Management (including a TDM Toolbox of Strategies)
- Demographics and Growth Forecast
- Economic and Job Creation Analysis

- Emerging Technologies
- Environmental Justice
- Goods Movement
- Highways and Arterials
- Natural and Farm Lands Conservation
- Passenger Rail
- Performance Measures
- Project List
- Public Health
- Public Participation and Consultation
- Sustainable Communities Strategy
- Transit
- Transportation Conformity Analysis
- Transportation Finance
- Transportation, Safety and Security

## 3.0 FINDINGS REQUIRED UNDER CEQA

### 3.1 SUMMARY OF FINDINGS OF FACT

#### Less than Significant Impacts

As described in Section 4.0, Findings Regarding Potential Environmental Effects That Are Less than Significant, of this Findings of Fact, the impacts of the Connect SoCal Plan were determined to be less than significant in the following environmental resource categories:

- 3.3 Air Quality (AQ-1 and -4)
- 3.6 Energy (ENR-1 and -2)
- 3.7 Geology and Soils (GEO-1, -3, -4, and -5)
- 3.17 Transportation, Traffic, and Safety (TRA-1 and -3)

#### 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 Plan, 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 Plan. The benefits are as follows:

Overall, the transportation investments in the Connect SoCal Plan will provide a return of \$1.54 for every dollar invested. Compared with an alternative of not adopting the Plan, the Plan would accomplish the following:

- The Plan would reach the target of reducing greenhouse gas levels by 8 percent per capita by 2020 and 19 percent by 2035 compared to 2005 levels. This would exceed the state's mandated of 19 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.
- By 2045 public transit boardings are projected to more than double in absolute numbers, and transit's mode share will also rise. The share of trips by bicycle and walking will rise and such active modes as well as transit will represent 12.9 percent of all trips.

- The Plan would result in an increase in the percentage of the region’s total household and employment growth occurring within Growth Priority Areas, from 58 percent to 60 percent and 70 percent to 72 percent, respectively.
- The number of vehicle miles traveled (VMT) per capita would be reduced by 4.6 percent less total regional VMT when compared to a no project scenario.
- The Plan would decrease regional VMT per capita (24.19 miles to 23.08 miles) and person hours of delay per capita (0.19 hours to 0.14 hours).
- The Plan would result in a decrease in delay metrics across the board, including minutes of delay per capita; person hours of delay on highways, HOV lanes, and arterials; delay hours for heavy duty trucks on highways and arterials; and mean commute time for all modes.
- The share of all trips using a travel mode other than single-occupancy vehicles would increase from 62.8 percent to 64.9 percent.
- The Plan would generate 264,000 new jobs annually due to improved regional economic competitiveness and 168,400 new jobs due to investments in her regional transportation system.
- The Plan would decrease the total amount of greenfield land consumed, from 64,120 acres to 45,360 acres.
- The Plan would result in 27.5 percent less area converted from agriculture to urban consumption when compared to the No Project Alternative (26,650 acres to 19,330 acres).
- The Plan would result in less energy and water used by residential and commercial buildings. Energy use would decrease by 0.89 percent when compared to the No Project Alternative (15,546 trillion Btu to 15,408 trillion Btu). Water use would decrease by 1.8 percent when compared to the No Project Alternative (89,712,225 acre-feet to 88,904,522 acre-feet).

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-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, state planning law specifically provides 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 Connect SoCal Plan, 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 Plan, SCAG has identified project level 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.

### Significant and Unavoidable Impacts

As described in **Section 4.0, 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 the following environmental resource categories:

- 3.1 Aesthetics (AES-1, -2, -3, and -4)
- 3.2 Agriculture and Forestry Resources (AG-1, -2, -3, -4, and -5)
- 3.3 Air Quality (AQ-2, -3, and -4)
- 3.4 Biological Resources (BIO-1, -2, -3, -4, -5, and -6)
- 3.5 Cultural Resources (CULT-1, -2, -3)
- 3.7 Geology and Soils (GEO-2 and -6)
- 3.8 Greenhouse Gas Emissions and Climate Change (GHG-1 and -2)

- 3.9 Hazards and Hazardous Materials (HAZ-1, -2, -3, -4, -5, -6, and -7)
- 3.10 Hydrology and Water Quality (HYD-1, -2, -3 -4, and -5)
- 3.11 Land Use and Planning (LU-1 and -2)
- 3.12 Mineral Resources (MIN-1 and -2)
- 3.13 Noise (NOISE-1, -2, and -3)
- 3.14 Population, Housing, and Employment (POP-1 and -2)
- 3.15 Public Services (PSF-1, PSP-1, PSS-1, and PSL-1)
- 3.16 Parks and Recreation (REC-1 and -2)
- 3.17 Transportation, Traffic, and Safety (TRA-2 and -4)
- 3.18 Tribal Cultural Resources (TCR-1)
- 3.19 Utilities and Service Systems (USSW-1 and -2; USWW-1 and -2 and; USWS-1 and -2)
- 3.20 Wildfire (WF-1 and -2)

### 3.2 CEQA ENVIRONMENTAL REVIEW

The basic purposes of CEQA are to (1) inform decision makers and the public about the potential, significant adverse environmental effects of proposed governmental decisions and activities, (2) identify the ways those environmental effects can be avoided or significantly reduced, (3) prevent significant, avoidable and adverse environmental effects by requiring changes in projects through the use of alternatives or mitigation measures when feasible, and (4) disclose to the public the reasons why an implementing agency may approve a project even if significant unavoidable environmental effects are involved.

An EIR uses a multidisciplinary approach, applying social and natural sciences to make a qualitative and quantitative analysis of all the foreseeable environmental impacts that a project might exert. As stated in CEQA Guidelines section 15151:

*An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.*

This Final EIR has been prepared in accordance with CEQA as amended (PRC section 21000 *et seq.*) and CEQA Guidelines (California Code of Regulations, title 14, section 15000 *et seq.*). The Final PEIR incorporates, by reference, the Draft EIR (State Clearinghouse No. 20199011061) prepared by SCAG for the Connect SoCal Plan as it was originally published. In accordance with Section 15132 of the *CEQA Guidelines*, the Final EIR shall consist of the following:

The Draft PEIR or a revision of the draft.

- Comments and recommendations received on the Draft PEIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the Draft PEIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

Before SCAG may approve the Project, it must certify the Final PEIR: a) has been completed in compliance with CEQA; b) was presented to the Regional Council who reviewed and considered it prior to approving the Project; and c) reflects SCAG's independent judgment and analysis (CEQA Guidelines section 15090).

Section 15004 of the CEQA Guidelines states before the approval of any project subject to CEQA, the Lead Agency must consider the final environmental document, which in this case is the Final PEIR.

### **Notice of Preparation and Public Scoping**

A Notice of Preparation (NOP) for this PEIR was issued on January 23, 2019 by SCAG for a 30-day public review period. Two scoping meetings were held on February 13, 2019 at 3:00 pm to 5:00 pm, and at 6:30 pm to 8:00 pm. The meetings were convened in the SCAG's main office in Los Angeles, with videoconferencing available at SCAG regional offices in Imperial, Orange, Riverside, and San Bernardino Counties. Videoconferencing was made available at two additional locations in the Cities of Palm Desert (Coachella Valley Association of Governments) and Palmdale. The purpose of these meetings was to provide early consultation for the public to express their concerns about the project and acquire information and make recommendations on issues to be addressed in the PEIR.

The NOP was sent to the State Clearinghouse on January 23, 2019; posted with the County Clerks for the six counties in the SCAG region; and distributed to various federal, state, regional and local government agencies, and other interested agencies, organizations, and individuals. The NOP was made available on SCAG's website at <https://www.connectso-cal.org/Documents/PEIR/NOP-PEIR-ConnectSoCal.pdf>. The NOP was published in 12 newspapers, including the Los Angeles Times, and additional newspapers that address the large geographic reach and diverse population within the SCAG region.

SCAG also conducted 28 open house workshops on the Plan between June and July 2019. These goals of these events was to share the purpose of Connect SoCal, introduce and provide information on policies and strategies under consideration, describe the performance outcomes of the different policy choices and receive input from participants.

### **Notice of Availability of the Draft PEIR**

The Draft PEIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review beginning on December 9, 2019 and ending on January 24, 2020 (SCH # 20199011061) and a Notice of Completion was posted with each of the County Clerks for the six counties in the SCAG region. The PEIR was circulated primarily using electronic mail to more than 2,700 interested parties. The PEIR was mailed directly to approximately 200 interested parties, including federal, state, regional and local agencies, organizations and major libraries in the region using the U.S. Postal Service certified mail service.

Additionally, SCAG placed copies of the Draft PEIR at the offices of SCAG and electronic copies at the 56 public libraries throughout the region and posted the Draft PEIR on its website.

A public workshop was held on January 9, 2020 from 2:00 pm to 3:30 pm at SCAG's Los Angeles Office located at 900 Wilshire Blvd., Ste 1700. This workshop was also a webinar which was available for the public via internet.

## Response to Comments on the Draft PEIR

CEQA Guidelines, section 15088 requires SCAG to evaluate comments on significant environmental issues received from parties that have reviewed the Draft PEIR and to prepare a written response. As stated in CEQA Guidelines, sections 15132 and 15362, the Final PEIR must contain the comments received on the Draft PEIR, either verbatim or in summary, a list of persons commenting, and the response of the Lead Agency to the comments received.

A total of 53 comment letters were received by SCAG during the comment period. Among the 53 comment letters, there were 262 unique comments directly related to the Draft PEIR.<sup>3</sup> The responses do not significantly alter the Project, change the Draft PEIR's significance conclusions, or provide new information regarding substantial adverse environmental effects not already analyzed in the Draft PEIR. Instead, the information presented in the responses to comments "merely clarifies or amplifies or makes insignificant modifications" in the Draft PEIR, as is permitted by CEQA Guidelines, subdivision 15088.5(b).

In the course of responding to comments, certain portions of the Draft PEIR have been modified slightly for further clarification. The comments and modifications have not identified the existence of: (1) a significant new environmental impact that would result from the Project or an adopted mitigation measure; (2) a substantial increase in the severity of an environmental impact; (3) a feasible project alternative or mitigation measure not adopted that is considerably different from others analyzed in the Draft PEIR that would clearly lessen the significant environmental impacts of the Project; or (4) information that indicates the public was deprived of a meaningful opportunity to review and comment on the Draft PEIR (CEQA Guidelines, subdivision 15088.5(a)). Consequently, SCAG finds the clarifications made to the Draft EIR in the Final EIR do not collectively or individually constitute significant new information within the meaning of PRC, section 21092.1 and CEQA Guidelines, section 15088.5. Recirculation of the Draft PEIR or any portion thereof, is, therefore, not required.

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<sup>3</sup> SCAG received a total 327 comments, 66 of which were considered redundant (i.e., cross-referencing comments from other local jurisdictions or agencies). A complete list and copy of comments are provided in the Final PEIR.

The written responses to commenting public agencies shall be provided at least ten (10) days prior to the certification of the Draft PEIR (CEQA Guidelines § 15088(b)). SCAG provided the Final PEIR to commenters on **March 27, 2020**, and made the document available for review on the Project web site at: <http://scagrtpsc.net/Pages/PROPOSEDFINAL2016PEIR.aspx>.

### 3.3 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:

- Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
- 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.
- 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 6.0, Findings Regarding Significant Unavoidable Adverse Impacts that Cannot Be Mitigated to a Level of Less than Significant**, and **7.0, Findings Regarding Alternatives, of this Findings of Fact**, 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 Connect SoCal 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 Plan. The PEIR approached the Plan 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 20

environmental topics for the Project and its alternatives. The PEIR disclosed the environmental impacts expected to result from the adoption and implementation of the Plan. 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 Connect SoCal Plan at the regional/programmatic level. The project-level mitigation measures adopted as part of the Plan 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 Plan to the maximum extent feasible as discussed in the findings made in **Section 6.0, 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 6.0 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 (**Chapter 10.0, Corrections and Additions**).

Since circulation of the Draft PEIR for public review, between publication of the Draft Connect SoCal and Final Connect SoCal, updates to the Plan have been made. Updates were based on comments received during the comment period, input received through the outreach process, new data and information that became available after the draft was released and an additional internal review process. A copy of the Final Connect SoCal plan is available at: <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.

Comments and input received through this process have assisted staff in refining and improving the final document, the underlying goals, objectives, policies as well as plan outcomes either improved or remained relatively unchanged between the draft and the final. A summary of key revisions between the Draft and proposed Final Connect SoCal that are reassessed in the proposed Final PEIR are provided below:

**Modifications to the Connect SoCal Project List:** As part of the Connect SoCal development process, the Draft Connect SoCal Project List has been updated since the publication of the Draft Plan and Draft PEIR. Generally, changes to the project list are as follows:

- New projects that were not included in the Connect SoCal Project List.
- Existing projects in the Project List that were requested to be removed.
- Existing projects in the Project List that have:
  - A revised description,

- A revised schedule, and
- Included a combination of above changes.

SCAG received input on the Draft Project List from six County Transportation Commissions (CTCs) as part of the Connect SoCal update and finalization process. During the comment period for the Draft Plan, input was received from the six CTC's regarding modifications to the Final Project List. The provided updates reflect the latest project information at the time as part of the finalization process for the Final Connect SoCal Project List. Connect SoCal includes more than 4,000 individual capital projects and programs across the region across all modes of transportation over the next 25 years. During the public review period, SCAG received requests from the CTCs to modify more than 170 (which represents less than 1 percent of total projects) projects. Projects removed were due to duplicative entries. Project changes between the draft and the final were changes to an existing project's completion year, project cost or a minor change to the project's scope of work. Accordingly, SCAG re-ran the travel demand and emission model with the updated transportation network and SCS as discussed below. The plan outcome from these revisions resulted in improvement in VMT, delay and economic metrics which are further discussed under the changes to Performance Measures section of the Final Connect SoCal Plan.

**Improvements to Performance Outcome:** Comments were received from the California Air Resources Board (ARB) on performance outcomes and greenhouse gases (GHG) reduction target analysis. In response, SCAG added data for the years 2020 and 2035 for the VMT per capita performance measure to better align with state GHG reduction target years in the main book as well as Performance Measures Technical Report. In addition, final modeling data results from both the SCAG Regional Travel Demand Model and the Scenario Planning Model offered improved performance in some significant areas of Connect SoCal, including VMT per capita (5.0% reduction from 4.2%) and daily delay per capita (25.7% reduction from 22.4%). Several of the economic opportunity indicators were also improved by the final model runs, with the benefit/cost ratio for Connect SoCal investments increasing from 1.54 to 2.06, and the annual number of new jobs generated by improved regional economic competitiveness increasing from 195,500 to 264,500.

**Adjustments to the Sustainable Communities Strategy:** SCAG received many comments related to the SCS. Several comments raised concerns regarding housing affordability, climate change and certain GHG reduction strategies. Other comments sought clarity on the Connect SoCal Growth Vision. In response to comments, the SCS reflects revisions in the Forecasted Regional Development Pattern, which is updated due to feedback from jurisdictions and other stakeholders.

SCAG used the performance of each scenario as well as input gathered through the public workshops to refine the Growth Vision and Forecasted Development Pattern for the Plan, which aims to increase mobility

options and reduce the need for residents to drive by locating housing, jobs, and transit closer together. The final Plan focuses growth within jurisdictions near destinations and mobility options and promotes an improved jobs-housing balance to reduce commute times.

SCAG revised Connect SoCal's Forecasted Regional Development Pattern, by initiating a peer review with local jurisdictions regarding population, household, and employment growth at the sub-jurisdictional level (i.e. transportation analysis zone (TAZ) level) prior to the release of the draft Connect SoCal plan. SCAG provided jurisdictions the opportunity to review and provide feedback to SCAG over a six-week timeframe, with requested revisions due to SCAG by December 11, 2019. From this engagement, technical refinements were made to the Forecasted Regional Development Pattern in Connect SoCal that included adjustments to growth due to entitlements and maximum planned capacities. Fifty jurisdictions requested revisions, and the majority participating in this exercise indicated that growth projections provided to SCAG in 2018 as part of the Bottom-Up Local Input and Envisioning Process were the most accurate reflection of entitlements and their phasing through the Plan's horizon of 2045. Taking this feedback, SCAG evaluated the locally provided, neighborhood level growth forecast data alongside the draft dataset for Connect SoCal to determine which dataset best reflected the policies and principles of the draft plan. Specifically, this involved analyzing each jurisdiction's concentration of growth in the draft plan's priority growth and constrained areas. As a result, SCAG replaced the draft plan data with the original local, neighborhood-level growth forecast data in approximately one third of jurisdictions, including unincorporated Los Angeles County. See Connect SoCal's Process for Incorporating Entitlements, located at: <https://www.connectsocial.org/Documents/DataMapBooks/Incorporating-Entitlements-Process.pdf>

The revised Forecasted Regional Development Pattern brings forward data elements provided by jurisdictions in 2018 during the Bottom-Up Local Input and Envisioning Process - including entitled projects and phasing, reflects "locally envisioned" jurisdictional growth totals detailed in the Demographics and Growth Forecast Technical Report and allocates growth within existing planned maximum densities as conveyed by jurisdictions. Consistent with the policies and principles of the draft plan, the revised Forecasted Regional Development Pattern directs growth to Priority Growth Areas (PGAs) near existing and planned transit, within existing job centers, in communities with existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). Growth through 2045 was reduced in and redirected from constrained areas within a jurisdiction (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.). To ensure transparency during the process to finalize the Forecasted Development Pattern for Connect SoCal, SCAG emailed a letter to each jurisdiction starting February 21, 2020 that included a detailed methodology document for SCAG's Growth Vision (For further details please refer to the Connect

SoCal Growth Vision Methodology located at:  
<https://www.connectso-cal.org/Documents/DataMapBooks/Growth-Vision-Methodology.pdf>.

Jurisdictions were also given access to their jurisdictional and neighborhood level Forecasted Development Pattern data via SCAG's Scenario Planning Model - Data Management Site. Throughout this effort, SCAG engaged with stakeholders from the Technical Working Group, and provided an update on the peer review exercise to the Community, Economic, and Human Development Policy Committee. It should be emphasized that Connect SoCal does not supersede local jurisdiction land use authority or decisions on future development, including entitlements and development agreements. Use of SCAG's neighborhood level Forecasted Development Pattern data for project level CEQA analysis is at the discretion of the lead agency and/or lead applicant. No changes were made to the underlying policies or strategies presented in the Connect SoCal Plan that would constitute a major change in the Project Description.

**Modifications to Transportation Finance:** The Connect SoCal proposes investment of almost \$639 billion to maintain, operate and improve the region's multimodal transportation system over the next 25 years through 2045. Approximately \$500 billion is expected to be available through existing funding sources projected out to 2045. The balance of almost \$139 billion is expected to be available through implementation of innovative funding sources proposed in the Connect SoCal Plan, which will require significant actions at the local, regional, state and federal level in the coming decade through collaborative efforts. Many comments were focused on clarifying details on the financial model, implementation guidelines for new revenue sources and need for more evaluation, including assurances on distribution of funds and consideration of impacts of fees on different segments of the population. In response to comments, text clarifications were made regarding assumptions for the financial model and guidelines for implementation of new revenue sources. Modifications to transportation finance does not affect the environmental analysis as it serves to provide the reader background information on funding sources rather than information on physical changes to the environment.

**Clarifications on Transportation Conformity:** On the Transportation Conformity Analysis Technical Report, in response to comments, a new challenge entitled "Meeting Federal Air Quality Standards" has been added to Chapter 2 of the Connect SoCal Plan to highlight the challenge for the South Coast region to meet federal air quality standards by the near-term statutory deadline, its potential impacts, and the need for a comprehensive and coordinated regional solution. In the interim, the United States Environmental Protection Agency (EPA) recently approved emissions adjustment factors proposed by ARB to EMFAC 2014 (which is the emissions model used by SCAG to demonstrate transportation conformity of the Draft Connect SoCal, prior to issuance of SAFE Rules by US EPA) to comply with SAFE Rule Part 1 for transportation conformity determination in California. The Final Plan uses adjusted factors with respect to

air quality emissions and meets the required conformity tests pursuant to the proposed adjustment factors to the EMFAC 2014.

Additional information was identified in the comments to the Draft PEIR and responded to in Chapter 9.0, Response to Comments on the Draft Program Environmental Impact Report, of the Final PEIR with clarifications and revisions in Chapter 10.0, Corrections and Additions, of the Final PEIR.

The SCAG models described previously are used to provide gross estimates of regional environmental parameters (VMT, criteria pollutant emissions and GHG emissions). However, the inputs to these models are subject to variability (location and density of land uses, travel patterns, fuel make up, pricing assumptions and many more). Because of this, minor changes to assumptions result in minor changes to modeling results and are not statistically significant. As noted above, SCAG has made several refinements to the Connect SoCal Plan including to land use patterns, transportation projects and policies (alternatives would be similarly affected). None of these refinements result in significant changes to the information presented in the Draft PEIR, including modeling results.

Furthermore, these changes and additional information do not result in a 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 Plan 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. 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 Plan is based, as described below in **Section 9.0, Findings Regarding Location and Custodian of Documents**, of this Findings of Fact.

It is the finding of SCAG Regional Council that the proposed Final PEIR fulfills environmental review requirements for the Connect SoCal Plan; 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.

## 4.0 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS THAT ARE LESS THAN SIGNIFICANT

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The analysis undertaken in support of the PEIR concludes that the impacts of the Plan were determined to be less than significant in the following environmental resource categories and that no mitigation would be required:

- 4.1 Air Quality (AQ-1 and -4)
- 4.2 Energy (ENR-1 and -2)
- 4.3 Geology and Soils (GEO-1, -3, -4, and -5)
- 4.4 Transportation, Traffic, and Safety (TRA-1 and -3)

### 4.1 AIR QUALITY

**Impact AQ-1**                      **Potential to conflict with or obstruct implementation of the applicable air quality plan.**

**Impact:**

*Less than significant*

**Finding:**

The Plan would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The above finding is made based on the analysis included in Section 3.3, Air Quality, of the PEIR. The federal Clean Air Act (CAA) sets the National Ambient Air Quality Standards (NAAQS) for the main criteria air pollutants: nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), sulfur oxides (SO<sub>x</sub>), carbon monoxide (CO), and lead (Pb). Attainment and nonattainment of the NAAQS is variable throughout the counties within the SCAG region (1) Pb in the Los Angeles County portion of the South Coast Air Basin; (2) PM<sub>2.5</sub> in Imperial, Los Angeles, Orange, Riverside, and San Bernardino Counties; (3) PM<sub>10</sub> in Imperial, Riverside, and San Bernardino Counties; and ozone in all counties.<sup>4</sup> The analysis considered a review of the California Ambient Air Quality Area Designations for the six counties in the SCAG Region: Imperial, Los Angeles, Orange, Riverside, San

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<sup>4</sup> U.S. Environmental Protection Agency. 30 January 2015. U.S. EPA green book. Current nonattainment counties for all criteria pollutants. Available at: <http://www.epa.gov/oaqps001/greenbk/ancl.html>

Bernardino, and Ventura.<sup>5</sup> Connect SoCal would result in a less than significant impact to air quality related to the potential to conflict with or obstruct implementation of the adopted SIPs/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 Conformity Technical Report for the Plan. 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 AQ-4                      Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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 Plan 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 impact to exposing a substantial number of people to objectionable odors.

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<sup>5</sup> California Air Resources Board. 9 January 2015. Area designations (activities and maps). Available at: <http://www.arb.ca.gov/desig/changes.htm#summaries>

## 4.2 ENERGY

**Impact ENR-1**                      **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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. The transportation projects combined with transportation and land use strategies will encourage compact (more efficient) land use and more efficient, less energy intensive transportation (transit, bike, walk) which will result in a lower VMT per capita. The Plan would result in a reduction of per capita VMT, combined with federal and state policies that require reductions in fossil fuel consumption (see S-06-06 and EO B-48-18), and increased renewable energy use and availability (see EO B-18-12), and increased building efficiency (EO 13834). Therefore, the Plan would not result in wasteful or inefficient use of energy and impacts are less than significant.

**Impact ENR-2**                      **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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. The Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy if it is consistent with

existing relevant energy conservation policies. Accordingly, inconsistencies between the Plan and adopted plans and policies related to energy conservation have not been identified. Specifically, development under the Plan would be required to be consistent with applicable regulations and policies including the LA County Sustainability Plan, the LA Green New Deal, as well as the Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura County General Plans. These plans encourage the use of renewable energy, energy conservation and energy efficiency techniques in all new building design, orientation and construction and support of alternative transportation and fuels. Implementation of the Plan is generally consistent with applicable policies regarding energy conservation and renewable energy. Therefore, impacts would be less than significant.

### 4.3 GEOLOGY AND SOILS

**Impact GEO-1**      **Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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. Implementation of the Plan would not exacerbate existing geologic hazards including fault rupture because the SCAG region is a seismically active area, and this condition exists throughout the region. Furthermore, there are numerous regulations in place to reduce such risks to any planned development or transportation project, and therefore, the potential impacts of the Plan with regard to fault rupture are less than significant.

**Impact GEO-3** 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:**

*Less than significant*

**Finding:**

The Plan 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. Implementation of transportation projects and development projects anticipated to occur under the Plan would not be expected to exacerbate existing conditions with respect to geologic units and existing soils. With adherence to grading permit and building code requirements, including seismic design criteria as required by the California Building Code (CBC), transportation projects and anticipated development projects would be designed to minimize potential risks related to unstable soils and geologic units. Therefore, the potential for landslide, lateral spreading, subsidence, liquefaction, or other collapse impacts related to the implementation of transportation projects and anticipated development projects under the Plan, is considered less than significant.

**Impact GEO-4** 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:**

*Less than significant*

**Finding:**

The Plan 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. Transportation projects and anticipated development under the Plan would not be expected to exacerbate existing conditions with respect to expansive soils. Expansive soil conditions would be addressed through

the integration of geotechnical information in the design process for development projects to determine whether a site is suitable for a project. Industry practice and state-provided guidance would minimize risk associated with geologic hazards. Compliance with CBC requirements as well as adherence to local building codes and ordinances would reduce hazards relating to expansive soils, and as such, impacts remain less than significant.

**Impact GEO-5**                    **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.**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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 Plan 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 anticipated population growth. The Plan 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. Therefore, impacts would be less than significant.

#### 4.4 TRANSPORTION, TRAFFIC, AND SAFETY

**Impact TRA-1**                    **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.**

**Impact:**

*Less than significant*

**Finding:**

The Plan would result in less than significant impacts. Therefore, no mitigation is required.

**Rationale:**

The Plan calls for a substantial expansion of transit facilities and service to attract trips to transit and away from single-occupancy vehicle travel. Transit-oriented land use strategies would increase the frequency and quality of fixed-route bus service by adding new rapid service, express service, and community circulators for short trips.

The proposed Active Transportation plan would increase the mode share of transit and active transportation in the SCAG region. It is unlikely that conflicts with plans and policies addressing the circulation system would occur. At the transit agency level, SCAG incorporates local transit plans into the RTP through regular amendments to the Plan. With regard to bicycle and pedestrian plans, as described above, SCAG has done extensive outreach and coordination across numerous groups to capture local input. Further, SCAG regularly assists local jurisdiction in planning for these types of projects through grant funding. The Plan includes land use strategies to focus development in HQTAs and High Quality Transit Corridors (HQTCs). The strategies of the SCS that focus development in these transit rich areas allow transit and land use to work together. Therefore, impacts would be less than significant.

**Impact TRA-3                      Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

**Impact:**

*Less than significant*

**Finding:**

The Plan 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

*4.0 Findings Regarding Potential Environmental Effects that are Less than Significant*

occur at an overall rate of 1.01 fatalities per 100 million vehicle miles traveled, considering 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. In 2016, in the SCAG region, more than 1,700 people died including more than 70 cyclists and nearly 500 pedestrians.

Based on the analysis included in Section 3.17, Transportation, Traffic, and Safety, of the PEIR, the Plan includes strategies to improve safety. The Plan includes strategies to encourage a complete streets approach to roadway improvements which would include design of facilities to enhance the safety of riders, bicyclists, and pedestrians and minimize hazards. These enhancements would also reduce hazards for drivers. The Plan includes 392 safety projects, comprising approximately 19 percent of the total budget. Therefore, impact would be less than significant.

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

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SCAG finds that none of the potential environmental effects of Connect SoCal can be mitigated to a level of less than significant.

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

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As analyzed in the PEIR, SCAG has determined that the Plan has the potential to result in significant and unavoidable impacts in relation to the following environmental resource categories:

- 3.1 Aesthetics (AES-1, -2, -3, and -4)
- 3.2 Agriculture and Forestry Resources (AG-1, -2, -3, -4, and -5)
- 3.3 Air Quality (AQ-2, -3, and -4)
- 3.4 Biological Resources (BIO-1, -2, -3, -4, -5, and -6)
- 3.5 Cultural Resources (CULT-1, -2, -3)
- 3.7 Geology and Soils (GEO-2 and -6)
- 3.8 Greenhouse Gas Emissions and Climate Change (GHG-1 and -2)
- 3.9 Hazards and Hazardous Materials (HAZ-1, -2, -3, -4, -5, -6, and -7)
- 3.10 Hydrology and Water Quality (HYD-1, -2, -3 -4, and -5)
- 3.11 Land Use and Planning (LU-1 and -2)
- 3.12 Mineral Resources (MIN-1 and -2)
- 3.13 Noise (NOISE-1, -2, and -3)
- 3.14 Population, Housing, and Employment (POP-1 and -2)
- 3.15 Public Services (PSF-1, PSP-1, PSS-1, and PSL-1)
- 3.16 Parks and Recreation (REC-1 and -2)
- 3.17 Transportation, Traffic, and Safety (TRA-2 and -4)
- 3.18 Tribal Cultural Resources (TCR-1)
- 3.19 Utilities and Service Systems (USSW-1 and -2; USWW-1 and -2 and; USWS-1 and -2)
- 3.20 Wildfire (WF-1 and -2)

For each of these impacts, SCAG has identified program-level mitigation measures which are the responsibility of SCAG, as well as project-level mitigation measures which are the responsibility of local 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 Plan, SCAG has identified project-level 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. While the mitigation measures will reduce impacts of the Plan, they will not reduce the impacts to the level of less than significant.

### 6.1 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 **SMM-AES-1** and Project-Level Mitigation Measure **PMM-AES-1** 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 **SMM-AES-1** and **PMM-AES-1** would reduce potential impacts to scenic resources and vistas. However, even with the implementation of these mitigation measures, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that due to the large number of transportation projects encompassed by the Plan, it is expected that new and expanded highway and roadway facilities, new and expanded transit projects, and new and expanded goods movement projects, or other facilities would result in significant impacts to scenic vistas in the region. Mitigation Measure **SMM AES-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-AES-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM AES-1:** 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 REVISION, 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 sharing of associated online training materials.

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Caltrans and lead agencies, such as county and city planning departments, shall be consulted during this update process.

Project-Level Mitigation Measures

**PMM AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- e) Retain or replace trees bordering highways, so that clear-cutting is not evident.
- f) 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.
- g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;
- h) Use see-through safety barrier designs (e.g. railings rather than walls)

**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:**

*Significant and Unavoidable.*

**Finding:**

Implementation of Mitigation Measures **SMM-AES-1** and **PMM-AES-1** will reduce impacts related to the potential to substantially damage scenic 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 3.1, Aesthetics, of the PEIR. Implementation of Mitigation Measures **SMM-AES-1** and **PMM-AES-1** would reduce impacts related to adverse effects on scenic resources. However, even with the implementation of these mitigation measures, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds many of the transportation projects and the HQTAs are in areas with designated scenic resources including historic buildings and scenic rock outcroppings, and therefore, there is potential for the Plan to affect these resources. Mitigation Measure **SMM AES-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measure **PMM-AES-1** would reduce damage to scenic resources 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. While mitigation may provide a reduction in impacts on scenic 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM AES-1**.

Project Level Mitigation Measures

See PMM AES-1

**Impact AES-3**            **Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.**

**Impact:**

*Significant and Unavoidable.*

**Finding:**

Implementation of Mitigation Measures **SMM AES-1, PMM-AES-1** and **PMM AES-2** 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 **SMM-AES-1, PMM-AES-1,** and **PMM AES-2** would reduce impacts related to adverse effects on visual character and quality. However, even with the implementation of these mitigation measures, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the transportation projects and strategies, and the land use strategies in the Plan have the potential to result in changes to the visual character of existing landscapes or natural areas. Mitigation Measure **SMM AES-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measures **PMM-AES-1** and **PMM AES-2** 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. 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, impacts remain significant and unavoidable. The SCAG Regional Council

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

SCAG Mitigation Measures

See SMM AES-1.

Project-Level Mitigation Measures

**PMM AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- c) 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.
- d) Design projects consistent with design guidelines of applicable general plans.
- e) 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.
- f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:

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- use transparent panels to preserve views where sound walls would block views from residences;
  - use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;
  - construct sound walls of materials whose color and texture complements the surrounding landscape and development;
- g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

**Impact AES-4                      Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM AES-2** and Mitigation Measure **PMM AES-3** 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 **SMM AES-2** and **PMM AES-3** would reduce the potential for light and glare impacts. However, even with the implementation of these mitigation measures, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that many of the transportation projects, HQTAs and development as a result of transportation and land use strategies would have the potential create a new source of substantial light and glare that could adversely affect day or nighttime views in the areas, and therefore, there is a potential for the Plan to affect these resources. Mitigation Measure **SMM AES-2** would reduce project

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impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measure **PMM AES-3** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM AES-2:** SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare through cooperation, information sharing regarding 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 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

**PMM AES-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.
- c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.

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- d) Use unidirectional lighting to avoid light trespass onto adjacent properties.
- e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.
- f) Provide structural and/or vegetative screening from light-sensitive uses.
- g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.
- h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

## 6.2 AGRICULTURE AND FORESTRY RESOURCES

**Impact AG-1**                      **Potential for the Plan 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 nonagricultural use.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, SMM AG-3, and PMM-AG-1** 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.

**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 Mitigation Measures **SMM AG-1, SMM AG-2, SMM AG-3, and PMM-AG-1** would reduce impacts related to disturbance and/or loss of prime farmlands and/or grazing lands; however, impacts would remain significant and unavoidable.

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The SCAG Regional Council finds that many of the transportation projects and development as a result of implementation of land use strategies are in areas with prime farmland, unique farmland or farmland of statewide importance, and therefore, there is potential for the Plan to affect these resources. Mitigation Measure **SMM AG-1**, **SMM AG-2** and **SMM AG-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measure **PMM AG-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

- SMM AG-1:** SCAG shall host a Natural & Farm Lands Conservation Working Group which will provide a forum for stakeholders to share best practices and develop recommendations for natural and agricultural land conservation throughout the region, including the development of a Natural Lands Conservation Strategy for the Connect SoCal Plan.
- SMM AG-2:** 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.
- SMM AG-3:** SCAG shall align with funding opportunities and pilot programs to begin implementation of conservation strategies through (1) seeking planning and implementation funds, such

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as cap and trade auction proceeds that could advance local action on acquisition and restoration projects locally and regionally, (2) supporting CTCs and other partners, and (3) continuing policy alignment with the State Wildlife Action Plan 2015 Update and its implementation.

**SMM AG-4:** 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 Connect SoCal. SCAG will work with stakeholders to identify incentives and leverage resources that help protect habitat corridors.

Project-Level Mitigation Measures

**PMM AG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.
- b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- c) Maintain and expand agricultural land protections such as urban growth boundaries.
- d) Provide for mitigation fees to support a mitigation bank<sup>6</sup> that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.

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<sup>6</sup> 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>).

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- e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.
- f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.

**Impact AG-2                      Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, SMM AG-3, PMM-AG-1, and PMM AG-2** 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 Mitigation Measures **SMM AG-1, SMM AG-2, SMM AG-3, PMM-AG-1, and PMM AG-2** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that many of the transportation projects and development as a result of implementation of land use strategies are in or nearby areas with existing zoning for agricultural use, or Williamson act contracts, and therefore there is potential for the Plan to affect these resources. Mitigation Measure **SMM AG-1, SMM AG-2, SMM AG-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measure **PMM AG-2** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM AG-1 through SMM AG-4.

Project-Level Mitigation Measures

See PMM AG-1.

**PMM AG-2:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- b) 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.

**Impact AG-3**                      **Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, and PMM AG-3** will reduce impacts related to the potential to conflict with existing zoning for forest land or timber land, to the maximum

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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 forest land or timber land would be significant. Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, and PMM AG-3** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that many of the transportation projects, or development as a result of implementation of transportation and land use strategies, are in or nearby areas with forest lands and timberlands, and therefore, there is potential for the Plan to affect these resources. Mitigation Measure **SMM AG-1** and **SMM AG-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measure **PMM AG-3** would reduce conflict with existing zoning for forest land or timber land, 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. While mitigation may provide a reduction in impacts on conflicts with existing zoning for forest land or timber land, 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 Plan, discussed in the Statement of Overriding Considerations.

*Mitigation Measures*

SCAG Mitigation Measures

See **SMM AG-1** through **SMM AG-2**.

Project Level Mitigation Measures

**PMM AG-3:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

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- a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.

**Impact AG-4                      Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, and PMM AG-3** will reduce impacts related to 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. Conversion of forest land to non-forest use would be significant. Implementation of Mitigation Measures **SMM AG-1, SMM AG-2, and PMM AG-3** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that many of the transportation projects or development as a result of implementation of transportation and land use strategies are in or nearby areas with forest lands which maybe result in conversion to non-forest uses, and therefore, there is potential for the Plan to affect these resources. Mitigation Measure **SMM AG-1 and SMM AG-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measures **PMM AG-1, PMM AG-2, and PMM AG-3** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

*Mitigation Measures*

SCAG Mitigation Measures

See SMM AG-1 through SMM AG-2.

Project Level Mitigation Measures

See PMM AG-3.

**Impact AG-5**                      **Potential for the Plan 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 Mitigation Measures SMM AG-1 through SMM AG-2; SMM-GHG-1 through SMM-GHG-5; PMM AG-2, PMM AG-3, and PMM GHG-2 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 SMM AG-1 through SMM AG-2; SMM-GHG-1 through SMM-GHG-5; PMM AG-

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2, PMM AG-3, and PMM GHG-2 would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that many of the transportation projects or development as a result of implementation of transportation and land use strategies are in or nearby areas with agricultural land and forest lands, and therefore, there is potential for the Plan to affect these resources. Mitigation Measure SMM AG-1, SMM AG-2, SMM GHG-1 through SMM GHG-5 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Mitigation Measures PMM AG-2 through PMM AG-3 and PMM GHG-2 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM AG-1 through SMM AG-2 and SMM-GHG-1 through SMM-GHG-5.

Project-Level Mitigation Measures

See PMM AG-2 through PMM AG-3 and PMM GHG-2.

**PMM AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.
- b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-

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project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.

- c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.

**PMM AG-5:** Project-level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.

### **6.3 AIR QUALITY**

**Impact AQ-2                      Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

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Implementation of SCAG Mitigation Measure **SMM-AQ-1 through SMM-AQ-3** and Project-Level Mitigation Measure **PMM-AQ-1** 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 **SMM AQ-1 through SMM-AQ-3** and **PMM-AQ-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

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

The SCAG Regional Council finds that the Plan, when compared to existing conditions, would result in an increase to on-road mobile-source PM2.5 in Imperial, Riverside, and San Bernardino Counties and an increase in mobile-source emissions related to PM10 would increase in Imperial, Orange, Riverside, and San Bernardino Counties due to increasing traffic. Therefore, there is potential for the Plan to violate air quality standards or contribute substantially to an existing or projected air quality violation. Mitigation Measure **SMM AQ-1 through SMM AQ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-AQ-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

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- SMM-AQ-1:** SCAG shall develop the Southern California Disadvantaged Communities Planning Initiative which would provide funds to selected applicants to develop a low-cost, high-impact model which leverages SCAG’s staff, data, and outreach resources to deliver context-sensitive plans in high-need, low-resourced active transportation infrastructure and frameworks. As part of the initiative, the model will be operationalized through the development of plans in six communities and refined to provide a sustainable resource for SCAG staff partner with local agencies to develop local active transportation plans.
- SMM-AQ-2:** SCAG shall continue its commitment to analyze public health outcomes as part of Connect SoCal. As part of the public health analysis for the Plan, SCAG shall continue to analyze the Plan’s impacts on air quality through its Public Health Working group and continue to support policy change at the city and country level through education programs.
- SMM-AQ-3:** SCAG shall continue to conduct air quality-related technical analyses on the region, specifically in vulnerable areas that are typically environmental justice areas. For example, SCAG staff conducted technical analysis of emissions impacts on populations within 500 feet of freeways and highly travelled corridors in the Connect SoCal Environmental Justice Appendix. SCAG staff shall also continue to work with districts and relevant stakeholders to be informed of any updates new and/or changes to air quality issue areas through various forums like the Environmental Justice Working Group.

Project-Level Mitigation Measures

- PMM-AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) Minimize land disturbance.
  - b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
  - c) Cover trucks when hauling dirt.
  - d) Stabilize the surface of dirt piles if not removed immediately.

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- e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- f) Minimize unnecessary vehicular and machinery activities.
- g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- j) 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.
- k) Ensure that all construction equipment is properly tuned and maintained.
- l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.
- m) 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.
- n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o) 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. Project sponsors should consider developing a goal for the minimization of community impacts.

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- p) 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.
  
- q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.
  
- r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
  
- s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.
  
- t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
  
- u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).

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- v) As applicable for airport projects, the following measures should be considered:
  - a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines.
  - b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.
  - c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.
  
- w. As applicable for port projects, the following measures should be considered:
  - a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).
  - b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.
  - c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.
  - d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.
  - e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.
  - f. Encourage the participation in the Green Ship Incentives.
  - g. Offer incentives to encourage the use of on-dock rail.
  
- x. As applicable for rail projects, the following measures should be considered:

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- a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.
  
- y. Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
  
- z. Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
  - a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
  - b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
  - c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
  - d. Provide information to residents on where MERV filters can be purchased.
  - e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
  - f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time.
  - g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.
  - h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and

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- i. Develop a process for evaluating the effectiveness of the enhanced filtration units.
- aa. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

**Impact AQ-3**                      **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM AQ-1**, **SMM AQ-2**, and **SMM AQ-3** and Project-Level Mitigation Measure **PMM AQ-1** will reduce impacts related to criteria pollutants 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 for a project to cause a cumulatively considerable increase of criteria pollutants in a non-attainment region would be significant. Implementation of Mitigation Measures **SMM AQ-1**, **SMM AQ-2**, and **SMM AQ-3** would reduce these impacts; however, impacts would remain significant and unavoidable.

The construction and operation of individual transportation projects and anticipated development as result of implementation of the proposed transportation and land use strategies in the Plan are expected to cause a cumulatively considerable increase of criteria pollutants in a non-attainment region.

The SCAG Regional Council finds that implementation of the Plan would result in an increase to emissions in some counties (See AQ-2), and the Plan could contribute to cumulative impacts from adjacent MPO's. Therefore, there is potential for the Plan to cause a cumulatively considerable increase of criteria pollutants in a non-attainment region. Mitigation Measure **SMM AQ-1**, **SMM AQ-2** and **SMM AQ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-AQ-1** would reduce the

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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. While mitigation may provide a reduction related to the cumulatively considerable increase of criteria pollutants in a non-attainment region, 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM AQ-1, SMM AQ-2, and SMM AQ-3.

Project-Level Mitigation Measures

See PMM-AQ-1.

**Impact AQ-4**                      **Expose sensitive receptors to substantial pollutant concentrations.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures SMM AQ-1, SMM AQ-2, and SMM AQ-3 and Project-Level Mitigation Measure PMM-AQ-1 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 SMM AQ-1, SMM

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AQ-2, and SMM AQ-3 would reduce these impacts; however, impacts would remain significant and unavoidable.

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

The SCAG Regional Council finds that construction activity would occur adjacent to sensitive receptors. The significant construction emissions identified in AQ-2, could result in an adverse health effects to sensitive receptors. The Regional Council further finds that extended intense construction activities (e.g., from development projects that involve a high volume of haul trucks) would exceed the health risk significance thresholds due to equipment and truck exhaust emissions. Mitigation Measure SMM AQ-1 through SMM AQ-3 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure PMM-AQ-1 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM AQ-1, SMM AQ-2, and SMM AQ-3.

Project-Level Mitigation Measures

See PMM-AQ-1.

## 6.4 BIOLOGICAL RESOURCES

**Impact BIO-1**                      **Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special**

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**status species in local or regional plans, policies, or regulations, or by the  
California Department of Fish and Game or US Fish and Wildlife Service.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM BIO-1 and SMM BIO-2** and Project-Level Mitigation Measure **PMM BIO-1** 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 **SMM BIO-1 and SMM BIO-2** and **PMM BIO-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the implementation of transportation projects and development projects anticipated to occur under the Plan would affect biological resources. Impacts may occur through direct habitat loss and fragmentation during construction, displacement of sensitive species due to construction noise or during operation, accidental introduction of non-native plants by construction equipment or during maintenance and general operation, introduction of new lighting sources, and dust and noise during construction and operation. Impacts could result from general development related to growth that is expected to occur with the Plan. Impacts could also occur as a result of transportation projects if suitable habitat was encroached upon to the extent that it could no longer support sensitive species. Indirect impacts may include edge effects resulting from habitat fragmentation which can alter habitat structure and composition as well as negatively impact predator-prey dynamics. Therefore, there is potential for the Plan 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. Mitigation Measure **SMM BIO-1 and BIO-2** would

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reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM BIO-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM BIO-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, USACE, 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 and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan.

**SMM BIO-2:** SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors.

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SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP will be supplemental initiative to regional conservation and mitigation banks and other approaches by evaluating, advocating and highlighting projects that support per capita VMT reduction.

Project-Level Mitigation Measures

**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- b) 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 ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:
  - i. Impact minimization strategies
  - ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts
  - iii. Use of in-kind mitigation bank credits
  - iv. Funding of research and recovery efforts
  - v. Habitat restoration
  - vi. Establishment of conservation easements
  - vii. Permanent dedication of in-kind habitat

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- c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
- d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species
- e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
- f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
- g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
- h) Appoint a qualified biologist to monitor implementation of mitigation measures.
- i) 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.
- j) Develop an invasive species control plan associated with project construction
- k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife
- l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
- m) Where projects are determined to be within suitable habitat and may impact 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** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM BIO-1** and **SMM BIO-2** and Project-Level Mitigation Measures **PMM BIO-1** and **PMM BIO-2** 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 **SMM BIO-1**, **SMM BIO-2**, **PMM BIO-1**, and **PMM BIO-2** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the implementation of Plan projects that have the potential to cross waterways or require conversion of natural open space to infrastructure, such as transit or rail projects, highway segment projects, or land use development in open space areas located near state-designated habitats including riparian habitats, could potentially result in 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. Mitigation Measure **SMM BIO-1** and **SMM BIO-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM BIO-1** and **PMM BIO-2** 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

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required by CEQA. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM BIO-1** and **SMM BIO-2**.

Project-Level Mitigation Measures

See **PMM BIO-1**.

**PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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 ESA.
- b) 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 ESA 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.
- c) 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 ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.

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- d) 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.
- e) 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 MBTA during the breeding season.
- f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.
- g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- h) 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 and develop appropriate compensatory mitigation, where required.
- i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.
- j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.
- k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.
- l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.
- m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.

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- n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.
- p) Revegetate with appropriate native vegetation following the completion of construction activities. as identified by the qualified wetland biologist.
- q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

**Impact BIO-3**                      **Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM BIO-1 and SMM BIO-2** and Project-Level Mitigation Measures **PMM BIO-1, PMM BIO-2, and PMM BIO-3** will reduce impacts related to the potential to have a substantial adverse effect on State or Federally Protected Wetlands, to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

**Rationale:**

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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 State or Federally Protected Wetlands would be significant. Implementation of Mitigation Measures **SMM BIO-1, SMM BIO-2, PMM BIO-1, PMM BIO-2, and PMM BIO-3** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the transportation projects and development as a result of implementation of the Plan's transportation or land use strategies could impact wetlands. For example, grade separation projects or transit/rail projects located in areas could impact coastal habitats or areas close to the terminal locations of major rivers or stream systems. While land use development projects may be focused in areas that are already developed as reflected under the Plan, some new projects are still anticipated in areas where wetlands are located. Therefore, the Plan could potentially have a substantial adverse effect, on State or Federally Protected Wetlands. Mitigation Measure SMM BIO-1 and SMM BIO-2 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM BIO-1, PMM BIO-2, and PMM BIO-3** would reduce adverse effects on State or Federally Protected Wetlands, 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. 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 Plan, discussed in the Statement of Overriding Considerations.

**Impact BIO-4**                      **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 **SMM BIO-1 through SMM BIO-3, SMM AG-1 through SMM AG-4, SMM GHG-1, SMM WF-1** and Project-Level Mitigation Measures **PMM BIO-1 through**

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**PMM BIO-4** 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 SCAG Mitigation Measures **SMM BIO-1** through **SMM BIO-3**, **SMM AG-1** through **SMM AG-4**, **SMM GHG-1**, **SMM WF-1** and Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-4** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that projects listed in the Plan would involve large-scale ground disturbance during construction such as grade separation projects, mixed flow lane projects, and rail projects. Large-scale land use development could result in significant impacts to the wildlife movement corridors and native wildlife nursery sites. Indirect impacts to migratory corridors and nursery sites would occur when the functionality of a corridor is degraded after construction of the transportation project. Therefore, the Plan could potentially interfere 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. Mitigation Measure **SMM BIO-1** through **SMM BIO-3**, **SMM AG-1** through **SMM AG-4**, **SMM GHG-1**, and **SMM WF-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-4** 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. 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM BIO-1 and SMM BIO-2, SMM AG-1 through SMM AG-4, SMM GHG-1, SMM WF-1.

**SMM BIO-3:** SCAG shall encourage and facilitate research, programs and policies to identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries. Additionally, continue support for preserving wildlife corridors and wildlife crossings to minimize the impact of transportation projects on wildlife species and habitat fragmentation.

Project-Level Mitigation Measures

See PMM BIO-1 through PMM BIO-3.

**PMM BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) 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 related to local ordinances or conservation plans.
- c) 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.
- d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.

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- e) Prohibit construction activities within 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.
- f) 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.
- g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
- h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.
- i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.
- j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.
- k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.
- n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- o) 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

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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
- p) 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.

**Impact BIO-5**                      **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 Measures **SMM BIO-1** through **SMM BIO-3** and Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-5** 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 **SMM BIO-1** through **SMM BIO-3** and **PMM BIO-1** through **PMM BIO-5** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that impacts are expected to occur because many natural land areas near the edge of existing urbanized areas are vulnerable to development pressure, and projects aimed to improve accessibility might require expansion in existing urbanized areas or facilitate growth into urbanizing areas. Therefore, the Plan would potentially conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Mitigation Measure **SMM BIO-1** through **SMM BIO-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-5** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM BIO-1**, **SMM BIO-2** and **SMM BIO-3**.

Project-Level Mitigation Measures

See **PMM BIO-1** through **PMM BIO-4**.

**PMM BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such

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measures may include the following or other comparable measures identified by the Lead Agency.

- a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- b) 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 an International Society of Arboriculture (ISA) certified arborist.
- c) 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, as directed by a qualified biologist.
- d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. 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.
- e) 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.
- f) 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

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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.

- g) 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, as directed by the certified arborist.
- h) 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, as determined by the certified arborist, 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
- i) 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
  - Re-landscaping areas with native vegetation post-construction
  - Other comparable measures developed in consultation with local agency and certified arborist.

**Impact BIO-6** 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:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM BIO-1** through **SMM BIO-3** and Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-6** will reduce impacts related to the potential to conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation 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 3.4, Biological Resources, of the PEIR. The potential to conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would be significant. Implementation of Mitigation Measures **SMM BIO-1** through **SMM BIO-3** and **PMM BIO-1** through **PMM BIO-6** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that transportation and development projects may occur in or adjacent to lands protected under these plans. Therefore, the Plan could potentially conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Mitigation Measure **SMM BIO-1** through **SMM BIO-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM BIO-1** through **PMM BIO-6** would mitigate the potential to conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

## 6.5 CULTURAL RESOURCES

**Impact 3.5-1**                    **Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM CULT-1** and Project-Level Mitigation Measure **PMM CULT-1** will reduce impacts related to the potential to cause a substantial adverse change in the significance of a historical resource, 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 would be significant. Implementation of Mitigation Measures **SMM CULT-1** and **PMM CULT-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that implementation of the Plan’s transportation projects would have the potential to cause an impact to historical resources due to the development of new lanes, tracks, arterials, or interchanges that may require the acquisition of new right-of-ways, as well as development projects influenced by the land use strategies in the Plan. Such projects may result in direct demolition of historical resources or more indirect impacts such as changing the aesthetic context of the resource and/or increasing levels of corrosive air contaminants that affect historical features, and/or project construction activity that can result in vibrations that damage to fragile buildings. Construction of transportation projects and development projects anticipated to occur under the Plan could impact the physical and aesthetic integrity of historic buildings and communities. Therefore, the Plan could potentially cause a substantial adverse change in the significance of a historical resource. Mitigation Measure **SMM CULT-1**

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would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM CULT-1** would reduce adverse effects on unique historical 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. While mitigation may provide a reduction in impacts to historical 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 Plan, discussed in the Statement of Overriding Considerations.

**SMM CULT-1:** 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 archaeological sites, historical resources, and cemeteries to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.

Project-Level Mitigation Measures

**PMM CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. Pursuant to *CEQA Guidelines* Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.
- b. During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional

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Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.

- c. Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
- 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.
- d. If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.
- e. If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic

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American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.

- f. During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.
- g. Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.
- h. During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- i. If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities

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that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository

- j. If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS
- k. 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, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l. Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.

**Impact 3.5-2**                      **Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM CULT-1** and Project-Level Mitigation Measure **PMM CULT-1** will reduce impacts related to the potential to change in the significance of an archaeological resource to the maximum extent practicable and feasible. The SCAG Regional Council finds that significant and unavoidable impacts will remain after mitigation.

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**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 pursuant to CEQA Guidelines Section 15064.5 would be significant. Implementation of Mitigation Measures **SMM CULT-1** and **SMM CULT-2** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction of any new transportation facilities has the potential to impact archaeological resources by changing the context of the resource or directly through disturbing previously undisturbed resources. Activities to increase roadway capacity such as the construction of additional lanes would potentially impact archaeological resources, if it would entail grading, trenching, excavation, and/or soil removal in an area not previously disturbed. The Connect SoCal Plan also includes land use strategies that focus new growth in urbanized areas that are generally developed and therefore subject to varying levels of disturbance. Therefore, the Plan could potentially result in a change in the significance of an archaeological resource. Mitigation Measure **SMM CULT-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM CULT-2** would reduce adverse effects on archaeological resource 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. While mitigation may provide a reduction in impacts on archaeological 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See **SMM CULT-1**.

Project-Level Mitigation Measures

See PMM CULT-1.

**Impact 3.5-3**                    **Disturb human remains, including those interred outside of dedicated cemeteries.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM CULT-1** and Project-Level Mitigation Measure **PMM CULT-2** will reduce impacts related to the potential to disturb human remains, including those interred outside of formal cemeteries 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 would be significant. Implementation of Mitigation Measures **SMM CULT-1** and **PMM CULT-2** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that transportation projects and anticipated growth under the Plan could take place in previously undisturbed or areas with only little previous disturbance, and excavation and soil removal of any kind. Therefore, the Plan could potentially disturb human remains, including those interred outside of formal cemeteries. Mitigation Measure **SMM CULT-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM CULT-2** would reduce adverse effects on potential to disturb human remains, including those interred outside of formal cemeteries 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. While mitigation may provide a reduction in potential to disturb human remains, including those interred outside of formal cemeteries, 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM CULT-1.

Project-Level Mitigation Measures

**PMM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. 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.
- b. If any discovered remains are of Native American origin:
  - Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
  - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated 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.

## 6.7 GEOLOGY AND SOILS

**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 **SMM-GEO-1** and Project-Level Mitigation Measure **PMM-GEO-1** 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 **SMM-GEO-1** and **PMM-GEO-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the Plan contains transportation projects that would be located in areas prone to landslide, liquefaction and/or erosion. Additionally, land use strategies would have the potential to direct more growth into existing urban centers, walkable mixed-use communities, transit-oriented development, and other areas well-served by transit such as high-quality transit areas (HQTAs). Increased density could increase the number of people and structures exposed to potential fault rupture at a given location. Therefore, the Plan could potentially result in substantial soil erosion or the loss of topsoil. Mitigation Measure SMM GEO-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-GEO-1** 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. 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

**SMM-GEO-1:** SCAG shall facilitate the minimization of substantial soil erosion or loss of topsoil 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 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*

**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) 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 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.

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- c) 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.
  
- d) 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-6**                      **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM-GEO-3** and Project-Level Mitigation Measure **PMM-GEO-1** 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 3.7 Geology and Soils** 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 **SMM-GEO-3** and **PMM-GEO-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that ground-disturbing activities associated with transportation projects and development projects would occur under the Plan. Therefore, the Plan could potentially result in substantial adverse effects on a unique paleontological resources or sites or unique geological features. Mitigation Measure **SMM GEO-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-**

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**GEO-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM-GEO-3:** Impacts to paleontological 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 training series and sharing of associated online training materials. SCAG shall consult with resource agencies such as the National Park Service, United States Forest Service, and Bureau of Land Management to identify opportunities for early and effective consultation to identify unique paleontological resources and unique geological features 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

**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate

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Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.

- b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
- c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
- d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:
  - 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work 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.
  - 2) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
  - 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine

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if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.

- 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
- e) Avoid routes and project designs that would permanently alter unique geological features.
- f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
- h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

## 6.8 GREENHOUSE GASES

**Impact GHG-1**                      **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

**Impact:**

*Significant and unavoidable*

**Finding:**

The Plan would result in significant impacts with regard to directly or indirectly generating greenhouse gas emissions. Implementation of SCAG Mitigation Measures **SMM GHG-1** through **SMM GHG-4** and Project-Level Mitigation Measure **PMM-GHG-1** will reduce impacts related to GHG emissions to the

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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 3.8, Greenhouse Gases, of the PEIR. The potential to generate greenhouse gas emissions either directly or indirectly would be significant. Implementation of Mitigation Measures **SMM GHG-1** through **SMM GHG-4** and **PMM-GHG-1** would reduce direct and indirect impacts with regard to GHGs; however, impacts would remain significant and unavoidable.

The Regional Council finds that direct emissions in the transportation sector derived from fuel combustion in vehicles (i.e., automobiles, trucks, trains, buses, planes, ships, and trains) and natural gas combustion from stationary sources would occur under the Plan. Additionally, the Plan would result in indirect sources of emissions, which include off-site emissions occurring as a result of electricity from stationary sources and off-site emissions occurring as a result of electricity, water consumption and solid waste. Therefore, the Plan would generate greenhouse gas emissions, either directly or indirectly to the environment. Mitigation Measure **SMM GH-1** through **SMM GHG-4** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council finds that Project-Level Mitigation Measure **PMM-GHG-1** would reduce impacts related to the Plan's potential to generate 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM GHG-1:** SCAG, in partnership with local air districts, shall continue to work with the counties and cities to adopt qualified GHG reduction plans (e.g., climate action plans [CAPs], develop GHG-reducing planning policies, and implement local climate initiatives. These reductions can be achieved through a combination of programs, that implement plans

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developed collaboratively, including ZNE in new construction, retrofits of existing buildings, incentivizing the development of renewable energy sources that serve both new and existing land uses, as well as measures to reduce GHG emissions from transportation sources.

**SMM GHG-2:** SCAG shall encourage energy efficient design for buildings, through SCAG’s Sustainable Communities Program potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency.

**SMM GHG-3:** SCAG shall continue working with partners including universities, utilities, regulating agencies, the private sector and NGO’s, and member agencies to support deployment of electric vehicle (EV) charging in the region. SCAG shall provide resources to member agencies and supply them with available information and data so that they can better take advantage of legislation and funding for EV charging.

**SMM GHG-4:** SCAG shall continue to pursue partnerships with SCE, municipal utilities, locally operated electricity providers and CPUC to promote energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.

Project-Level Mitigation Measures

**PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:
  - i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
  - ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.

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- iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.
  - iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment.
  - v) Use high-efficiency lighting and cooking devices.
  - vi) Incorporate passive solar design.
  - vii) Use high-reflectivity building materials and multiple glazing.
  - viii) Prohibit gas-powered landscape maintenance equipment.
  - ix) Install electric vehicle charging stations.
  - x) Reduce wood burning stoves or fireplaces.
  - xi) Provide bike lanes accessibility and parking at residential developments.
- b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the *State CEQA Guidelines*.
- c) Include off-site measures to mitigate a project's emissions.
- d) 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:
- i) Use energy and fuel-efficient vehicles and equipment;
  - ii) Deployment of zero- and/or near zero emission technologies;
  - iii) Use lighting systems that are energy efficient, such as LED technology;
  - iv) Use the minimum feasible amount of GHG-emitting construction materials;
  - v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;

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- vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
  - vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;
  - viii) Incorporate design measures to reduce water consumption;
  - ix) Use lighter-colored pavement where feasible;
  - x) Recycle construction debris to maximum extent feasible;
  - xi) Plant shade trees in or near construction projects where feasible; and
  - xii) Solicit bids that include concepts listed above.
- e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:
- i) Promote transit-active transportation coordinated strategies;
  - ii) Increase bicycle carrying capacity on transit and rail vehicles;
  - iii) Improve or increase access to transit;
  - iv) Increase access to common goods and services, such as groceries, schools, and day care;
  - v) Incorporate affordable housing into the project;
  - vi) Incorporate the neighborhood electric vehicle network;
  - vii) Orient the project toward transit, bicycle and pedestrian facilities;
  - viii) Improve pedestrian or bicycle networks, or transit service;
  - ix) Provide traffic calming measures;
  - x) Provide bicycle parking;

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- xi) Limit or eliminate park supply;
- xii) Unbundle parking costs;
- xiii) Provide parking cash-out programs;
- xiv) Implement or provide access to commute reduction program;
- f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
- g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and
- h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:
  - i) Provide car-sharing, bike sharing, and ride-sharing programs;
  - ii) Provide transit passes;
  - iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
  - iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;
  - v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
  - vi) Provide employee transportation coordinators at employment sites;
  - vii) Provide a guaranteed ride home service to users of non-auto modes.

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- i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
- j) Land use siting and design measures that reduce GHG emissions, including:
  - i) Developing on infill and brownfields sites;
  - ii) Building compact and mixed-use developments near transit;
  - iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;
  - iv) 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
  - v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.
- k. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.

**Impact GHG-2**                      **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

**Impact:**

*Significant and unavoidable*

**Finding:**

The Plan has demonstrated that it will meet and exceed CARB’s targets for greenhouse gas emissions from light duty passenger vehicles for 2020 and 2035, respectively. By meeting the SB 375 targets, the Plan has technically contributed its share (in the transportation sector), towards meeting the AB 32, SB 32, and the

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Scoping Plan targets. GHG impacts are generally cumulative in nature and have broader (i.e. statewide, national, and global) implications. Also, CARB has indicated that even if all MPOs meet their regional SB 375 GHG targets, the state would not be able to meet the statewide GHG reduction goals of AB 32, SB 32, and the Scoping Plan. As recognized by CARB, MPO's do not have land use authority to implement additional VMT reductions. Furthermore, SCAG has no control or authority over the other key sectors (e.g., energy, industry, water, waste and agriculture) in meeting the AB 32, SB 32, and Scoping Plan targets. Assuming existing available emission factors, GHG emissions in the SCAG region are not on-track to achieve targets identified in AB 32, SB 32 and the Scoping Plan resulting in a significant and unavoidable impact. Mitigation is required.

Implementation of SCAG Mitigation Measures **SMM GHG-1** through **SMM GHG-4** and Project-Level Mitigation Measure **PMM-GHG-1** will reduce 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 impacts will remain after mitigation.

**Rationale:**

The above finding is made based on the analysis included in Section 3.8, Greenhouse Gases, of the PEIR. With respect to impacts of the Plan, the potential to conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs would be significant. Implementation of Mitigation Measures **SMM GHG-1** through **SMM GHG-4** and **PMM-GHG-1** would reduce direct and indirect impacts; however, impacts would remain significant and unavoidable.

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). Further, CARB has indicated that even if all MPOs meet their regional SB 375 GHG targets, the state would not be able to meet the statewide GHG reduction goals of AB 32, SB 32, and the Scoping Plan.

Mitigation Measure **SMM GHG-1** through **SMM GHG-4** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-GHG-1** would reduce 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 While mitigation may provide a reduction in

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM GHG -1, SMM GHG-2, SMM GHG-3, and SMM GHG-4.

Project-Level Mitigation Measures

See PMM-GHG-1.

*Level of Significance after Mitigation*

As discussed above, regulations and policies would reduce impacts but given the regional scale of the analysis in this PEIR, it is not possible to determine if all impacts would be fully mitigated by existing regulations and policies. Therefore, this EIR identifies project-level mitigation measures consistent with applicable regulations and policies designed to reduce impacts. Lead Agencies may choose to include project-level mitigation measures in environmental documents as they determine to be appropriate and feasible. However, because of the regional nature of the analysis, the estimated GHG emissions from the three primary sources, the difficulty in quantifying both future emission and water and energy consumption factors and the effectiveness of the mitigation measures identified above, and SCAG's lack of authority to implement project-level mitigation measures, this PEIR finds impacts related to greenhouse gas emissions and potential conflicts with applicable plans, policies and regulations to be significant and unavoidable.

## 6.9 HAZARDS AND HAZARDOUS MATERIALS

**Impact HAZ-1                      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 **SMM HAZ-1** through **SMM HAZ-3** and Project-Level Mitigation Measure **PMM HAZ-1** 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 routine transport or use of hazardous materials would be significant. Implementation of Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** and **PMM HAZ-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the Plan could result in goods movement activities which can facilitate the movement of hazardous materials throughout the transportation network. Proposed freight rail enhancements and other goods movement capacity enhancements identified in the Plan could result in increased or new transport of hazardous materials or wastes. In addition, construction and maintenance of these projects would result in use of equipment that contains or uses routine hazardous materials (e.g., diesel-fuel, paint and cleaning solutions), and the transportation of excavated soil and/or groundwater containing contaminants from previously contaminated areas. Development projects anticipated to occur under the Plan would potentially involve the use of hazardous materials such as fuels, solvents, paints, and other architectural coatings. Therefore, the Plan would potentially create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HAZ-1** 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. 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM HAZ-1:** SCAG shall work with the U.S. DOT, the Office of Environmental Service 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. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

**SMM HAZ-2:** 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.

**SMM HAZ-3:** SCAG shall coordinate with the Office of Environmental Services 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 regional transportation plans (RTPs).

Project-Level Mitigation Measures

**PMM HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance

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activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.

- c) 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 way these materials are handled, transported and disposed.
- d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- e) Avoid overtopping construction equipment fuel gas tanks.
- f) Properly contain and remove grease and oils during routine maintenance of construction equipment.
- g) Properly dispose of discarded containers of fuels and other chemicals.
- h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.
- i) Identify and implement more stringent tank car safety standards.
- j) Improve rail transportation route analysis, and modification of routes based on that analysis.

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- k) Use the best available inspection equipment and protocols and implement positive train control.
- l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.
- m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.
- n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.
- o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.
- p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.
- q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.

**Impact HAZ-2**                      **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 **SMM HAZ-1** through **SMM HAZ-3** and Project-Level Mitigation Measures **PMM HAZ-1** and **PMM HAZ-2** 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

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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 **SMM HAZ-1** through **SMM HAZ-3**, **PMM HAZ-1**, and **PMM HAZ-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the Plan may guide regional growth, including industrial types of uses that could generate hazardous materials. Transportation of goods, in general, and hazardous materials can thus be expected to increase substantially with implementation of the transportation projects included in the Plan. Therefore, the Plan would potentially 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. Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM HAZ-1** and **PMM HAZ-2** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM HAZ-1** through **SMM HAZ-3**.

Project-Level Mitigation Measures

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See PMM HAZ-1.

**PMM HAZ-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:

- a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;
- b) More stringent tank car safety standards;
- c) Improved rail transportation route analysis, and modification of routes based on that analysis;
- d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;
- e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;
- f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;
- g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;
- h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.

**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 **SMM HAZ-1** through **SMM HAZ-3** and Project-Level Mitigation Measures **PMM HAZ-1** through **PMM HAZ-3** 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 **SMM HAZ-1** through **SMM HAZ-3** and **PMM HAZ-1** through **PMM HAZ-3** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the Plan would develop transportation projects and more dense, compact urban development encouraged by land use strategies in the Plan, and as such there would be the potential for significant impacts related to the emission of hazardous materials or the handling of hazardous or acutely hazardous materials, substances and waste, within one-quarter mile of an existing or proposed school. Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM HAZ-1** through **PMM HAZ-3** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

See **SMM HAZ-1** through **SMM HAZ-3**.

*Project-Level Mitigation Measures*

See **PMM HAZ-1** and **PMM HAZ-2**.

**PMM HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where the construction and 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.
- b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.

**Impact HAZ-4**                    **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:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** and Project-Level Mitigation Measure **PMM HAZ-4** will reduce the impacts related to the potential to create a significant hazard to the public or environment based on hazardous materials sites, to the maximum extent practicable

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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 environment based on hazardous materials sites would be significant. Implementation of Mitigation Measures **SMM HAZ-1** through **SMM HAZ-3** and **PMM HAZ-3** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction related to transportation projects and anticipated development could occur adjacent to sites that are contaminated (buildings and/or soil and/or groundwater) due to past use or disposal of hazardous materials. Therefore, development under the Plan would potentially be located on a hazardous materials site. Mitigation Measure **SMM HAZ-1** through **SMM HAZ-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM HAZ-1** through **PMM HAZ-3** would reduce impacts related to a significant hazard to the public or environment based on hazardous materials 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM HAZ-1** through **SMM HAZ-3**.

Project-Level Mitigation Measures

**PMM HAZ-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is

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

- a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, 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.
- b) 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.
- c) 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.
- d) 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.
- e) 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.
- f) 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,

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but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

- g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- h) 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.
- i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.
- j) 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.
- k) As needed and appropriate, 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.

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- l) 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.
- m) 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.
- n) Where projects include the demolitions or modification of buildings constructed prior to 1978, 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.
- o) 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.

**Impact HAZ-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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM NOISE-1** and **SMM HAZ-5** and Project-Level Mitigation Measures **PMM NOISE-1** and **PMM HAZ-6** will reduce the impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport, 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 impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport would be significant. Implementation of Mitigation Measures **SMM NOISE-1** and **SMM HAZ-5** and Project-Level Mitigation Measures **PMM NOISE-1** and **PMM HAZ-6** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the increased population growth accommodated under the Plan could result in increased air traffic in major commercial airports. Increased traffic could impact sensitive receptors, thereby exposing receptors to louder noise. Therefore, the Plan would potentially create impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport. Mitigation Measure **SMM NOISE-1** and **SMM HAZ-5** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM-NOISE-1** and **PMM-HAZ-6** would reduce impacts related to the potential to create impacts related to safety hazards or excessive noise within an airport land use plan or within two miles of a public airport, 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM NOISE-1**.

**SMM HAZ-5:** SCAG shall continue to collaborate with key stakeholders on regional aviation planning issues through the Aviation Technical Advisory Committee (ATAC). The ATAC is a partnership between the airports, transportation agencies and commissions, experts, and other community members.

Project-Level Mitigation Measures

**PMM NOISE-1**

**Impact HAZ-6                      Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

**Impact:**

*Significant and Unavoidable*

**Findings:**

Implementation of SCAG Mitigation Measures **SMM HAZ-1** through **SMM HAZ-5** and Project-Level Mitigation Measures **PMM HAZ-1** through **PMM HAZ-5** and **PMM TRA-5** 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 **SMM HAZ-1** through **SMM HAZ-5** and **PMM HAZ-1** through **PMM HAZ-5** and **PMM TRA-5** would reduce impacts to the maximum extent practicable; however, impacts would remain significant and unavoidable.

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The SCAG Regional Council finds that construction activities from transportation projects included in the Plan, traffic and/or road closures in grade crossings, arterials, interchanges, and auxiliary lanes, could delay emergency vehicle response times or otherwise disrupt delivery of emergency response services. Therefore, the Plan would potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Mitigation Measure **SMM HAZ-1** through **SMM HAZ-5** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HAZ-1** through **PMM HAZ-5**, and **PMM TRA-5** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM HAZ-1** through **SMM HAZ-5** and **SMM TRA-5**.

Project-Level Mitigation Measures

See **PMM HAZ-1** through **PMM HAZ-4** and **PMM TRA-5**.

**PMM HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.

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- b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;
- c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.

## 6.10 HYDROLOGY AND WATER QUALITY

**Impact HYD-1**                      **Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM HYD-1** and Project-Level Mitigation Measure **PMM HYD-2** will reduce impacts related to the potential to degrade surface or groundwater 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 substantially degrade surface or groundwater quality would be significant. Implementation of Mitigation Measures **SMM HYD-1** and **PMM HYD-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that grading, excavation, and other construction activities associated with transportation projects and development projects anticipated to occur under the Plan, could impact water quality due to erosion resulting from exposed soils that may be transported in stormwater runoff. Therefore, the Plan would potentially degrade surface or groundwater quality. Mitigation Measure **SMM HYD-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HYD-2** would reduce impacts related to the potential to substantially degrade surface or groundwater 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. While mitigation may provide a reduction in

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM HYD-1:** SCAG shall continue to work with local jurisdictions and water quality agencies 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.

Project-Level Mitigation Measure

**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
- b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- c) 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.

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- d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- f) 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:
- g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- h) 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.
- i) 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.
- j) 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.
- k) 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.
- l) 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

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and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.

- m) 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.

**Impact HYD-2                      Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM HYD-2** and Project-Level Mitigation Measure **PMM HYD-2** 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 **SMM HYD-2** and **PMM HYD-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that groundwater basins in the Plan area are already in a state of overdraft, and future development may result in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted). Population growth of 3.2 million people by 2045 would increase regional water demand and could substantially deplete groundwater supplies. Additionally, urbanization to accommodate future growth would

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potentially increase impervious surfaces, thus affecting groundwater recharge. Therefore, the Plan would potentially deplete groundwater supplies or interfere substantially with groundwater recharge. Mitigation Measure **SMM HYD-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HYD-2** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM HYD-2:** 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.

Project-Level Mitigation Measures

**PMM HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Avoid designs that require continual dewatering where feasible.

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 adverse impacts on groundwater for the life of

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the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

- b) 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 new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
- c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
- d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

**Impact HYD-3a**                    **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.**

**Impact HYD-3b**                    **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.**

**Impact HYD-3c**                    **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM HYD-1** through **SMM HYD-3** and Project-Level Mitigation Measures **PMM HYD-1** and **PMM HYD-2** 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

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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 **SMM HYD-1** through **SMM HYD-3** and **PMM HYD-1** and **PMM HYD-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that implementation of the Plan's transportation projects as well as land use strategies may increase impervious surfaces, which in turn could increase urban runoff if not regulated, resulting in the transport of greater volumes of polluted water into storm drain systems. Therefore, the Plan would potentially alter the existing drainage pattern of the site or area. Mitigation Measure **SMM HYD-1** through **SMM HYD-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM HYD-1** and **PMM HYD-2** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM HYD-1** and **SMM HYD-2**.

**SMM HYD-3:** 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,

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information sharing, and comprehensive implementation efforts within the SCAG region.

Project-Level Mitigation Measures

See PMM HYD-1.

**Impact HYD-4**            **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM HYD-4** and Project-Level Mitigation Measure **PMM HYD-4** will reduce impacts related to the risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones, 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 risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones would be significant. Implementation of Mitigation Measures **SMM HYD-4** and **PMM HYD-4** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that projects developed under the Plan would be located in or near areas that are prone to flood, tsunami, or seiche zones. As such, the Plan would potentially increase the risk of pollutant release due to inundation in flood hazard, tsunami, or seiche zones. Mitigation Measure **SMM HYD-4** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HYD-4** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM HYD-4:** 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 data distribution planning tools and sustainability programs in conjunction with local governments. Such services would potentially consist of an inventory of areas located in or near a 100-year flood hazard zone or hazard areas that would potentially be affected by a failure of a levee or dam; or inundation by seiche, tsunami, or mudflow.

Project-Level Mitigation Measure

**PMM HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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-5                      Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM HYD-2** and Project Level Mitigation Measure **PMM HYD-2** will reduce impacts related to the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management 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 3.10, Hydrology and Water Quality, of the PEIR. The potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan would be significant. Implementation of Mitigation Measures **SMM HYD-2** and **PMM HYD-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that implementation of Connect SoCal would increase impervious surfaces due to additional lane miles and conversion of greenfields to developed land. An increase in impervious surfaces would increase water runoff and potentially affect groundwater recharge rates and water quality in the basins. Therefore, the Plan may conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan and mitigation measures are required. Mitigation Measure **SMM HYD-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM HYD-2** would reduce impacts related to the potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM HYD-2.

Project-Level Mitigation Measure

See PMM HYD-2.

## 6.11 LAND USE AND PLANNING

**Impact LU-1                      Potential for the Plan to physically divide an established community.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM LU-1** and Project-Level Mitigation Measure **PMM LU-1** 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 **SMM LU-1** and **PMM LU-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that physical division of an established community could occur as a result of real or perceived barriers to pedestrians, bicyclists, and motorists. Short-term construction related impacts could result from disturbances due to construction equipment; these impacts are discussed under other impact categories (e.g., Noise, Aesthetics, and Air Quality). Long-term impacts could result from the completion of new or expanded roadways or transit facilities in existing communities. Anticipated

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significant impacts include substantial density increases in areas of the region adjacent to transit, or other rights-of-way that could separate residences from community facilities and services, and conversion of vacant lands, including agricultural lands, to transportation infrastructure and residential and commercial development. As such, the Plan would potentially physically divide an established community. Mitigation Measure SMM LU-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM LU-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM LU-1:** SCAG shall coordinate with local County Transportation Commissions, Caltrans and other implementing agencies when siting new facilities in residential areas to facilitate minimizing future impacts of transportation projects on established communities, through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts to promote best planning practices.

Project-Level Mitigation Measures

**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Facilitate good design for land use projects that build upon and improve existing circulation patterns
- b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:

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- Selecting alignments within or adjacent to existing public rights of way.
  - Design 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 under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- c) 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.

**Impact LU-2**                      **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM LU-2** through **SMM LU-5** and Project-Level Mitigation Measure **PMM LU-2** will reduce impacts related to the potential to conflict with any land use plan, policy, or regulation 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 land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, would be significant. Implementation of Mitigation

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Measures **SMM LU-2** through **SMM LU-5** and **PMM LU-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that there are areas subject to general plans that would be impacted by transportation projects. In addition, since the Plan's planning horizon year is beyond the timeline of many of the most recent general plans, implementation of the Plan's transportation projects and land use strategies could potentially result in changes in the land use patterns in the region. Therefore, there is potential for inconsistencies with general plans as well as regional conservation plans. As such, the Plan would potentially conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Mitigation Measure **SMM LU-2** through **SMM LU-5** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM LU-2** would reduce impacts related to conflict with any land use plan, policy, or regulation 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM LU-2:** SCAG shall continue to promote the Intergovernmental Review (IGR) Program as an internal and external informational tool by reviewing and monitoring all projects submitted to SCAG for review and working with local jurisdictions to ensure that submitted projects support the most currently adopted Connect SoCal Plan. SCAG shall provide comment letters on regionally significant projects to recommend additional resources to help the lead agency support or develop a projects that are consistent with the Plan, as appropriate. The IGR Mapping Tool can also be utilized by local jurisdictions to assess regional impacts. To visit the IGR Mapping tool, please go to: <https://maps.scag.ca.gov/IGR/>. For more information on SCAG's IGR Program, please visit: <http://www.scag.ca.gov/programs/Pages/IGR.aspx>.

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**SMM LU-3:** 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.

**SMM LU-4:** 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.

**SMM LU-5:** SCAG shall provide technical assistance and regional leadership to encourage implementation of the Plan goals and strategies that integrate growth and land use planning with the existing and planned transportation network.

Project-Level Mitigation Measures

**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.

**6.12 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 Measure **SMM MIN-1** and Project-Level Mitigation Measure **PMM MIN-1** will reduce impacts related to the potential to result in the loss of availability of a known mineral

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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 **SMM MIN-1** and **PMM MIN-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction of transportation projects contained in the Plan and development projects anticipated to occur under the Plan would require substantial amounts of aggregate resources for construction purpose. Therefore, the Plan would potentially 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. Mitigation Measure **SMM MIN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM MIN-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

**SMM MIN-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.

Project-Level Mitigation Measures

**PMM MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) 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 such as:
  - 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
  - 2) 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.
  - 3) 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.
  - 4) 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 Measure **SMM MIN-1** and Project-Level Mitigation Measure **PMM MIN-1** 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 **SMM MIN-1** and **PMM MIN-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction of transportation projects contained in the Plan and development projects anticipated to occur under the Plan would require substantial amounts of aggregate resources for construction purpose. Therefore, the Plan would potentially result in loss of the availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Mitigation Measure **SMM MIN-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM MIN-1** would reduce impacts related to the loss of locally important mineral resource recovery sites delineated on a local general 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. 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM MIN-1.

Project-Level Mitigation Measure

See PMM-MIN-1.

### 6.13 NOISE

**Impact Noise-1**                      **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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 **SMM-NOISE-1** and Project-Level Mitigation Measure **PMM NOISE-1** 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 **SMM-NOISE-1** and **PMM NOISE-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that grading and construction activities would generate temporary increases in noise levels, and operational activities would generate permanent increases in noise levels in excess of standards established in the local general plan or noise ordinance. As the Plan is expected to result in the conversion of greenfield areas, there is the potential for increased ambient noise in suburban and rural areas. Because of the nature of noise impacts (noise dissipates with distance from the source), new

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transportation operations may cause noise impacts, and those impacts may exceed applicable noise thresholds for determining significance within a localized area, but those impacts cannot be quantified at a regional level. Therefore, the Plan would potentially result in exposure of persons to or generation of noise levels in excess of established standards. Mitigation Measure SMM NOISE-1 would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM NOISE-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM-NOISE-1:** SCAG shall coordinate with CTCs and member agencies as part of SCAG’s outreach and technical assistance to local governments to encourage transportation projects and projects involving residential and commercial land uses to mitigate noise and vibration or be developed in areas that are normally acceptable or conditionally acceptable, consistent with applicable guidelines (i.e., OPR, Caltrans, etc.).

Project-Level Mitigation Measures

**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. Install temporary noise barriers during construction.
- b. Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.

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- c. Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance
- d. 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.
- e. 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.
- f. Designate an on-site construction complaint and enforcement manager for the project.
- g. Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- h. Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction 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 should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

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- i. 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.
- j. Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k. Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
- l. Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m. Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;
- n. 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.
- o. Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- p. Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

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- q. Use of portable barriers in the vicinity of sensitive receptors during construction.
- r. Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
- s. Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- t. Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
- u. Construct sound reducing barriers between noise sources and noise-sensitive land uses.
- v. Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- w. Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- x. Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
- y. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

**Impact NOI-2                      Generation of excessive groundborne vibration or groundborne noise levels.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM NOISE-1** and Project-Level Mitigation Measures **PMM-NOISE-1** and **PMM-NOISE-2** 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 **SMM NOISE-1**, **PMM-NOISE-1**, and **PMM-NOISE-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that transportation projects and development anticipated to occur under the Plan could result in temporary noise and vibration impacts from grading, paving, clearing, landscaping, staging, excavation, earthmoving, and other related construction activities. Land use strategies would encourage compact development which would encourage more people in urbanized areas where vibration impacts would occur. As such, the Plan would potentially result in in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Mitigation Measure **SMM NOISE-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM-NOISE-1** and **PMM-NOISE-2** 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. 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM NOISE-1.

Project-Level Mitigation Measures

See PMM-NOISE-1.

**PMM NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. 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.
- b. 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.
- c. 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.
- d. Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.

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- e. Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).
- f. Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.

**Impact NOI-3**                    **For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM NOISE-1** and Project-Level Mitigation Measures **PMM-NOISE-1** will reduce impacts related to public airport or public use airport 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 public airport or public use airport noise levels would be significant. Implementation of Mitigation Measures **SMM NOISE-1** and **PMM-NOISE-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds increased population growth accommodated under the Plan would result in increased air traffic in major commercial airports. Increased traffic could impact sensitive receptors, thereby exposing receptors to louder noise. Therefore, the Plan would potentially result in the exposure of persons to public airport or public use airport noise levels. Mitigation Measure **SMM NOISE-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-NOISE-1** 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

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CEQA. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM NOISE-1.

Project-Level Mitigation Measures

See PMM NOISE-1.

## 6.14 POPULATION AND HOUSING

**Impact POP-1**                      **Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure.**

**Impact:**

*Significant and Unavoidable*

**Findings:**

Implementation of SCAG Mitigation Measures SMM-POP-1 through SMM-POP-4 will reduce impacts related to the potential to induce substantial unplanned 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 and Housing of the PEIR. The potential to induce substantial unplanned 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 SMM-POP-1 through SMM-POP-4 would reduce impacts; however, impacts would remain significant and unavoidable.

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The SCAG Regional Council finds that the Plan's improved accessibility and connectivity potentially gained from transportation investments in the Plan could facilitate population and economic growth in areas of the region that are currently not developed or underdeveloped. Therefore, the Plan would potentially induce substantial unplanned population growth in an area. Mitigation Measure **SMM POP-1** through **SMM POP-4** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM LU-1** 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. While mitigation may provide a reduction in 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM-POP-1:** SCAG shall promote the Sustainability Program which will provide technical assistance to local jurisdictions that support local planning and implementation of the Connect SoCal Plan. The program recognizes sustainable solutions to local growth challenges and will result in local plans that promote sustainability through the integration of transportation and land use. For more information please visit: <http://sustain.scag.ca.gov/Documents/Sustainable%20Communities%20Program%20Guidelines.pdf>.

**SMM-POP-2:** SCAG shall provide technical assistance to local governments, transit agencies and developers within the region to build housing capacity to compete in the statewide Affordable Housing Sustainable Communities (AHSC) grants program. The AHSC program is one of the few state funding opportunities to address housing shortages within the state. For more information please visit: <http://ahsc.scag.ca.gov/Pages/Home.aspx>.

**SMM-POP-3:** SCAG shall host summits that addresses the housing crisis and provides solutions to build more housing. Examples include the 2016 Housing Summit (<http://www.scag.ca.gov/SiteAssets/HousingSummit/index.html>) and the Eighth Annual Economic Summit (<https://www.scag.ca.gov/calendar/Pages/8thEconomicSummit.aspx>).

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**SMM-POP-4:** SCAG shall continue to produce the biennial Local Profile reports for all member jurisdictions in the SCAG region for the purpose of data and information sharing. The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information that local jurisdictions can utilize like project and program planning. For more information about the most recently release 2019 Local Profiles, please visit: <http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx>.

**Impact POP-2**                    **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

**Impact:**

*Significant and Unavoidable*

**Findings:**

Implementation of SCAG Mitigation Measures **SMM-POP-4** and **SMM-POP-5** and Project-Level Mitigation Measure **PMM-POP-1** 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 and Housing, 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 **SMM-PHE-4**, **SMM-PHE-5**, and **PMM-POP-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that land use strategies in urbanized areas, could displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. Mitigation Measure **SMM POP-4** and **SMM POP-5** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-POP-1** 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. While mitigation may provide a reduction in impacts related

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to the displacement and reconstruction 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Level Mitigation Measure

See SMM-POP-4.

**SMM-POP-5:** SCAG shall assist cities to identify funding and financing opportunities and potential partnerships for public infrastructure improvements for transit-oriented development and other smart growth projects.

Project-Level Mitigation Measures

**PMM-POP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, 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.
- Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).
- When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.

## 6.15 PUBLIC SERVICES

**Impact PSF-1** Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, **SMM PSF-2**, and Project-Level Mitigation Measure **PMM-PSP-1** will reduce impacts related to the potential to increase in the use of fire protection services such that a need for new or physically altered fire protection facilities would become necessary, 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 3.15.1, Fire Protection, of the PEIR. The potential for increased demand for fire protection services would be significant. Implementation of Mitigation Measures **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, **SMM PSF-2**, and **PMM-PSP-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction activities associated with transportation and potential development projects may temporarily increase demand on fire protection and emergency medical services. Increased growth as well as more dense development (e.g., more families living and/or working in such areas), anticipated to occur under implementation of Connect SoCal could affect the need for additional services. Therefore, the Plan would potentially increase the demand for fire protection services. Mitigation Measure **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, **SMM PSF-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-PSP-1** would reduce adverse effects related to the potential increased demand for fire protection services to the maximum extent feasible because it requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as

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required by CEQA. While mitigation may provide a reduction in fire protection 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM PSP-1 through SMM PSP-4.

**SMM PSF-1:** 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. An example includes SCAG's participation in the development of the Southern California Catastrophic Earthquake Preparedness Plan.<sup>7</sup>

**SMM PSF-2:** 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.

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<sup>7</sup> California Emergency Management Agency, *Southern California Catastrophic Earthquake Response Plan*, December 2010  
[https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops\(Public\)2010.pdf](https://www.caloes.ca.gov/PlanningPreparednessSite/Documents/SoCalCatastrophicConops(Public)2010.pdf), accessed October 31, 2019.

Project-Level Mitigation Measures

See PMM-PSP-1.

## 6.16 POLICE PROTECTION

**Impact PSP-1**                      **Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, **SMM PSF-2**, and Project-Level Mitigation Measure **PMM-PSP-1** will reduce impacts related to the potential to increase in need for police protection services such that the need for new or physically altered police protection facilities would become necessary, 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 3.15.2, Police Protection, of the PEIR. The potential for increased demand for police protection services would be significant. Implementation of Mitigation Measures **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, **SMM PSF-2**, and **PMM-PSP-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that construction activities associated with transportation and development projects may temporarily increase demand on police services. Increased growth as well as more dense development (e.g., more families living and/or working in such areas), anticipated to occur under implementation of Connect SoCal could affect the need for additional services. Therefore, the Plan would potentially increase the demand for police protection services. Mitigation Measure **SMM PSP-1** through **SMM PSP-4**, **SMM PSF-1**, and **SMM PSF-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-PSP-1** would reduce adverse effects related to the potential increased demand

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for police protection services 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. While mitigation may provide a reduction in police 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See **SMM PSF-1** and **SMM PSF-2**

**SMM PSP-1** SCAG shall facilitate minimizing future impacts to library 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 promote acceptable service ratios regarding library services.

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

**SMM PSP-3:** SCAG shall help to enhance the region’s ability to deter and respond to terrorist incidents, human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following:

- 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.

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**SMM PSP-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*

**PMM PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.
- b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.
- c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.

**Impact PSS-1**                      **Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM PSS-1** and Project-Level Mitigation Measure **PMM-PSS-1** will reduce impacts related to the potential increase in use of schools such that the need for new or physically altered schools facilities would become necessary, 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 3.15.3, Schools, of the PEIR. The potential for increased demand for education services would be significant. Implementation of Mitigation Measure **SMM PSS-1** and **PMM-PSS-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that population is anticipated to increase by approximately 3.2 million people over the lifetime of the Plan (with or without the Plan); some of this population increase would include school age children, thus the need for additional schools. Therefore, the Plan would potentially increase the demand for education services. Mitigation Measure **SMM PSS-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-PSS-1** would reduce adverse effects related to the potential increased demand for schools 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. While mitigation may provide a reduction in school 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM PSS-1:** 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,

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and GIS applications, and direct technical assistance efforts to promote school planning efforts.

Project-Level Mitigation Measures

**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.

**Impact PSL-1**                      **Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM PSL-1** and Project-Level Mitigation Measure **PMM-PSL-1** will reduce impacts related to the potential increase in use of libraries such that the need for new or physically altered library facilities would become necessary, 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 3.15.4, Libraries, of the PEIR. The potential for increased demand for libraries would be significant. Implementation of Mitigation Measure **SMM PSL-1** and **PMM-PSL-1** would reduce impacts; however, impacts would remain significant and unavoidable.

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The SCAG Regional Council finds that new transportation facilities, especially those in urban areas, could facilitate access to libraries and result in increased use of some libraries. In addition, the anticipated growth in population and households would increase the demand for library facilities, which may result in a need for new and/or expanded library facilities. Therefore, the Plan would potentially increase the demand for library services. Mitigation Measure **SMM PSL-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-PSL-1** would reduce adverse effects related to the potential increased demand for libraries 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. While mitigation may provide a reduction in library 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM PSL-1** SCAG shall facilitate minimizing future impacts to library 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 promote acceptable service ratios regarding library services.

Project-Level Mitigation Measure

**PMM PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.

## 6.17 PARKS AND 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 Measure **SMM REC-1**, **SMM USWS-1** and Project-Level Mitigation Measure **PMM REC-1** 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 **SMM REC-1** and **PMM REC-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the Plan's transportation improvements aim to accommodate the anticipated population increase of approximately 3.2 million persons over the lifetime of the Plan. The Plan may influence new growth, primarily within urbanized areas such as HQTAs and other livable corridors and centers. Therefore, it is possible that existing neighborhood parks and other recreational facilities would see an increase in usage, which, in turn, may result in substantial physical deterioration of facilities. Therefore, the Plan would potentially 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. Mitigation Measure **SMM REC-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM REC-1** 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

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requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM USWS-1.

**SMM REC-1:** SCAG shall continue the commitment to analyze public health outcomes as part of the Regional Transportation Plan/Sustainable Communities Strategy (Plan). As part of the public health analysis for the Plan, SCAG shall continue to analyze resident access to parks and recreational facilities from a county level to help local jurisdictions to improve resident access to parks. SCAG shall communicate the impacts of the Plan through its Public Health Working group, and continue to support policy changes at the city and county level through educational programs.

Project-Level Mitigation Measures

**PMM REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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.
- b) 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

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of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:

- i. Increasing the accessibility to natural areas for outdoor recreation
- ii. Utilizing “green” development techniques
- iii. Promoting water-efficient land use and development
- iv. Encouraging multiple uses, such as the joint use of schools
- v. Including trail systems and trail segments in General Plan recreation standards

**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 **SMM REC-1** and Project-Level Mitigation Measures **PMM REC-1, PMM AQ-2, and PMM NOISE-1** 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 **SMM REC-1, PMM REC-1, PMM AQ-2, and PMM NOISE-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the land use framework of the Plan assumes an increase in small-lot, single- and multi-family housing that is expected to mainly occur in infill locations near transit infrastructure (HQTAs and transit priority areas [TPAs]), and transit-oriented communities. This increased density in urban areas will increase demand and place strain for parks and recreational facilities in these

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areas. Therefore, the Plan would potentially require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Mitigation Measure **SMM REC-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM REC-1**, **PMM AQ-2**, and **PMM NOISE-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See **SMM REC-1**.

Project-Level Mitigation Measures

See **PMM REC-1**, **PMM AQ-2**, and **PMM NOISE-1**.

## **6.18 TRANSPORTATION, TRAFFIC, AND SAFETY**

**Impact TRA-2**                      **Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM TRA-1** through **SMM TRA-6** and **PMM-TRA-1** will reduce impacts related to the potential to conflict with *CEQA Guidelines* section 15064.3(b) (which sets forth the criteria for analyzing transportation impacts), 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 *CEQA Guidelines* section 15064.3(b) would be significant. Implementation of Mitigation Measures **SMM TRA-1** through **SMM TRA-6** and **PMM-TRA-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that despite the benefits shown by implementing the Plan, the transportation projects and growth under the Plan would substantially increase VMT, which would be inconsistent and may not support achievement of the state's VMT goals as identified in the 2017 Scoping Plan. Therefore, the Plan would potentially conflict with *CEQA Guidelines* section 15064.3(b). Mitigation Measure **SMM TRA-1** through **SMM TRA-6** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-TRA-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM TRA-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 via 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.

**SMM TRA-2:** 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.

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**SMM TRA-3:** SCAG shall initiate and facilitate an SB 743 implementation program. The grant-funded project, co-sponsored by SCAG and LADOT, seeks to provide technical and mitigation strategy development guidance to local jurisdictions in the six-county SCAG region to facilitate implementation of the VMT-based CEQA transportation impact analysis provisions of SB 743. This coordinated program of technical guidance, evaluation of options, and cooperative engagement with local communities will serve to smooth the transition to the new VMT-reducing development paradigm, helping to ensure a successful region-wide implementation of SB 743 and attainment of the associated GHG reduction goals. Some of the primary features of the scope of work include:

- Evaluate the feasibility of various alternative VMT mitigation options, including local and regional VMT exchange and banking programs.
- Establish CEQA nexus to reduce VMT through a VMT mitigation exchange or banking program alternative.
- Substantiate the legal basis of a VMT exchange program for satisfying CEQA mitigation requirements.
- Collaborate with other communities and jurisdictions to reduce VMT through implementation of a VMT mitigation exchange or bank program.
- Improve the dissemination of transportation project VMT mitigation options.
- Support a variety of TDM strategies for Transportation Management Organization (TMO) membership agencies.
- Provide guidance to facilitate establishment of VMT mitigation exchange or bank programs throughout the region and state

**SMM TRA-4:** 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.

**SMM TRA-5:** SCAG shall develop a vanpool program for SCAG employees' commute trips.

**SMM TRA-6:** 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

**PMM-TRA-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways:
  - include TDM mitigation requirements for new developments;
  - incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;
  - provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;
  - implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;
  - develop TDM-specific performance measures to evaluate project-specific and system-wide performance;
  - incorporate TDM performance measures in the decision-making process for identifying transportation investments;
  - implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and
  - set aside funding for TDM initiatives.

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- The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.

**Impact TRA-4                      Result in inadequate emergency access.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM TRA-7** and **SMM TRA-8** and Project-Level Mitigation Measure **PMM TRA-2** 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 **SMM TRA-7**, **SMM TRA-8**, and **PMM TRA-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that transportation projects (including grade crossings, arterials, interchanges, and auxiliary lanes), could result in delayed emergency vehicle response times or otherwise disrupt delivery of emergency response services. Therefore the Plan would potentially result in inadequate emergency access. Mitigation Measure **SMM TRA-7** and **SMM TRA-8** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM TRA-2** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM TRA-7:** SCAG shall, in cooperation with local and state agencies, identify 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.

**SMM TRA-8:** 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.

Project-Level Mitigation Measures

**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or 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

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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.

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- 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.

## 6.19 TRIBAL CULTURAL RESOURCES

**Impact TCR-2** Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM TCR-1** and Project-Level Mitigation Measures **PMM TCR-1** and **PMM CULT-1** 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.

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**Rationale:**

The above finding is made based on the analysis included in Section 3.18, Tribal Cultural Resources, of the PEIR. The potential to cause a substantial adverse change in the significance of a tribal cultural resources, as defined in CEQA Guidelines Section 15064.5, would be significant. Implementation of Mitigation Measures **SMM TCR-1**, **PMM TCR-1**, and **PMM CULT-1** would reduce these impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that while there are state requirements in place to minimize adverse impacts to tribal cultural resources, there is still the potential for access-related damage associated with construction and operation of projects under the Plan. Therefore, the Plan would potentially cause a substantial adverse effect on the significance of a tribal cultural resource. Mitigation Measure **SMM TCR-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM TCR-1** and **PMM CULT-1** would reduce adverse effects on 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. While mitigation may provide a reduction in impacts to 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM TCR-1:** Impacts to tribal 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 and sharing of associated online Training materials. SCAG shall consult with the Native American Heritage Commission, as well as Native American tribes, to identify opportunities for early and effective consultation to identify tribal cultural resources to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.

Project Level Mitigation Measures

See PMM CULT-1.

**PMM TCR-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
- b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;
- c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.

## 6.20 UTILITIES AND SERVICE SYSTEMS

**Impact USSW-1**      **Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals**

**Impact USSW-2**      **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM USSW-1** through **SMM USSW-2** and Project-Level Mitigation Measure **PMM USSW-2** 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

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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 3.19.1 Solid Waste, 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 **SMM USSW-1**, **SMM USSW-2**, and **PMM USSW-2** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the volume of solid waste debris expected to be generated with implementation of the Plan would increase compared to existing conditions. Additionally, landfill lifetimes do not extend out 25 years. Therefore, development as a result of implementation of the Plan would potentially need to be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. Mitigation Measure **SMM USSW-1** and **SMM USSW-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM USSW-2** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

**SMM USSW-1:** During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures and to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.

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**SMM USSW-2:** SCAG shall coordinate with waste management agencies, and the appropriate local and regional jurisdictions, measures to facilitate and encourage diversion of solid waste such as recycling and composting programs.

*Project-Level Mitigation Measures*

**PMM USSW-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, 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:

- a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
- b) Inclusion of a waste management plan that promotes maximum C&D diversion.
- c) 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.).
- d) Reuse of existing structure and shell in renovation projects.
- e) Development of indoor recycling program and space.
- f) 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.
- g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or

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electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.

- h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.
- i) 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.
- j) 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.
- k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- m) Provide education and publicity about reducing waste and available recycling services.
- n) 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.

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**Impact USWW-1**      **Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects**

**Impact USWW-2**      **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 existing commitments.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM-USWW-1** and Project-Level Mitigation Measures **PMM-USWW-1** and **PMM-HYD-1** 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 3.19.2, Wastewater, 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 **SMM-USWW-1**, **SMM HYD-1** through **SMM HYD-3**, **PMM-USWW-1**, and **PMM-HYD-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that development as a result of implementation of the Plan would increase impervious surface area throughout the region, thereby increasing urban runoff. Additionally, construction activities related or identified in the Plan could increase pollutant loads carried by storm water runoff. Therefore, the Plan would potentially require or result in construction of new storm water drainage facilities or expansion of existing facilities. Mitigation Measure **SMM USWW-1**, **SMM HYD-1**, **SMM HYD-2** and **SMM HYD-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM-USWW-1** and **PMM-HYD-1** 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

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all applicable and feasible mitigation as required by CEQA. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See SMM HYD-1 through SMM HYD-3.

**SMM-USWW-1:** SCAG shall work with local jurisdictions and wastewater agencies to encourage regional-scale planning for improved wastewater and stormwater management. Future impacts to wastewater and stormwater facilities 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.

Project-Level Mitigation Measures

See PMM-HYD-1.

**PMM-USWW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure

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that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

**Impact USWS-1**      **Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM USWS-1** and Project-Level Mitigation Measure **PMM-USWS-1** will reduce impacts related to the relocation or construction of new or expanded water 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 3.19.3 Water Supply, of the PEIR. The impacts related to the relocation or construction of new or expanded water facilities would be significant. Implementation of Mitigation Measures **SMM USWS-1** and **PMM-USWS-1** would reduce impacts; however, impacts would remain significant and unavoidable.

The SCAG Regional Council finds that accommodating the population guided by the Plan would increase the water demand in certain areas of the Region. Therefore, the Plan would potentially result in the relocation or construction of new or expanded water facilities. Mitigation Measure **SMM USWS-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-USWS-1** 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. 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.

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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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

**SMM USWS-1:** SCAG shall coordinate with local agencies as part of SCAG's Sustainability Program regarding the implementation of Urban Greening, Greenbelts and Community Separator land use strategies. Primary features of land use strategies address the following:

- Increased trail and greenway connectivity;
- Improved water quality, groundwater recharge and watershed health;
- Strategies for stormwater and rainwater collection, infiltration, treatment and release;
- Reduce urban runoff;
- Expand the urban forest;
- Provision of wildlife habitat and increased biodiversity;
- Expand recreation opportunities and beautification;
- Preserving agrarian economies;
- Restore severed wildlife corridors.

Project-Level Mitigation Measures

**PMM USWS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) 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, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.

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- b) 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.
- c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

**Impact USWS-2                    Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measure **SMM USWS-1** and Project-Level Mitigation Measure **PMM-USWS-1** 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 3.19.3, Water Supply, 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 **SMM USWS-1** and **PMM-USWS-1** would reduce impacts; however, impacts would remain significant and unavoidable.

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The SCAG Regional Council finds that transportation projects and development projects anticipated to occur under the Plan have the potential to result in water use that could exceed available water supply. Therefore, the Plan would potentially result in insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements. Mitigation Measure **SMM USWS-1** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM-USWS-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measure

See **SMM USWS-1**.

Project-Level Mitigation Measures

See **PMM-USWS-1**.

## **6.21 WILDFIRE**

**Impact WF-2**                      **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.**

**Impact HAZ-7**                      **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.**

**Impact:**

*Significant and Unavoidable*

**Finding:**

Implementation of SCAG Mitigation Measures **SMM WF-1** through **SMM WF-3** and Project-Level Mitigation Measure **PMM WF-1** 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 3.20, Wildfire, of the PEIR. Implementation of Mitigation Measures **SMM WF-1** through **SMM WF-3** and Project-Level Mitigation Measure **PMM WF-1** would reduce the level of impacts; however, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that transportation projects and anticipated development projects may be located in wildfire-prone areas. Therefore, implementation of the Plan would potentially expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Mitigation Measure **SMM WF-1** through **SMM WF-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measure **PMM WF-1** 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. 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

- SMM WF-1:** SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (vegetation data, fire-resistant building materials, locations where development is vulnerable to wildfire, and best practices for safe land management) with county and city planning departments. Furthermore, SCAG shall examine wildfire risk management strategies in areas where at-risk critical electrical infrastructure is located based on CPUC and CAL FIRE maps.
- SMM WF-2:** SCAG, in partnership with technical experts and stakeholders shall launch or continue existing initiatives to help local cities and counties to protect Southern California communities and economies from the disruption of wildfire occurrences. Initiatives could include but not be limited to seminars that review the risk of wildfire and approaches for preparation, including strengthening of infrastructure, emergency services, emergency evacuation plans and reviewing building safety codes.
- SMM WF-3:** SCAG shall develop a regional resilience program and identify specific strategies to reduce vulnerabilities from natural disasters related to land based or atmospheric hazards, climate change, wildfire and other extreme weather events.

Project-Level Mitigation Measures

- PMM WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.
  - b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.
  - c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.

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- d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.
- e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place

**Impact WF-3**                      **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.**

**Finding:**

Implementation of SCAG Mitigation Measures **SMM-WF-1**, **SMM WF-2**, **SMM AG-4**, and **SMM BIO-3** and Project-Level Mitigation Measure **PMM WF-1** and **PMM HAZ-4** will reduce impacts related to infrastructure that may exacerbate fire risks, 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 3.20, Wildfire, of the PEIR. Implementation of Mitigation Measures **SMM WF-1** through **SMM WF-3** and Project-Level Mitigation Measures **PMM WF-2** and **PMM HAZ-4** would reduce the level of impacts; however, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that the areas with dry vegetation have the potential to exacerbate wildfire risk due to future development activities that could generate flammable debris piles. Future roadway and development construction in such areas, while likely to be less in the future, may still occur, such development has the potential to result in significant impacts as a result of construction equipment generating sparks or oil spill and other combustible materials leading to the start and spread of wildfires. Therefore, the Plan would potentially result in the installation or maintenance of infrastructure that may exacerbate fire risks. Mitigation Measure **SMM WF-1**, **SMM WF-2**, **SMM AG-4** and **SMM BIO-3** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM WF-2** and **PMM HAZ-4** would reduce impacts related to infrastructure that may exacerbate fire risks, to the maximum extent feasible because it

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requires lead agencies to exercise their discretionary authority to adopt all applicable and feasible mitigation as required by CEQA. While mitigation may provide a reduction in impacts related to infrastructure that may exacerbate fire risks, 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 Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM-WF-1, SMM WF-2, SMM AG-4, and SMM BIO-3.

Project-Level Mitigation Measures

See PMM HAZ-4.

**PMM WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to
  - 1) Submit a fire protection plan including the designation of fire watch staff;
  - 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;
  - 3) Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and
  - 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.

**Impact WF-4** Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.

**Finding:**

Implementation of SCAG Mitigation Measures **SMM-WF-1, SMM WF-2, SMM HYD-3, SMM GEO-1 and SMM GEO-2** and Project-Level Mitigation Measures **PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4** will reduce impacts related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes, 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 3.20, Wildfire, of the PEIR. Implementation of SCAG Mitigation Measures **SMM-WF-1, SMM WF-2, SMM HYD-3, SMM GEO-1 and SMM GEO-2** and Project-Level Mitigation Measures **PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4** would reduce the level of impacts; however, the impacts would remain significant and unavoidable.

The SCAG Regional Council finds that development of homes and infrastructure is anticipated to continue to occur in areas of the region that are subject to wildfire hazards, despite the Plan's strategies to add development to existing urban areas. Therefore, the Plan would potentially result in the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes. Mitigation Measure **SMM WF-1, SMM WF-2, SMM HYD-3, SMM GEO-1 and SMM GEO-2** would reduce project impacts to the maximum extent feasible within the authority of SCAG. The SCAG Regional Council further finds that Project-Level Mitigation Measures **PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4** would reduce impacts related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes, 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. While mitigation may provide a reduction in impacts related to the exposure of people or structures to risks resulting from runoff, post-fire slope stability, or drainage changes, 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

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Council finds that the significant impact is acceptable due to the overriding considerations that support adoption of the Plan, discussed in the Statement of Overriding Considerations.

SCAG Mitigation Measures

See SMM-WF-1, SMM WF-2, SMM HYD-3, SMM GEO-1 and SMM GEO-2.

Project-Level Mitigation Measures

See PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4.

## 6.22 FINDINGS ON CUMULATIVE IMPACTS

In compliance with CEQA Guidelines Section 15130, the PEIR evaluates the cumulative impacts of the Connect SoCal Plan. CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” (CEQA Guidelines Section 15355). Thus, if the effects of the Plan, in combination with the effects of past, present, and reasonably foreseeable future related projects within the region will be significant, the Plan’s incremental effects must be analyzed to determine if the Plan’s contribution to the cumulative impact is cumulatively considerable. (CEQA Guidelines Section 15065(a)(3)). Supportive evidence for the below findings may be found in the “Cumulative Effects” sections of each resource topic analysis in Draft PEIR Chapter 4.

### 6.22.1 Cumulative Effects Determined to be Significant for which the Contribution of the Plan would be Cumulatively Considerable even with Implementation of Mitigation Measures

Based on the analysis set forth in the PEIR, SCAG finds that the cumulative impacts of the Plan, in combination with the effects of past, present, and reasonably foreseeable future related projects within the region, would be significant. SCAG further finds that the Plan’s contribution to the following significant cumulative impacts would remain cumulatively considerable even with implementation of the mitigation measures set forth in the PEIR, and thus would be significant and unavoidable.

#### *Aesthetics*

Connect SoCal includes transportation projects and land use strategies that would shape the region over the next 25 years. As discussed in Section 3.1, Aesthetics, these changes include the extension of transportation and related infrastructure and expansion of urbanized areas that would impact scenic resources. Transportation projects could facilitate access not only within SCAG boundaries but also to areas

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outside the region. In addition, Plan projects would connect with projects outside the region facilitating and potentially inducing construction of transportation infrastructure and development outside the region. Some of these changes would be expected on the fringe of the region (e.g. projects along the border of Los Angeles and Kern Counties). Urbanization or loss of these visual resources could also affect areas outside the region as many of these scenic areas extend beyond SCAG borders. As a result, the Plan could indirectly cause changes to the visual character or to scenic areas outside the region. Therefore, the Plan would contribute to cumulative impacts to scenic resources and visual character. Implementation of Mitigation Measures **SMM AES-1** and **PMM AES-1** through **PMM AES-2** would reduce potential impacts to aesthetic resources. However, even with the implementation of mitigation measures, impacts are considered significant and could add to such impacts from cumulative projects (for example other RTPs for surrounding jurisdictions) outside the region.

**Findings and Rationale**

SCAG finds Mitigation Measure **SMM AES-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM AES-1** and **PMM AES-2** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in **PMM AES-1** through **PMM AES-2** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of local lead agencies.

SCAG finds while project-specific mitigation may reduce impacts to aesthetic resources, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM AES-1**, **PMM AES-1** through **PMM AES-2** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## *Agriculture and Forestry*

Under the Connect SoCal Plan, consumption of farmland is anticipated. These impacts would be the direct result of either implementation of transportation projects or development anticipated to occur due to projected growth under the Plan. As discussed in Section 3.2, Agriculture and Forestry Resources, impacts to agricultural and forestry resources from the Plan are considered significant and unavoidable. Loss of farmland would worsen the conversion of agricultural lands due to urbanization throughout the state. The 2015 California Farmland Conversion Report ranks the Southern California region at the top in net acres converted to urban land, with Riverside County ranked second at the county level.<sup>8</sup> The Southern California and San Joaquin Valley regions accounted for the largest urban growth in terms of acreage.<sup>9</sup> Implementation of Mitigation Measures **SMM AG-1** through **SMM AG-4** and **PMM AG-1** would reduce impacts, but as other California regions continue to urbanize, agricultural land in the state may continue to be lost due to land use conversion, contributing to cumulative statewide significant impacts.

The Plan has the potential to conflict with Williamson Act lands or existing zoning for agricultural use. Mitigation Measures **SMM AG-1** through **SMM AG-2** and **PMM AG-1** through **PMM AG-2** would reduce impacts, but they are still considered significant. As noted above, through the increasing urbanization, other regions adjacent to SCAG boundaries may also convert agricultural lands to urban uses and conflict with existing zoning.

The Plan would have a significant impact regarding forest lands. Transportation projects included in the Plan that would result impact to forest lands include highway expansion, highway widening projects, and potential connectors. Projects in adjacent regions could convert forestry resources and forest lands due to development, resulting in cumulative impacts.

The Plan would involve other changes in the environment which, due to their location or nature, could convert Farmland to non-agricultural use or conversion of forest land to non-forest use. Implementation of Mitigation Measures **SMM AG-1** through **SMM AG-2** as well as **SMM GHG-1** through **SMM GHG-5** and **PMM AG-2** as well as **PMM GHG-2** would reduce impacts, but they are still considered significant. As development pressure from conversion of Farmland to urban uses increases, lands adjacent to SCAG boundaries may feel the same indirect pressure to develop and convert lands. Therefore, there would be a significant cumulative impact.

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<sup>8</sup> California Department of Conservation. 2015. *California Farmland Conversion Report 2015*. Available at: [https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2010-2012/FCR/FCR%202015\\_complete.pdf](https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2010-2012/FCR/FCR%202015_complete.pdf), accessed November 5, 2019.

<sup>9</sup> Ibid.

## Findings and Rationale

Mitigation Measures **SMM AG-1** through **SMM AG-2** and **SMM GHG-1** through **SMM GHG-5** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that **PMM AG-1** through **PMM AG-2**; **PMM AG-2**; and **PMM GHG-2** are primarily within the responsibility and jurisdiction local lead agencies, which can and should adopt them. These identified mitigation measures would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts to farmland and forest land, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, the mitigation measures identified above would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## *Air Quality*

Connect SoCal is a regional plan that integrates transportation investments with land use strategies for the SCAG region. As such, the analysis of air quality impacts presented is inherently cumulative. As discussed in Section 3.3, Air Quality, the Plan would result in significant impacts as a result of short-term emissions of criteria pollutants and as a result of sensitive receptors being in proximity to sources of TACs (**Impact AQ-4**). However, the Plan could also contribute to air quality impacts outside the SCAG region itself. The cumulative analysis impact area for air quality consists of air basins that extend beyond the SCAG boundaries, such as the Mojave Desert Air Basin that extends into Kern County. Implementation of the Connect SoCal Plan combined with cumulative development outside of the SCAG region would add to the significant air quality impacts of the Plan.

Implementation of Mitigation Measures **SMM AQ-1** through **SMM AQ-3** and **PMM AQ-1** through **PMM AQ-3** would reduce the contribution to cumulative air quality impacts; however, the Plan's impacts would remain significant and would add to the impacts of other RTPs in surrounding jurisdictions.

## Findings and Rationale

Mitigation Measures **SMM AQ-1** through **SMM AQ-3** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that and **PMM AQ-1** through **PMM AQ-3** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures **PMM AQ-1** through **PMM AQ-3** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

While project-specific mitigation may reduce impacts to air quality, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM AQ-1** through **SMM AQ-3** and **PMM AQ-1** through **PMM AQ-3** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## Biological Resources

As discussed in Section 3.4, Biological Resources, Connect SoCal would result in impacts to sensitive species as well as habitat fragmentation and loss and disturbance. Implementation of Mitigation Measures **SMM BIO-1** through **SMM BIO-2** and **PMM BIO-1** through **PMM BIO-6** would reduce impacts to biological resources but impacts would remain significant. Many of these impacts would be the direct result of either transportation improvements or development. Impacts to sensitive species, as well as loss of habitat and habitat fragmentation would contribute to similar statewide impacts. Many important habitat corridors cross the SCAG region's boundaries. As a result, the loss of an important corridor, or fragmentation of habitat could limit the movement of wildlife species resulting in additional cumulative impacts. Similarly, fragmentation could reduce the viability of a species beyond the plan area. Therefore, the significant impacts to biological resources anticipated to result from transportation and development projects occurring under the Plan would contribute to cumulative biological resources impacts outside of just the SCAG region, including effects throughout California.

## Findings and Rationale

Mitigation Measures **SMM BIO-1** through **SMM BIO-2** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM BIO-1** through **PMM BIO-6** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in these measures would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts to farmland and forest land, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM BIO-1** through **SMM BIO-2** and **PMM BIO-1** through **PMM BIO-6** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## Cultural Resources

The Plan includes transportation projects and land use strategies that will shape the region over the next 25 years. As discussed in Section 3.5, Cultural Resources, these changes include the extension of transportation and related infrastructure that would impact cultural resources through activities such as demolition of historical resources or indirect impacts such as changing the historic context of the resource. In addition, Plan projects will connect with projects outside the region, thereby facilitating and potentially inducing construction of transportation infrastructure outside the region. This additional infrastructure could lead to additional development, both inside and outside the region. Plan impacts would add to cultural resource impacts of cumulative projects (transportation projects and development in accordance with RTP plans of adjacent jurisdictions). Implementation of Mitigation Measures **SMM CULT-1** and **PMM CULT-1** and **PMM CULT-2**, would reduce the contribution to cumulative impacts to cultural resources. However, the Plan would still result in significant impacts to historical resources as well as archaeological resources and would contribute to significant cumulative impacts. Although in general cultural and

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historical impacts are specific to a smaller area (region), there is the potential for the project to contribute to impacts in adjacent counties.

**Findings and Rationale**

Mitigation Measure **SMM CULT-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM CULT-1** and **PMM CULT-2** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures **PMM CULT-1** and **PMM CULT-2** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM CULT-1** and **PMM CULT-1** and **PMM CULT-2** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Geology and Soils***

Impacts to geology and soils related to implementation of the Plan are analyzed in Section 3.7, Geology and Soils. The Plan's ground disturbing activities would potentially impact paleontological resources. Ground-disturbing activities such as excavation for building foundations and bridges, trenching for utility lines, tunneling, and grading, could damage or destroy sensitive paleontological resources on or near the surface or at depth. Implementation of Mitigation Measures **SMM-GEO-3** and **PMM-GEO-1** would reduce the level of impacts but would still be considered significant. Paleontological resources, and important paleontological finds may still occur. For example, in 2005 a Mammoth was discovered in the City of Moorpark. The fossils were dated as between 400,000 and 1.8 million years old. Such finds, while locally

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important, provide important contextual information to the state’s history and beyond. The loss of such resources would be cumulatively considerable.

**Findings and Rationale**

Mitigation Measure **SMM-GEO-3** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM-GEO-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM-GEO-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM-GEO-3** and **PMM-GEO-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Hazards and Hazardous Materials***

Impacts associated with hazards and hazardous materials related to implementation of the proposed Plan are analyzed in Section 3.9, Hazards and Hazardous Materials. Hazards and hazardous materials impacts may be related to the transport, use, or disposal of hazardous materials, create a significant hazard through upset or accident conditions involving release of hazardous materials, hazardous materials within one-quarter mile of an existing or proposed school, location on a known hazardous materials site, airport-related hazards, and conflict with an emergency response plan. These effects occur independently of one another, related to site-specific and project-specific characteristics and conditions. However, the analysis in **Section 3.9** concluded there would be significant and unavoidable effects regarding impacts to transport of hazardous materials, release of hazardous materials, hazardous materials within one-quarter mile of a school, location on a known hazardous materials site, and conflict with an emergency response plan.

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Implementation of Mitigation Measures **SMM HAZ-1** through **SMM HAZ-5** as well as **SMM TRA-5** and **PMM HAZ-1** through **PMM HAZ-1** through **PMM HAZ-5** as well as **PMM TRA-5** would reduce the Plan's impacts, but they would remain significant. These impacts have the potential, due to transportation projects and land use strategies, to have effects beyond SCAG boundaries, particularly to adjacent jurisdictions. Therefore, implementation of the Plan would have significant cumulative impacts.

**Findings and Rationale**

Mitigation Measures **SMM HAZ-1** through **SMM HAZ-5** as well as **SMM TRA-5** and **PMM HAZ-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM HAZ-1** through **PMM HAZ-5** as well as **PMM TRA-5** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures **PMM HAZ-1** through **PMM HAZ-5** as well as **PMM TRA-5** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM HAZ-1** through **SMM HAZ-5** as well as **SMM TRA-5** and **PMM HAZ-1** through **PMM HAZ-1** through **PMM HAZ-5** as well as **PMM TRA-5** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Hydrology and Water Quality***

As discussed in **Section 3.10, Hydrology and Water Quality**, the Plan would result in significant impacts related to water quality, groundwater recharge, flood hazards and water supply. The land use strategies included in the Plan would result in a more compact development pattern that would be more water efficient. The water providers within the SCAG region that serve the population would need to coordinate water supply with nearby jurisdictions. Given the unreliability of water supply in the region, the increase

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of approximately 3.2 million people would result in a significant impact to water supply that would add to the impacts of development in surrounding jurisdictions. The Plan could also facilitate access to other areas of the state by increasing infrastructure which could ultimately influence growth (and associated impermeable surfaces) in areas outside SCAG boundaries. Mitigation Measures **SMM HYD-1** through **SMM HYD-2** and **PMM HYD-1** through **PMM HYD-2** would reduce impacts, but they would remain significant. This could result in greater impacts to water quality and could affect water in areas outside the SCAG region. Therefore, the Plan would result in significant cumulative impacts.

**Findings and Rationale**

Mitigation Measures **SMM HYD-1** through **SMM HYD-2** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM HYD-1** through **PMM HYD-2** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures **PMM HYD-1** and **PMM HYD-2** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM HYD-1** through **SMM HYD-2** and **PMM HYD-1** through **PMM HYD-2** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Land Use and Planning***

As discussed in Section 3.11, Land Use and Planning, implementation of the Connect SoCal Plan has the potential to physically divide an established community and to conflict with existing land use plans. The Plan would result in an increase in density and land use development. Improved accessibility from the Plan could help facilitate urbanization to areas outside the region. Furthermore, changes in land use patterns in the region (i.e. increased urbanization) could affect areas outside the region, resulting in

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increased urbanization in adjacent jurisdictions. Implementation of Mitigation Measures **SMM LU-1** through **SMM LU-4** and **PMM LU-1** through **PMM LU-2** would reduce impacts, but they would remain significant. Therefore, the Plan would result in significant cumulative land use impacts.

**Findings and Rationale**

Mitigation Measures **SMM LU-1** through **SMM LU-4** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM LU-1** and **PMM LU-2** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures **PMM LU-1** and **PMM LU-2** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM LU-1** through **SMM LU-4** and **PMM LU-1** through **PMM LU-2** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Mineral Resources***

Impacts to mineral resources related to implementation of the Plan are analyzed in Section 3.12, Mineral Resources. The analysis concluded that there would be a significant and unavoidable impact regarding the loss of known mineral resources occurring from transportation projects and land use strategies in the Plan. Aggregate resources used in construction activities throughout the SCAG region would potentially be reduced due to the Plan's transportation projects and anticipated development under the Plan. The Plan could worsen depletion of aggregate supply which would impact surrounding areas and the state. Mitigation Measures **SMM MIN-1** and **PMM MIN-1** would reduce impacts, but they would remain

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significant. Therefore, the Plan would have significant cumulative impact on mineral resources adding to the impact from development of areas outside the SCAG region.

**Findings and Rationale**

Mitigation Measure **SMM MIN-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM MIN-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM MIN-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM MIN-1** and **PMM MIN-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

**Noise**

As discussed in Section 3.13, Noise, the Plan would result in significant impacts related to increases in noise. Changes resulting from the Plan include the extension of transportation and related infrastructure that would result in new noise sources as well as increased noise from some existing sources. Implementation of Mitigation Measures **SMM NOISE-1** and **PMM NOISE-1** would reduce noise and vibration impacts, however they would remain significant. Many of the transportation projects could facilitate access not only within SCAG boundaries but also areas outside the region to adjacent jurisdictions. In addition, Plan projects will connect with projects outside the region, facilitating and potentially inducing construction of transportation infrastructure outside the region. Construction noise and vibration impacts are generally site specific, but to the extent that the Plan might influence growth outside the region, it could result in construction noise outside the region. As population in the region continues to increase, the Plan could also contribute to a cumulatively considerable temporary or permanent increase in noise and

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vibration outside the region as a result of increased travel. This activity would include railroads, as well as freeway, arterial and transit noise. As a result, there would be a significant cumulative impact.

### **Findings and Rationale**

Mitigation Measure **SMM NOISE-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM NOISE-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM NOISE-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM NOISE-1** and **PMM NOISE-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

### ***Population and Housing***

As discussed in Section 3.14, Population and Housing, implementation of the Connect SoCal Plan could facilitate an increase in population, housing, and employment (although the same increases are anticipated whether or not the Plan is adopted). It is possible that the improved accessibility gained by transportation investments and key land use strategies could result in an increase in population in areas outside the region (as people find it easier to move from outside the region to employment centers within the region). If population increases in areas outside the SCAG region were in excess of forecasts and plans, it could add to cumulative impacts in other jurisdictions. Impacts would be reduced by Mitigation Measures **SMM POP-1** through **SMM POP-4** and **PMM POP-1** would reduce impacts, but they would remain significant. Therefore, the significant impacts of the Plan could contribute to population and displacement impacts of other Plans in neighboring jurisdictions, resulting in a significant cumulative impact.

## Findings and Rationale

Mitigation Measures **SMM POP-1** through **SMM POP-4** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM POP-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM POP-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM POP-1 through SMM POP-4** and **PMM POP-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## Public Services

### Fire Protection

As discussed in Section 3.15.1, Fire Protection, the Plan would result in significant impacts related to the need for new facilities, the construction of which could cause physical impacts. In general impacts to fire services would be confined to the region and would result from transportation projects and anticipated growth. It is possible that developments that occur near the region's boundary could result in the need for new or expanded fire protection facilities outside the region. This impact would be cumulatively considerable. In addition, wildfire impacts would be significant. Large fires can extend across regional boundaries requiring firefighters from adjacent regions and beyond to assist on a case-by-case basis. To the extent that the Plan would increase urban uses along the wildland interface and increase fire risk, the chance of a fire requiring multi-regional support also increases. Implementation of Mitigation Measures **SMM PSF-1** through **SMM PSF-2** and **PMM PSP-1** would reduce potential impacts to fire protection.

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However, even with the implementation of mitigation measures, impacts are considered significant and could add to such impacts from cumulative projects outside the region.

**Findings and Rationale**

SCAG finds Mitigation Measure **SMM PSF-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM PSP-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. SCAG finds mitigation activity identified in Mitigation Measure **PMM PSP-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of local lead agencies.

SCAG finds while project-specific mitigation may reduce impacts to fire protection, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM PSF-1** and **SMM PSF-2**, and **PMM PSP-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Police Protection***

As discussed in Section 3.15.2, Police Protection, the Plan would result in significant impacts related to the need for new facilities. Impacts would be reduced by Mitigation Measures **SMM PSP-1** through **SMM PSP-4** and **PMM PSP-1** would reduce impacts, but they would remain significant. In general, impacts as a result of construction of new police facilities would be confined to the immediate area of the construction of each facility. However, as with fire protection, where development and transportation projects are located on the boundary of the region, it is possible that new or expanded facilities would be necessary outside the region. If the construction of such facilities results in a significant impact, the Plan's impact would be cumulatively considerable.

## Findings and Rationale

Mitigation Measures **SMM PSP-1** through **SMM PSP-4** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG find that Mitigation Measure **PMM PSP-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in **PMM PSP-1** would require the exercise of discretionary authority to implement project specific mitigation that is wholly within the responsibility of local lead agencies.

SCAG finds while project-specific mitigation may reduce impacts to police protection, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM PSP-1** through **SMM PSP-4** and **PMM PSP-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## Schools

As discussed in Section 3.15.3, Schools, the Plan would result in significant impacts related to the need for new school facilities. Mitigation Measure **SMM PSS-1** and **PMM PPS-1** would reduce impacts, but they would remain significant. In general, impacts as a result of construction of new schools would be confined to the immediate area of each school. However, if development and transportation projects occur on the boundary of the region, it is possible that new or expanded school facilities would be necessary. If the construction of such facilities results in significant impacts, the Plan's impact would be cumulatively considerable.

## Findings and Rationale

SCAG finds Mitigation Measure **SMM PSS-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM PSS-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activity identified in Mitigation Measure **PMM PSS-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of local lead agencies.

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SCAG finds while project-specific mitigation may reduce impacts to school, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM PSS-1** and **PMM PSS-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

*Library Services*

As discussed in Section 3.15.4, the Plan would result in significant impacts related to the need for new facilities. Mitigation Measure **PMM PSL-1** would reduce impacts, but they would remain significant. In general, impacts as a result of construction of new library facilities would be confined to the immediate area of each library. However, if development and transportation projects occur on the boundary of the region, it is possible that new or expanded library facilities would be necessary. If the construction of such facilities results in significant impacts, the Plan's impact would be cumulatively considerable.

**Findings and Rationale**

SCAG finds **Mitigation Measure SMM PSL-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG find that Mitigation Measure **PMM PSL-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activity identified in Mitigation Measure **PMM PSL-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of local lead agencies.

SCAG finds while project-specific mitigation may reduce impacts to school, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM PSL-1** and **PMM PSL-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain

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to a Level of Less than Significant*

mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

### ***Parks and Recreation***

To the extent that development may occur on the periphery of the SCAG region, it could increase demand for recreation facilities in surrounding jurisdictions as discussed in Section 3.16, Parks and Recreation. Similarly, development on the periphery of these other regions, such as adjacent counties, would result in demand for recreational facilities within the SCAG region. In addition, given the natural resources in the SCAG region, any development in other counties would tend to increase demand for recreation facilities with statewide appeal that are within the SCAG region. Improved transportation infrastructure would facilitate access to these recreational facilities. Impacts would be reduced by Mitigation Measures **SMM REC-1** and **PMM REC-1, PMM AQ-2(b), and PMM NOISE-1(b)** but would remain significant. Therefore, the significant impacts of the Plan on existing facilities of statewide appeal would add to similar impacts anticipated to result from RTPs in other jurisdictions, resulting in a significant cumulative impact.

### **Findings and Rationale**

SCAG finds Mitigation Measure **SMM REC-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM REC-1, PMM AQ-2, and PMM NOISE-1** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in, **PMM REC-1, PMM AQ-2, and PMM NOISE-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM REC-1, PMM REC-1, PMM AQ-2, and PMM NOISE-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact

*6.0 Findings Regarding Significant Unavoidable  
Adverse Impacts that Cannot be Mitigated  
to a Level of Less than Significant*

remains significant and unavoidable. 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.

***Transportation, Traffic, and Safety***

As discussed in Section 3.17, Transportation, Traffic and Safety, the Plan would result in increases in total VMT and vehicle hours of delay but reductions in per capita VMT and vehicle hours of delay. Implementation of the Connect SoCal Plan would result in an increase in density and land use development over the life of the Plan. Transportation and traffic related impacts would be reduced by Mitigation Measures **SMM TRA-1** through **SMM TRA-8** and **PMM TRA-1** through **PMM TRA-2** but they would remain significant. Implementation of the Plan, combined with growth outside the region, has the potential to conflict with congestion management programs outside SCAG boundaries. Congestion and delay from RTPs in adjacent counties would add to these significant impacts, which would result in a significant cumulative impact. Further, as discussed in Section 3.17 Transportation, the per capita VMT reductions may not be enough to meet the state goals established by CARB. This, combined with other MPO's not achieving reductions in VMT beyond those identified by CARB, would result in a cumulative statewide impact.

**Findings and Rationale**

SCAG finds Mitigation Measures **SMM TRA-1** through **SMM TRA-8** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measures **PMM-TRA-1** and **PMM-TRA-2** are within the responsibility and jurisdiction of local lead agencies, which can and should adopt them. The mitigation activities identified in Mitigation Measures and **PMM TRA-1** through **PMM TRA-2** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM TRA-1** through **SMM TRA-8** and **PMM TRA-1** through **PMM TRA-2** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation

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measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

***Tribal Cultural Resources***

Plan projects will facilitate access to areas outside the region. In addition, Plan projects will connect with projects outside the region, thereby facilitating and potentially inducing construction of transportation infrastructure outside SCAG boundaries. As discussed in Section 3.18, implementation of the Plan would result in significant impacts to tribal cultural resources. Mitigation Measures **SMM TCR-1** and **PMM TCR-1** would reduce impacts but they would remain significant. Therefore, the impacts would contribute to significant cumulative impacts to tribal cultural resources throughout the state as resources are impacted by new development and land is disturbed.

**Findings and Rationale**

SCAG finds that Mitigation Measure **SMM TRC-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM-TRA-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM TRC-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM TRC-1** and **PMM TRC-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## Utilities and Service Systems

### Solid Waste

The Plan would result in significant impacts related to solid waste generation in the region, as discussed in Section 3.19.1, Solid Waste. Implementation of Mitigation Measures **SMM USSW-1** through **SMM USSW-2** and **PMM USSW-1** would reduce impacts but they would remain significant. As population increases across the state, it is expected that additional demands will be placed on landfills with remaining capacity both from inside the SCAG region and from nearby areas such as adjacent counties. The increased demand on landfill capacity could result in the need to truck waste long distances, including to sites outside the region which could result in localized impacts outside the region (noise, air quality, traffic). Further, landfill capacity is finite and by reducing landfill capacity outside the region, there would be less capacity available for areas outside the region. As a result, the Plan would add to impacts on available landfill capacity and result in a cumulatively considerable impact.

### Findings and Rationale

SCAG finds Mitigation Measures **SMM-USSW-1** through **SMM-USSW-2** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM USSW-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM USSW-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measure **SMM-USSW-1** through **SMM-USSW-2** and **PMM USSW-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

### *Wastewater*

The Plan would result in a significant impact related to wastewater capacity and the need for new facilities, as discussed in Section 3.19.2, Wastewater. Impacts would be reduced by Mitigation Measures **SMM HYD-1** through **SMM HYD-3** and **SMM USWW-1** and **PMM USWW-1** but impacts would remain significant. Connect SoCal includes transportation projects and regional land use strategies, targeting growth in urban areas. However, due to planned transportation projects and anticipated development, there would be potential for construction of new stormwater drainage facilities or expansion of existing facilities would be needed. The need for new or expanded facilities for Plan projects in combination with other large projects outside the region, such as wastewater projects in adjacent counties or transportation projects that connect with projects to outside areas could result in significant impacts. As such the Plan would result in a cumulatively considerable impact.

### **Findings and Rationale**

SCAG finds Mitigation Measures **SMM HYD-1** through **SMM HYD-3** and **SMM USWW-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM USWW-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measures **PMM USWW-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG finds while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measure **SMM HYD-1** through **SMM HYD-3** and **SMM USWW-1** and **PMM USWW-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

### *Water Supply*

The Plan would result in significant impacts related to water supply, as discussed in Section 3.19.3, Water Supply. Impacts would be reduced by Mitigation Measures **SMM USWS-1** and **PMM USWS-1** but impacts would remain significant. The water providers within the SCAG region that serve the population would need to coordinate water supply with nearby jurisdictions. Given the unreliability of water supply in the region, additional population growth would result in a significant impact to water supply that would add to the impacts of development in surrounding jurisdictions. Water supply projects that serve the SCAG region include infrastructure that extends beyond the boundaries of the SCAG region. For example, the California Aqueduct conveys water from the Sierra Nevada Mountains and the Colorado River Aqueduct conveys water from the Colorado River to Southern California. Increases in population could require or result in the relocation or construction of new or expanded water facilities outside of the region. As such, the Plan would result in a cumulatively considerable impact.

### **Findings and Rationale**

SCAG finds Mitigation Measure **SMM USWS-1** would reduce cumulative impacts to the maximum extent feasible within the authority of SCAG. SCAG finds that Mitigation Measure **PMM USWS-1** is within the responsibility and jurisdiction of local lead agencies, which can and should adopt it. The mitigation activities identified in Mitigation Measure **PMM USWS-1** would require the exercise of discretionary authority to implement project-specific mitigation that is wholly within the responsibility of other agencies.

SCAG while project-specific mitigation may reduce impacts, all project circumstances are not foreseeable and these mitigation measures may not be feasible or effective for some projects. Therefore, Mitigation Measures **SMM USWS-1** and **PMM USWS-1** would not necessarily eliminate all significant adverse impacts.

SCAG finds that no other mitigation measures or alternatives are feasible that would reduce cumulative impacts to less than significant levels. SCAG finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable. 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.

## 6.22.2 Cumulative Impacts Determined to be Significant for which the Contribution of the Plan would not be Cumulatively Considerable

### *Energy*

Impacts to energy related to implementation of the Plan are analyzed in Section 3.6, Energy. The increase in energy demand that is anticipated to occur as population increases in the SCAG region would contribute cumulatively to state increases in energy consumption. The state population is anticipated to continue to grow throughout the implementation period of the Connect SoCal Plan, reaching over 47 million by 2045.<sup>10</sup> Inland areas within the state will grow at higher rates, as the Inland Empire, San Joaquin Valley, and the Sacramento region experience faster growth.<sup>11</sup> The population growth reflects California's increasing energy demand, with the lowest 2030 estimates indicating an annual consumption demand of 326,026 GWh.<sup>12</sup> Transportation energy demand will see significant changes in response to increasing vehicle electrification, higher vehicle fuel economy, and hydrogen fuel demand. Although California's population and economy are expected to grow, gasoline consumption is projected to decline by 2030.<sup>13</sup> Diesel demand and demand for hydrogen fuel will continue to rise during same period.<sup>14</sup> The various counties and cities within the SCAG region, in accordance with state law, will require the implementation a variety of energy efficiency measures to decrease energy consumption as a means to reduce GHG emissions. The Plan aims to reduce energy consumption and GHG emissions, and would comply with the state's goals, as adjacent counties' regional plans would also comply with state goals. Energy impacts would be less than significant. Therefore, the Plan would not cumulatively contribute to wasteful, inefficient, or unnecessary consumption of energy resources.

### **Findings and Rationale**

The project would make a less than cumulatively considerable contribution to the significant cumulative public services impact from wasteful, inefficient, or unnecessary consumption of energy resources.

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<sup>10</sup> California Department of Finance. 2019. *Total Estimated and Projected Population for California and Counties: 1-Year Increments*. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Projections/>, accessed November 6, 2019.

<sup>11</sup> Public Policy Institute of California. 2016. *California's Future*. Available at: [https://www.ppic.org/content/pubs/report/R\\_116HJ3R.pdf](https://www.ppic.org/content/pubs/report/R_116HJ3R.pdf), accessed November 6, 2019.

<sup>12</sup> California Energy Commission. 2018. *California Energy Demand 2018-2030 Revised Forecast*. Available at: [https://ww2.energy.ca.gov/2017\\_energy\\_policy/documents/](https://ww2.energy.ca.gov/2017_energy_policy/documents/), accessed November 6, 2019.

<sup>13</sup> California Energy Commission. 2017. *Transportation Energy Demand Forecast, 2018-2030*.

<sup>14</sup> Ibid.

## *Geology and Soils*

Impacts to geology and soils related to implementation of the Plan are analyzed in **Section 3.7, Geology and Soils**. The SCAG region extends primarily over four California geomorphic provinces: the Mojave Desert, the Transverse Ranges, the Peninsular Ranges, and the Colorado Desert.<sup>15</sup> These geomorphic provinces include several active faults, and they extend beyond SCAG's boundaries to neighboring counties. However, geologic effects occur independently of one another and are related to site-specific and project-specific characteristics and conditions. In addition, existing regulations specify mandatory actions that must occur during project development, which would adequately address the potential for effects from construction or operation of projects related to exposure to seismic hazards. Since the implementation of the Plan would not exacerbate existing geologic hazards including fault rupture, in addition to the fact that there are already numerous regulations in place to reduce such risks to any planned development or transportation project, geologic impacts would be less than significant and the Plan would not result in a considerable contribution to cumulative impacts.

### **Findings and Rationale**

The project would make a less than cumulatively considerable contribution to impacts to existing geologic hazards.

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<sup>15</sup> California Geological Survey. 2002. *California Geomorphic Provinces*. Available online at: [https://www.conservation.ca.gov/cgs/Documents/Note\\_36.pdf](https://www.conservation.ca.gov/cgs/Documents/Note_36.pdf), accessed June 12, 2019.

## 7.0 FINDINGS REGARDING ALTERNATIVES

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### 7.1 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.

### 7.2 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 Connect SoCal Plan goals include:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.

7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

The proposed Connect SoCal Guiding principles include:

1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.
3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.
5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs and strategies.
7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.

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 (the No Project Alternative does not meet any of the project objectives). SCAG has evaluated three alternatives: (1) No Project Alternative; (2) Existing Plans - Local Input Alternative; and (3) the Intensified Land Use Alternative, and determined that none of the alternatives were able to avoid the significant impacts associated with the Plan. 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 PEIR for the SCAG Connect SoCal Plan consistent with the recommendations of Section 15126.6 of the 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 Plan. 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 Plan. Support for the Plan is directly responsive to the ability to attain all the objectives of the project and minimize significant impacts. Therefore, the Plan will meet all project objectives and reduce the identified significant environmental impacts to the maximum extent feasible.

The alternatives were identified during the Plan scenario planning development process as having the potential to avoid significant effects of the Plan. Section 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: Existing Plans - Local Input Alternative and the Intensified Land Use Alternative. Each of the three alternatives including the No Project Alternative, consists of a transportation network element and a land use pattern element, and is substantively aligned with the scenarios for developing the Plan.<sup>16</sup> The No Project Alternative is based on

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<sup>16</sup> Southern California Association of Governments. Accessed 7 November 2015. 2016-2040 RTP/SCS Draft Scenario Planning Matrix. Available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/oswgcg021915draftscenario.pdf>

and aligned with the Trend/Baseline Scenario and includes transportation projects that are in place at the time of preparation of the Connect SoCal Plan and that are included in the first two years of the previously conforming transportation plan and/or federal transportation improvement program (FTIP).

The effectiveness of each of the alternatives to achieve the basic objectives of the Plan has been evaluated in relation to the statement of goals and guiding principles. Although the No Project Alternative is not capable of meeting most of the goals of the Project, it has been analyzed, as required by CEQA.

The alternatives are evaluated at a comparative level of detail, consistent with the provisions of § 15126.6(d) of the *State CEQA Guidelines* (**Table B-3, Comparison of Connect SoCal and Alternatives**). Concentration of development to improve the transportation network and accommodated anticipated population growth are among the guiding principles for the Plan. Development of greenfields varies widely among the alternatives. At approximately 64,608 acres of greenfield land consumption, the No Project Alternative has the greatest anticipated conversion of greenfield, while Alternative 3: Intensified Land Use Alternative would reduce that development of greenfields to approximately 32,247 acres.

**Table B-3  
Comparison of Connect SoCal and Alternatives**

Elements	Proposed Project: Connect SoCal	Alternative 1: No Project Alternative	Alternative 2: Existing Plans- Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Greenfield Land Consumption	41,546 acres	64,608 acres	54,679 acres	32,247 acres
Natural Land	21,561,361 acres	21,559,568 acres	21,553,029 acres	21,563,157 acres
Agricultural Land (total)	892,477 acres	887,706 acres	882,069 acres	890,603 acres
Total Area Converted from Agriculture to Urban from the existing	6,732 acres	10,101 acres	14,861 acres	8,563 acres
Agriculture Production Value	\$3,561,365,881	\$3,543,507,241	\$3,522,366,445	\$3,556,648,245
Acres of Habitat Improved from the existing (Threatened and Endangered Species)	311 acres	29 acres	481 acres	126 acres
Acres of Habitat Improved from the existing (Species Vulnerable to Climate Change – Except Birds)	354 acres	44 acres	735 acres	220 acres
Acres of Habitat Improved from the existing (Species	1,525 acres	1,265 acres	3,125 acres	1,216 acres

Elements	Proposed Project: Connect SoCal	Alternative 1: No Project Alternative	Alternative 2: Existing Plans- Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Vulnerable to Climate Change - Birds)				
Acres of Habitat Degraded from the existing (Threatened and Endangered Species)	7,899 acres	8,365 acres	12,274 acres	7,115 acres
Acres of Habitat Degraded from the existing (Species Vulnerable to Climate Change – Except Birds)	9,621 acres	10,456 acres	14,967 acres	8,728 acres
Acres of Habitat Degraded from the existing (Species Vulnerable to Climate Change - Birds)	12,778 acres	15,231 acres	19,862 acres	11,666 acres
High Species Movement Potential	22,210,114 acres	22,211,576 acres	22,191,944 acres	22,211,104 acres
Total Carbon Stock	73,707,960 metric tons	73,726,660 metric tons	73,571,245 metric tons	73,809,796 metric tons
Total non-Transportation GHG Emissions (MMT), annual	34.2 MMT	35.0 MMT	34.7 MMT	34.2 MMT
Housing Mix	42% Multifamily 8% Townhome 23% Single Family small lot 27% Single Family large lot	37% Multifamily 7% Townhome 27% Single Family small lot 29% Single Family large lot	40% Multifamily 7% Townhome 25% Single Family small lot 28% Single Family large lot	44% Multifamily 8% Townhome 22% Single Family small lot 26% Single Family large lot
Development Location (Growth Priority Areas)	60% Homes 73% Jobs	58% Homes 70% Jobs	57% Homes 70% Jobs	60% Homes 73% Jobs
Land Pattern Focus (New Housing)	21% Urban (infill) 63% Compact (walkable) 16% Standard (suburban)	9% Urban (infill) 18% Compact (walkable) 73% Standard (suburban)	4% Urban (infill) 69% Compact (walkable) 27% Standard (suburban)	16% Urban (infill) 57% Compact (walkable) 27% Standard (suburban)
Land Pattern Focus (New Jobs)	23% Urban (infill) 62% Compact (walkable) 15% Standard (suburban)	8% Urban (infill) 9% Compact (walkable) 84% Standard (suburban)	4% Urban (infill) 61% Compact (walkable) 36% Standard (suburban)	20% Urban (infill) 52% Compact (walkable) 27% Standard (suburban)
Cumulative Residential and Commercial Building Energy Consumed and Energy Costs	15,464 trillion Btu \$670 billion	15,670 trillion Btu \$678 billion	15,592 trillion Btu \$675 billion	15,381 trillion Btu \$666 billion
Cumulative Residential and Commercial Building	84,676,019 acre-feet \$116 billion	85,689,515 acre-feet \$117 billion	85,215,252 acre-feet \$116 billion	85,038,413 acre-feet \$116 billion

Elements	Proposed Project: Connect SoCal	Alternative 1: No Project Alternative	Alternative 2: Existing Plans- Local Input Alternative	Alternative 3: Intensified Land Use Alternative
Water Use and Water Costs				
Per Household Total Cost (driving + utilities)	\$13,225	\$13,758	\$13,523	\$13,172
Infrastructure Capital	\$25.9 billion	\$28.6 billion	\$27.5 billion	\$26 billion
Operations and Maintenance	\$10.1 billion	\$ 11.3 billion	\$ 10.6 billion	\$ 10.0 billion
Highway Network	80,170 lane mile	74,862 lane mile	80,170 lane mile	80,170 lane mile
Transit Network (route mile)	14,906	14,485	14,824	14,906
Transit Boarding (daily)	5.1 million	3.1 million	4.7 million	5.1 million
Vehicle Miles Traveled (VMT) <sup>1</sup>	517,631,374 (total) 22.89 (VMT per capita)	538,091,045 (total) 23.80 (VMT per capita)	529,269,153 (total) 23.41 (VMT per capita)	516,259,271 (total) 22.83 (VMT per capita)
Vehicle Hours Traveled (VHT) <sup>1</sup>	14,130,874	15,424,699	14,539,787	14,074,675
Vehicle Hours Delay <sup>1</sup>	2,668,229 (total) 0.12 (Delay per capita)	3,470,645 (total) 0.15 (Delay per capita)	2,823,797 (total) 0.12 (Delay per capita)	2,619,980 (total) 0.12 (Delay per capita)

Note:

1 This includes light and medium-duty vehicles, and heavy-duty trucks.

Source:

SCAG Modeling and SPM data, 2019.

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 B-4, Comparison of Alternatives to Connect SoCal**). The evaluation demonstrates if the alternative is able to avoid or reduce the significant and unavoidable effects of the Project.

**Table B-4**  
**Comparison of Alternatives to Connect SoCal**

Environmental Issue	Connect SoCal Impact	Alternative 1 – No Project	Alternative 2 – Existing Plans - Local Input	Alternative 3- Intensified Land Use
<b>Aesthetics</b>				
Scenic Vistas	Significant	Less (significant)	Greater (significant)	Greater (significant)
Scenic Resources	Significant	Less (significant)	Greater (significant)	Greater (significant)
Visual Character	Significant	Greater (significant)	Greater (significant)	Less (significant)

Environmental Issue	Connect SoCal Impact	Alternative 1 – No Project	Alternative 2 – Existing Plans - Local Input	Alternative 3- Intensified Land Use
Light and Glare	Significant	Greater (significant)	Greater (Significant)	Less (significant)
<b>Agricultural Resources</b>				
Convert Prime Farmland	Significant	Greater (significant)	Greater (significant)	Greater (significant)
Conflict with Williamson Act	Significant	Greater (significant)	Greater (significant)	Greater (significant)
Conflict with forest land zoning	Significant	Less (Less than significant)	Similar (Significant)	Similar (Significant)
Loss of forest land	Significant	Less (less than significant)	Similar (Significant)	Similar (Significant)
Other changes that result in loss of farmland or forest land	Significant	Greater (significant)	Greater(significant)	Similar (significant)
<b>Air Quality</b>				
Conflict with Air Quality Plans	Less than significant	Similar (less than significant)	Similar (less than significant)	Less (Less than significant)
Violate an air quality standard	Significant	Similar (significant)	Greater (significant)	Similar (significant)
Cumulatively considerable net increase in criteria pollutants	Significant	Greater (significant)	Greater (significant)	Less (significant)
Expose sensitive receptors	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Odor	Less than significant	Greater (less than significant)	Similar (less than significant)	Similar (less than significant)
<b>Biological Resources</b>				
Sensitive Species	Significant	Greater (significant)	Greater (significant)	Less (significant)
Riparian Habitat	Significant	Greater (significant)	Greater (significant)	Less (significant)
Wetlands	Significant	Greater (significant)	Greater (significant)	Less (significant)
Migratory Fish/Birds	Significant	Greater (significant)	Greater (significant)	Less (significant)
Tree Preservation	Significant	Greater (significant)	Greater (significant)	Less (significant)
Local Plans/HCPs	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Cultural Resources</b>				
Historical Resources	Significant	Greater (significant)	Greater (significant)	Greater (significant)
Archeological Resources	Significant	Greater (significant)	Greater (significant)	Less (significant)
Disturb Human Remains	Significant	Similar (significant)	Greater (significant)	Less(significant)
<b>Energy</b>				
Wasteful and inefficient use of energy	Less than significant	Greater (less than significant)	Greater (less than significant)	Less (less than significant)
Conflict with or obstruct renewable energy plans	Less than significant	Similar (less than significant)	Similar (less than significant)	Less (less than significant)
<b>Geology and Soils</b>				
Fault rupture, ground shaking, ground failure/ liquefaction, landslides	Less than Significant	Similar (less than significant)	Similar (less than significant)	Similar (less than significant)
Soil Erosion	Significant	Greater (significant)	Greater (significant)	Less (significant)
Unstable Soil	Less than Significant	Similar (less than significant)	Similar (less than significant)	Similar (less than significant)

Environmental Issue	Connect SoCal Impact	Alternative 1 – No Project	Alternative 2 – Existing Plans - Local Input	Alternative 3- Intensified Land Use
Expansive Soil	Less than Significant	Similar (less than significant)	Similar (less than significant)	Similar (less than significant)
Septic Systems	Less than Significant	Similar (less than significant)	Similar (less than significant)	Similar (less than significant)
Paleontological Resources	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Greenhouse Gas Emissions</b>				
Generate greenhouse gas emission	Significant	Greater (significant)	Greater (significant)	Less (significant)
Conflict with Plans	Significant	Greater (significant)	Greater (significant)	Similar (significant)
<b>Hazards and Hazardous Materials</b>				
Routine Transport	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Upset conditions	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Emissions within 0.25 mile of school	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Hazardous materials site	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Airport hazards	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Emergency response plan	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Hydrology and Water Quality</b>				
Violate water quality standard	Significant	Greater (significant)	Greater (significant)	Less (significant)
Decrease groundwater	Significant	Greater (significant)	Greater (significant)	Less (significant)
Erosion or siltation	Significant	Greater (significant)	Greater (significant)	Less (significant)
Flooding	Significant	Greater (significant)	Greater (significant)	Less (significant)
Stormwater runoff	Significant	Greater (significant)	Greater (significant)	Less (significant)
Flood, seiche, tsunami	Significant	Greater (significant)	Greater (significant)	Less (significant)
Conflict with water quality control plan	Significant	Similar (significant)	Similar (significant)	Similar (significant)
<b>Land Use</b>				
Physically divide a community	Significant	Less (significant)	Similar (significant)	Similar (significant)
Conflict with land use plans	Significant	Less (significant)	Similar (significant)	Greater (significant)
<b>Mineral Resources</b>				
Loss in availability of mineral resources	Significant	Less (significant)	Greater (significant)	Less (significant)
Loss of locally important mineral resources	Significant	Less (significant)	Greater (significant)	Less (significant)
<b>Noise</b>				
Temporary or permanent increase in noise levels in excess of established standards	Significant	Similar (significant)	Similar (significant)	Less (significant)
Groundborne vibration or noise	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Airport noise	Significant	Similar (significant)	Similar (significant)	Similar (significant)
<b>Population and Housing</b>				

Environmental Issue	Connect SoCal Impact	Alternative 1 – No Project	Alternative 2 – Existing Plans - Local Input	Alternative 3- Intensified Land Use
Induce unplanned population growth	Significant	Similar (significant)	Similar (significant)	Similar (significant)
Displace people or housing	Significant	Similar (significant)	Similar (significant)	Similar (significant)
<b>Public Services</b>				
Fire	Significant	Greater (significant)	Greater (significant)	Less (significant)
Police	Significant	Greater (significant)	Greater (significant)	Less (significant)
Schools	Significant	Similar (significant)	Similar (significant)	Less (significant)
Library	Significant	Similar (significant)	Similar (significant)	Less (significant)
<b>Recreation</b>				
Increase park use	Significant	Less (significant)	Less (significant)	Greater (significant)
Construction of new parks	Significant	Similar (significant)	Similar (significant)	Greater (significant)
<b>Transportation and Traffic</b>				
Conflict with program, plan, ordinance or policy addressing circulation system	Less than significant	Similar (less than significant)	Similar (less than significant)	Similar (less than significant)
Conflict with CEQA Guidelines 15064.3(b)	Significant	Greater (significant)	Greater (significant)	Less (significant)
Increase hazards	Less than significant	Greater (less than significant)	Greater (less than significant)	Greater (less than significant)
Inadequate emergency access	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Tribal Cultural Resources</b>				
Adverse change in a TCR	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Utilities – Solid Waste</b>				
Generate excess solid waste or conflict with statutes	Significant	Greater (significant)	Similar (significant)	Similar (significant)
<b>Utilities – Wastewater</b>				
New or expanded wastewater treatment	Significant	Greater (significant)	Greater (significant)	Less (significant)
Exceed capacity	Significant	Greater (significant)	Greater (significant)	Greater (significant)
<b>Utilities – Water Supply</b>				
New or expanded water facilities	Significant	Greater (significant)	Greater (significant)	Less (significant)
Sufficient water supply	Significant	Greater (significant)	Greater (significant)	Less (significant)
<b>Wildfire</b>				
Impair adopted response plan	Significant	Greater (significant)	Greater (significant)	Less (significant)
Slope, prevailing winds may exacerbate wildfire risk	Significant	Greater (significant)	Greater (significant)	Less (significant)

Environmental Issue	Connect SoCal Impact	Alternative 1 – No Project	Alternative 2 – Existing Plans - Local Input	Alternative 3- Intensified Land Use
Installation or maintenance of infrastructure that may exacerbate fire risk	Significant	Greater (significant)	Greater (significant)	Less (significant)

Source: Impact Sciences 2019

### 7.3 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

#### Description of Alternative

The No Project Alternative is required by Section 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* Section 15126.6(e)(2)). The No Project Alternative is aligned with the Trend/Baseline Scenario<sup>17</sup> and includes transportation projects that are in place at the time of preparation of the Connect SoCal Plan and that are included in the first two years of the previously conforming transportation plan and/or federal transportation improvement program (FTIP). “Exempt projects” 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 FHWA/FTA prior to expiration of SCAG’s conformity finding for the adopted 2016 RTP/SCS. These exempt projects would also be included in the No Project Alternative since they could move forward in the absence of an adopted Connect SoCal Plan.<sup>18</sup>

The land use strategies included in the No Project Alternative are based on the trending socioeconomic growth projection to the future (2045) updated with the same jurisdictional local input population, household and employment data as those in the Connect SoCal Plan to reflect the most recent local input growth estimates in the region.

<sup>17</sup> Connect SoCal – Sustainable Communities Strategy Technical Report.

<sup>18</sup> Federal Highway Administration. *Transportation Conformity: A Basic Guide for State and Local Officials (Revised 2010)*, FHWA-HEP-11-001. Available at: [http://www.fhwa.dot.gov/environment/air\\_quality/conformity/guide/guide10.cfm](http://www.fhwa.dot.gov/environment/air_quality/conformity/guide/guide10.cfm)

## 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.

## Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the Plan

The No Project Alternative does not avoid the significant and unavoidable impacts of the Plan, 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 Plan 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 Plan in the following 15 resource areas: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazard and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation and Traffic, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Alternative 1 would result in *similar* impacts as the Plan in the following two resource areas: Noise and Population and Housing.

Alternative 1 would result in less severe impacts compared to the Plan for the following two resource areas: Land use and Mineral Resources.

On balance, the Project is environmentally superior compared to Alternative 1, the No Project Alternative.

## Findings and Rationale

The No Project Alternative does not avoid the significant and unavoidable impacts of the Plan, 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 Plan that facilitate a more efficient use of these resources. 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 the project objectives as follows:

- Encourage regional economic prosperity and global competitiveness

- Alternative 1 does not align plan investments and policies with improving regional economic prosperity 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 Plan.
- Improve mobility, accessibility, reliability, and travel safety for people and goods
  - Alternative 1 does not improve mobility, accessibility, and reliability for people and goods in the region because it would not create equitable transportation opportunities for all communities or ensure access to jobs, services, and recreation for populations with fewer transportation choices as would the Plan.
- Enhance the preservation, security, and resilience of the regional transportation system
  - Alternative 1 does not enhance the preservation, security, and resilience of the regional transportation system to the same degree as the Plan. Furthermore, Alternative 1 would not maintain the transportation system in a good state of repair or improve emergency preparedness as would the Plan.
- Reduce greenhouse gas emissions and improve air quality
  - Alternative 1 does not reduce greenhouse gas emissions or improve air because (1) all transit improvements associated with the Plan 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 Plan; (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 Plan; and (5) land use strategies identified in the Plan, 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.
- Support healthy and equitable communities
  - Alternative 1 does not support healthy and equitable communities because it does not provide the Plan’s transit improvements that would offer efficient and affordable travel options. It would not meet the GHG emissions targets that would support public health.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network
  - Alternative 1 does not adapt to a changing climate or support an integrated regional development system and transportation network because the Plan’s investments in transportation and land use improvements would not be implemented. Connect SoCal includes proposed strategies for transportation investments, totaling approximately \$638.6 billion.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel
  - Alternative 1 does not leverage new transportation technologies or data-driven solutions for travel. The Plan encourages incentives for transportation efficiency and land use patterns that would reduce transportation energy usage.

- Encourage development of diverse housing types in areas that are supported by multiple transportation options
  - Alternative 1 does not encourage diverse housing types because it does not have sufficient land use and growth patterns to facilitate transit and other alternative transportation because it does not employ the same level of commitment to the land use and transportation strategies in the Plan that encourage increased density and a compact land form and facilitates transit and non-motorized transportation.
- Promote conservation of natural and agricultural lands and restoration of critical habitats.
  - Alternative 1 does not promote conservation of natural and agricultural lands. It consumes the most greenfield land (64,608 acres) of all three alternatives. Alternative 1 would convert 10,101 acres from agriculture to urban, compared to 6,732 acres under the Plan.

**Reason 2.** Alternative 1 does not avoid or substantially lessen the significant and unavoidable environmental impacts for the Plan, 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 Plan that facilitate a more efficient use of these resources.

**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 Plan, 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 Plan that facilitate a more efficient use of these resources. The Plan 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.

#### 7.4 ALTERNATIVE 2: EXISTING PLANS - LOCAL INPUT ALTERNATIVE

##### Description of Alternative

The Existing Plans - Local Input Alternative is aligned with the Existing Plans – Local Input Scenario in the Plan.<sup>19</sup> This alternative incorporates local general plans and land use information to reflect the Plan’s population, household and employment growth estimates in the region. The Plan’s transportation and land use strategies are not included in this alternative. The transportation network analyzed under this alternative are the transportation projects planned by each County Transportation Commission (CTC) in the region. In general, this alternative represents a more dispersed land use pattern as compared to Connect SoCal.

##### Effectiveness in Meeting Project Objectives

The Existing Plans – Local Input Alternative, meets some but not all the project goals. Specifically, it is less effective than the Plan in meeting Plan goals:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.

<sup>19</sup> Connect SoCal – Sustainable Communities Strategy Technical Report.

6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats. Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the Plan

Alternative 2 does not avoid or substantially lessen any of the significant and unavoidable impacts of the Plan.

As set forth in detail in Section 4.0 of the PEIR, Alternative 2, Existing Plans with Local Input Alternative, would result in *greater* impacts than the Plan in the following 16 resource areas: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Public Services, Transportation and Traffic, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

Alternative 2 would result in *similar* impacts as the Plan in the following four resource areas: Land Use, Noise, Population and Housing, and Utilities (Solid Waste).

No environmental resource area would result in less severe impacts with Alternative 2 compared to the Plan.

On balance, the Project is environmentally superior compared to Alternative 2, the Existing Plans with Local Input Alternative.

### 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 following plan goals:

- Encourage regional economic prosperity and global competitiveness
  - The Existing Plans – Local Input Alternative would not include the strategies in the Plan (for example, strategies related to job centers and goods movement) that will enhance regional prosperity.
- Improve mobility, accessibility, reliability, and travel safety for people and goods
  - The Existing Plans – Local Input Alternative would not reduce VMT to the same extent as the Plan and would not achieve the GHG reduction goals set by CARB.
- Enhance the preservation, security, and resilience of the regional transportation system
  - The Existing Plans – Local Input Alternative does not include the Plan’s safety and resilience strategies and therefore would not achieve this goal.
- Increase person and goods movement and travel choices within the transportation system
  - The Existing Plans – Local Input Alternative does not include the goods movement strategies aimed at increasing person and freight mobility, including critical access projects.
- Reduce greenhouse gas emissions and improve air quality
  - The Existing Plans – Local Input Alternative would not reduce greenhouse gas emissions or improve air quality to the same extent as the Plan.
- Support healthy and equitable communities
  - The Existing Plans – Local Input Alternative would not include the regional strategies for complete streets and jobs/housing balance and planning for trips that reduce dependence on solo car trips.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network
  - The Existing Plans – Local Input Alternative would not include the “green region” strategies such as supporting climate action plans, renewable energy production, and integrated food production.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel
  - The Existing Plans – Local Input Alternative would not include strategies such as promoting low emissions technologies, shared rides, car and bike sharing and scooters, as well as improving access to services through technology.
- Encourage development of diverse housing types in areas that are supported by multiple transportation options
  - The Existing Plans – Local Input Alternative would not include the Plan’s strategies to focus growth near destinations and mobility options.
- Promote conservation of natural and agricultural lands and restoration of critical habitats.

- The Existing Plans – Local Input Alternative would result in the consumption of more natural lands and habitat lands as compared to the Plan

**Reason 2.** Alternative 2 does not avoid or substantially lessen the significant and unavoidable environmental impacts of the Plan, 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 Plan 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 Plan 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.

### 7.5 ALTERNATIVE 3: INTENSIFIED LAND USE ALTERNATIVE (ENVIRONMENTALLY SUPERIOR ALTERNATIVE)

#### Description of Alternative

This Intensified Land Use Alternative is based off the Plan’s transportation network and strategies. This alternative analyzes more aggressive densities and land use patterns than included in the Accelerated Tomorrow Scenario.<sup>20</sup> The land use pattern builds on the land use strategies as described in the Connect SoCal Plan and beyond. Specifically, it increases densities and intensifies land use patterns of the Plan, especially around 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. It includes the same transportation investments as the Plan. This alternative considers the basis of the Plan with enhancements to accelerate

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<sup>20</sup> Connect SoCal – Sustainable Communities Strategy Technical Report.

the SB 375 GHG emissions reduction trend into 2045 and beyond, and includes related improvements for air quality, livability, public health, active transportation opportunities, and affordability.

While the Intensified Land Use Alternative would be considered the environmentally superior alternative because of the more compact land use patterns fewer emissions and reduced VMT, this alternative requires implementation of the same mitigation measures required for the Connect SoCal Plan and would not resolve any of the significant and unavoidable impacts of the Plan. However, 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 denser pattern of development. The Intensified Land Use Alternative 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. The level of impact for the Existing Plan – Local Input Alternative and the Intensified Land Use Alternative varies in relation to the land use development pattern, but neither is capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population anticipated for the SCAG region. Therefore, the comparative impacts between the alternatives and the Plan are primarily related to the level of severity of the impacts.

### **Effectiveness in Meeting Project Objectives**

The Intensified Land Use Alternative is capable of meeting most of the goals of the Plan. However, because it would place a large portion of growth in existing communities it may conflict with local plans or place a burden on some community facilities such as parks and other services to a greater extent than the Plan. Therefore, it is less effective in meeting the following goal:

1. Support healthy and equitable communities. The Intensified Land Use Alternative would not achieve this goal to the same extent as the Plan due to its focus on compact development beyond what is currently contemplated under the Plan. The emphasis on development in urban communities may result in overuse of parks and other services (police, fire, schools, library) which has the potential to result in quality of life impacts in urban areas.

### **Ability to Avoid or Substantially Lessen the Significant and Unavoidable Impacts of the Plan**

Of the three alternatives, the Intensified Land Use Alternative would be considered the environmentally superior alternative due to fewer impacts overall as a result of reduced VMT and GHG emissions, and because it would substantially restrict the use of land for single-family development, in a manner that differs from the adopted general plans of the six counties and 191 member cities in the SCAG region. This alternative concentrates development in existing urban centers. and near transit stations and activity

centers. As such, the Intensified Land Use has less impact on rural and undeveloped areas, specifically greenfields. However, the Intensified Land Use Alternative would have more severe impacts on the built environment (i.e., seven CEQA impact categories: land use; noise and vibration, public services, traffic delay, and overtaxed recreation facilities in the vicinity of HQTAs).

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 the following seven resource areas: Aesthetics, Agricultural Resources, Cultural Resources, Land Use, Recreation, Transportation and Traffic, and Utilities (Wastewater).

Alternative 3 would result in *similar* impacts as the Project in the following two resource areas: Population and Housing and Utilities (Solid Waste).

Alternative 3 would result in less severe impacts compared to the Project in the following eight resource areas: Biological Resources, Energy, Hydrology and Water Quality, Mineral Resources, Public Services, Tribal Cultural Resources, Utilities (Water Supply), and Wildfire.

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 project objectives. It is less effective than the project with respect to the following goal:

- Support healthy and equitable communities
  - The Intensified Land Use Alternative would not achieve this goal to the same extent as the Plan due to its focus on compact development beyond what is currently contemplated under the Plan. The emphasis on development in urban communities may result in overuse of parks and other services (police, fire, schools, library) which has the potential to result in quality of life impacts in urban areas.

**Reason 2.** While the Intensified Land Use Alternative would be considered the environmentally superior alternative because of the more compact land use patterns fewer emissions and reduced VMT, this alternative requires implementation of the same mitigation measures required for the Connect SoCal Plan and would not resolve any of the significant and unavoidable impacts of the Plan. However, 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 denser pattern of development. The Intensified Land Use Alternative 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.

**Reason 3.** The level of impact for the Existing Plan – Local Input Alternative and the Intensified Land Use Alternative varies in relation to the land use development pattern, but neither is capable of avoiding any of the significant and unavoidable impacts of the Plan, because those impacts are primarily associated with net increase in population anticipated for the SCAG region.

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.

## **8.0 FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PROGRAM**

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### **8.1 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.

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 Plan. The MMRP monitors the mitigation measures to be implemented by SCAG, and the mitigation measures that can and should be considered by 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 Plan 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.

## 9.0 FINDINGS REGARDING LOCATION & CUSTODIAN OF DOCUMENTS

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### 9.1 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 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: Mr. Roland Ok  
900 Wilshire Blvd., Suite 1700  
Los Angeles, California 90017  
Telephone: (213) 236-1819  
E-Mail: ok@scag.ca.gov

For purposes of CEQA, the Record of Proceedings for the Connect SoCal Plan 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 Plan.
- 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 46-day public comment period on the Draft PEIR.
- The MMRP for the Plan.
- All Findings and resolutions adopted by the SCAG Regional Council in connection with the Plan, and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Plan.
- All documents and information submitted to SCAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the Plan, up through the date the SCAG Regional Council approved the Plan.

9.0 Findings Regarding Location & Custodian of Documents

- Minutes and/or summary transcripts of all public meetings and public hearings held by SCAG, in connection with the Plan.
- 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 Impact Sciences Inc.

**Impact Sciences, Inc.**

Attn: Jessica Kirchner Flores, AICP, ENV SP  
811 W. 7<sup>th</sup> Street, Suite 200  
Los Angeles, CA 90017  
Phone: 213.935.1901  
E-mail: [jflores@impactsociences.com](mailto:jflores@impactsociences.com)

## **10.0 CERTIFICATION REGARDING INDEPENDENT JUDGMENT**

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Pursuant to Section 21082.1(c) of the Public Resources Code, 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 Connect SoCal (“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 Plan, 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.

## 11.0 SUMMARY OF FINDINGS

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Based on the information contained in the record, the 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 Connect SoCal (“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 Plan.

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.



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EXHIBIT B - FINDINGS OF FACT  
FOR THE CONNECT SOCIAL PLAN

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## EXHIBIT C

# Statement of Overriding Considerations for the Connect SoCal Plan



ADOPTED MAY 2020

STATE CLEARINGHOUSE  
#20199011061

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## EXHIBIT C- STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL PEIR FOR THE CONNECT SOCIAL PLAN

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CEQA requires that a lead agency balance the benefits provided by a project against its unavoidable environmental risks in determining whether to approve the project, and authorizes a public agency to approve a project with significant and unavoidable environmental impacts if it concludes that such impacts are acceptable because they are outweighed by the benefits of the project. In making this determination, Southern California Association of Governments (SCAG), as the lead agency, is guided by CEQA Guidelines Section 15093 which provides as follows:

- a) *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”*
- b) *When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.*
- c) *If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.*

Consistent with these guidelines and the California Public Resources Code section 21081(b), The Final Program Environmental Impact Report (PEIR) for the Connect SoCal Plan (“Plan” or “Project”) has identified and discussed significant environmental impacts that may occur as a result of implementation of the Plan and has made a good-faith effort to eliminate, minimize, and render less than significant all potentially significant adverse impacts that may result from implementation of the Plan through the adoption of feasible mitigation measures. SCAG made specific Findings pursuant to CEQA, on each of the significant environmental impacts of the Plan and on mitigation measures and alternatives. Nevertheless, even with implementation of feasible mitigation measures, many of the impacts may remain significant

and unavoidable. However, after considering the Project and the entire administrative record and weighing the Project's economic, legal, social, technological, environmental and other benefits, including region-wide or statewide environmental benefits, against its unavoidable environmental impacts, SCAG concludes that the benefits of the Plan outweigh its potentially significant and unavoidable adverse environmental impacts.

To assure consistent documentation of its direction at the May 7, 2020 Regional Council meeting regarding Connect SoCal, the Regional Council finds that conforming changes to the enacting resolution, findings and other decisional documents that fully effectuate the direction of the Regional Council, shall be presented to the Regional Council at a subsequent meeting for review and approval. If there is any inconsistency between the enacting resolutions, findings and other decisional documents and the Regional Council direction, the Regional Council direction shall govern.

## 1.0 IMPACTS OF THE PROJECT AND ASSOCIATED MITIGATION MEASURES

The PEIR identifies the following potentially significant and unavoidable impacts associated with the project:

- 3.1 Aesthetics (AES-1, -2, -3, and -4)
- 3.2 Agriculture and Forestry Resources (AG-1, -2, -3, -4, and -5)
- 3.3 Air Quality (AQ-2, -3, and -4)
- 3.4 Biological Resources (BIO-1, -2, -3, -4, -5, and -6)
- 3.5 Cultural Resources (CULT-1, -2, -3)
- 3.7 Geology and Soils (GEO-2 and -6)
- 3.8 Greenhouse Gas Emissions and Climate Change (GHG-1 and -2)
- 3.9 Hazards and Hazardous Materials (HAZ-1, -2, -3, -4, -5, -6, and -7)
- 3.10 Hydrology and Water Quality (HYD-1, -2, -3 -4, and -5)
- 3.11 Land Use and Planning (LU-1 and -2)
- 3.12 Mineral Resources (MIN-1 and -2)
- 3.13 Noise (NOISE-1, -2, and -3)
- 3.14 Population, Housing, and Employment (POP-1 and -2)
- 3.15 Public Services (PSF-1, PSP-1, PSS-1, and PSL-1)
- 3.16 Parks and Recreation (REC-1 and -2)
- 3.17 Transportation, Traffic, and Safety (TRA-2 and -4)
- 3.18 Tribal Cultural Resources (TCR-1)
- 3.19 Utilities and Service Systems (USSW-1 and -2; USWW-1 and -2 and USWS-1 and -2)
- 3.20 Wildfire (WF-1 and -2)

3.21 Cumulative Impacts (Aesthetics, Agricultural and Forestry, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality Materials, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services (Fire Protection, Police Protection, Schools, Library Services), Parks and Recreation, Transportation, Traffic, Safety, Tribal Cultural Resources, Utilities and Services Systems (Solid Waste, Wastewater, Water Supply), Wildfire

For each of these impacts, SCAG has identified program-level mitigation measures which are the responsibility of SCAG, as well as project-level mitigation measures which are the responsibility of local 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. While these mitigation measures will reduce impacts of the Plan, they will not reduce the impacts to the level of less than significant.

## 2.0 BENEFITS OF THE CONNECT SOCIAL PLAN

The Plan recognizes the continuous growth in the region and balances region-wide policy goals established by SCAG, as well as legal requirements, for a long-range regional transportation plan and sustainable communities strategy that achieves these goals better than the alternatives (see **Section 7.0, Findings Regarding Plan Alternatives**). The goals, policies, objectives, strategies, and investments in the Plan were derived from an extensive collaborative 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 Plan, the Plan will provide a return of \$2.06 for every dollar invested. The Plan provides \$316 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 regional development pattern promoted by the Plan accommodates forecasted population, housing, and employment growth while improving access to employment and services throughout the region. Implementation of the Plan's land use development pattern would accommodate 51 percent of the region's future household growth and 60 percent of future employment growth in designated High Quality Transit Areas (HQTAs). Over twice as many households will live in high-quality transit opportunity areas under the Plan compared with existing conditions. In 2018, 55 percent of total housing units were single-family units and 45 percent were multi-family units. The Plan projects that in 2045, 31 percent of new homes in the SCAG region will be single-family units and 69 percent multi-family units. In 2045, 29 percent of households are anticipated to be large-lot single-family units, 20 percent small-lot single-family units, 8

percent townhome units, and 42 percent multi-family units. 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 housing demand. The compact land use patterns described in the Plan, 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 Plan would accomplish improvements in performance measures in the following eight areas:

### 1. Location Efficiency

The development pattern of the Plan would accommodate the forecasted population, housing and employment growth while improving access to employment and services throughout the region. Additionally, land use patterns and strategies described the Plan, combined with transportation network improvements and strategies of the Plan would result in improved access to community amenities, shorter average trip lengths, and reduced vehicle miles traveled per person. Furthermore, conservation planning policies and strategies referenced in the Plan would support natural land restoration, conservation and protection. Benefits include but are not limited to:

- The Plan would result in an increase in the percentage of the region's total household and employment growth occurring within Growth Priority Areas, from 58 percent to 60 percent and 70 percent to 72 percent, respectively.
- The Plan would result in a decrease the total amount of greenfield land consumed, from 64,120 acres to 45,370 acres.
- The Plan would decrease regional VMT per capita (24.19 miles to 23.08 miles<sup>1</sup>) and person hours of delay per capita (0.19 hours to 0.14 hours<sup>2</sup>).

### 2. Mobility and Accessibility

Connect SoCal works to address regional mobility and accessibility challenges by promoting job accessibility, enabling shorter commutes, making communities safer and encouraging lower-cost housing developments. Implementation of the Plan would increase transit services and ridership which serves as a key component of local, regional and state efforts to combat climate change, reduce

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<sup>1</sup> Includes Light/Medium and Heavy-Duty Trucks

<sup>2</sup> Includes Light/Medium and Heavy-Duty Trucks

congestion and improve accessibility to jobs and retail. Mobility and accessibility enhancements would improve the quality of life for the poor, recent immigrants, and the elderly by providing easier access to critical services.

- The Plan would result in a decrease in delay metrics across the board, including minutes of delay per capita; person hours of delay on highways, HOV lanes, and arterials; hours of delay for heavy duty trucks on highways and arterials; and mean commute time for all modes.

### 3. Safety and Public Health

The Plan provides safety and public health initiatives such as active transportation strategies (i.e., bicycling and walking) by providing \$17.7 billion in capital funding for expanded active transportation networks and \$316 billion for operations and maintenance throughout the region. The Plan advocates for complete streets policies, promotes active transportation, pedestrian infrastructure and supports implementation on all non-limited access streets throughout the region and a range of planning resources. By expanding complete streets concepts to accommodate and optimize new technologies and micro-mobility options (e-scooters and e-bikes), first-last mile connections to transit and curbside management strategies, the region will achieve greater mode shift and reductions to VMT. Benefits include but are not limited to:

- The Plan would reduce rates of air pollution-related respiratory disease and associated costs due to a projected increase in daily per capita walking and biking and a reduction in driving.
- The mode share for walking and biking would increase for all trip types.
- Physical activity-related health outcomes would improve, including reductions in regional rates of obesity, hypertension, cardiovascular disease, and diabetes (type 2).
- Strategies such as complete streets, protected bikeways and safe routes to school infrastructure would improve safety for vulnerable road users as well as drivers.

### 4. Environmental Quality

The Plan would encourage transportation investments that will result in improved air quality, reduced greenhouse gas emissions and protect natural lands and biological resources. Transportation interventions such as Transportation System Management strategies aim towards reducing traffic congestion, improve air quality and reduce greenhouse gas emissions. Additionally, land use strategies such as the Smart Cities and Job Centers aim to expand air quality, congestion and VMT reduction

benefits in the region. Natural land strategies aim to restore habitats degraded by pollution, invasive species, and protect wildlife corridors.

- The Plan would reduce criteria air pollutant emissions including ROG, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions.
- The Plan would achieve greenhouse gas (GHG emissions) reduction targets required under the SB 375, with a reduction of per capita emissions of 19 percent by 2035.
- The share of all trips using a travel mode other than single-occupancy vehicle (SOV) would increase from 62.8 percent to 64.9 percent. A greater mode share for non-SOV will improve regional performance in regard to GHG emissions, per capita VMT, and air quality. It will also improve public health and traffic congestion outcomes.
- The Plan would result in 0.002 percent less natural lands consumption when compared to the No Project Alternative (21,514,000 acres to 21,513,400 acres).
- The Plan would result in 4.6 percent less total regional VMT when compared to the No Project Alternative. The Plan would decrease total regional VMT from approximately 536 million to 511 million when compared to the No Project Alternative.
- The Plan would result in 27.5 percent less area converted from agriculture to urban consumption when compared to the No Project Alternative (26,650 acres to 19,330 acres).
- The Plan would result in less energy and water used by residential and commercial buildings. Energy use would decrease by 0.89 percent when compared to the No Project Alternative (15,546 trillion Btu to 15,408 trillion Btu). Water use would decrease by 1.8 percent when compared to the No Project Alternative (89,712,225 acre-feet to 88,904,522 acre-feet).

## 5. Economic Opportunity

The Plan will employ people to build, operate and maintain transportation projects as a result of the regional infrastructure investments outlined in the Plan (See Chapter 2.0, Project Description). The Plan would also increase accessibility to jobs. The Plan would encourage regional growth and employing transportation strategies in the 70+ job centers. These job centers range in size from over 250,000 jobs in the region's most urbanized areas, to roughly 1,500 jobs in rural areas – all with employment densities far higher than neighboring areas. When growth is concentrated in job centers, the length of vehicle trips can be reduced. Benefits include but are not limited to:

- The Plan would generate 264,500 new jobs annually due to improved regional economic competitiveness and 168,400 new jobs due to investments in the regional transportation system.
- Reduction of traffic congestion would increase employment growth as drivers would require less travel time from place to place.
- Reduction of local traffic congestion would also increase employment growth as downtowns and pedestrian-oriented neighborhoods would increase walkability, thereby providing high amenity locations that are attractive to businesses.
- The Plan would bolster the regional goods movement system by improving accessibility to goods from ports to local businesses.
- The Plan would result in \$4.7 billion in total cumulative energy cost savings when compared to the No Project Alternative
- The Plan would result in \$2.2 billion in total cumulative water cost savings when compared to the No Project Alternative.

**6. Investment Effectiveness**

- The Plan will provide a return of \$2.06 for every dollar invested and save \$346million in annual healthcare expenditures.

**7. Transportation System Sustainability**

- The Plan allocates \$316 billion toward maintaining and operating the transportation system in a state of good repair. This amounts to an average annual per capita investment of about \$562 per person for each year of the Plan.

**8. Environmental Justice**

The Plan advocates for the implementation of an Environmental Toolbox or set of mitigation strategies, which include recommended practices and approaches for performance areas that may result in disproportionate adverse impacts on EJ communities. The toolbox can be a resource to local jurisdictions or EJ stakeholders to combat disproportionate adverse impacts on EJ communities. Implementation of the Plan would result in the following benefits:

- Conditions will improve regionally for Environmental Justice communities in accessibility to employment, services, parks and education facilities, and impacts along freeways (travel time and travel distance savings).
- Reduction of active transportation hazards, climate vulnerability and public health issues (i.e., obesity, asthma) on EJ communities.
- Reduction in jobs-housing imbalance, neighborhood change and displacement.
- Reduction of regional and local emissions impacts, roadway noise impacts and rail-related impacts.

### **3.0 CONCLUSION**

SCAG acknowledges that despite all feasible mitigation measures, approval of the Project may result in significant adverse and unavoidable impacts associated with implementation of the Plan. However, for the foregoing reasons and based on the Final PEIR and the entire administrative record, SCAG hereby determines that when the impacts are balanced against the Project’s specific benefits, the benefits of the Project outweigh the impacts and warrant approval of the Project. While the Project’s impacts cannot be reduced to a level of less than significant, the Project balances the need for SCAG to meet its legal requirements to adopt a long-range regional transportation plan and sustainable communities strategy which will maintain and improve the productivity of our transportation system and accrue benefits associated with improved regional mobility, congestion relief, economic activity, safety, and accessibility, and the need to protect the environment of Southern California to the greatest extent feasible.

For the above-mentioned reasons, the SCAG Regional Council hereby concludes that the benefits of the Plan outweigh and override any adverse environmental impacts associated with the Plan, and warrants approval of the Plan.



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**EXHIBIT C – STATEMENT OF OVERRIDING CONSIDERATIONS  
FOR THE CONNECT SOCIAL PLAN**

ADOPTED MAY 2020

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# ERRATA FOR THE FINAL CONNECT SOCAL PEIR

This document presents additional staff-initiated text changes for the Connect SoCal Program Environmental Impact Report (PEIR). This PEIR text change reflects revisions that have occurred subsequent to the March 27, 2020 publication of the Proposed Final PEIR. The revisions are organized by EIR section and deleted text is ~~struckthrough~~ and new text is underlined. The text additions and revisions presented below clarify and expand the information presented in the Draft PEIR and Final PEIR. The revised text does not provide new information that identifies new significant environmental impacts; the clarified and expanded information does not identify mitigation measures that, if implemented, would result in significant environmental impacts; and considerably different alternatives or mitigation measures were not identified that would clearly lessen the significant environmental impacts of the proposed project. In sum, the staff-initiated text change provided does not change any of the conclusions presented in the Final PEIR, but rather clarifies and provides additional relevant information.

## 2.0 PROJECT DESCRIPTION

Revisions on Page 2.0-21, Table 2.0-6, Connect SoCal Guiding Principles are as follows:

**Table 2.0-6  
Connect SoCal Guiding Principles**

<b>Connect SoCal Guiding Principles</b>	
1	Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projects that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
2	Connect SoCal's growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements.
3	For the purpose of determining consistency with Connect SoCal for the California Environmental Quality Act (CEQA), grand or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR).
4	TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analysis and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they seem appropriate and <u>Connect SoCal does not supersede local jurisdiction authority or decisions on future development, including entitlements and development agreements.</u> There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
5	SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

Source: *Final Connect SoCal Plan*

## 8.2 REFINEMENTS TO THE PLAN SINCE PUBLICATION OF THE DRAFT PEIR

### Modifications to the Connect SoCal Project List

A new project has been added to page 8.0-5:

SCAG received input on the Draft Project List from six County Transportation Commissions (CTCs) as part of the Connect SoCal update and finalization process. During the comment period for the Draft Plan, input was received from the six CTC's regarding modifications to the Final Project List. The provided updates reflect the latest Connect SoCal project information at the time and are part of the finalization process by SCAG and the CTCs for the Final Connect SoCal Project List. Connect SoCal includes over 4,000 individual capital projects and programs across the region across all modes of transportation over the next 25 years. During the public review period, SCAG received requests from the county transportation commissions to modify more than 170 projects (which represents less than 1 percent of total projects). Projects removed were due to duplicative entries. Notable projects that were removed between the Draft and Final Connect SoCal are as follows:

- 1TR103 – California High-Speed Rail Phase 1 (Duplicative)
- 1H0101 – Add 1 HOV lane SR-14
- 4M0714 – I-15 Mohave Interchange
- LA0G1099 – High Desert Corridor (Duplicative)
- LA0G901- Historic LA Streetcar

New projects that were added between the Draft and Final Connect SoCal are as follows:

- 1200P005 – Terminal Access Improvement on Harbor Scenic Drive
- 2200G001 – BNSF Line
- 200T004 – Replacement of 40 Buses
- 3200L300 – Railroad Crossing Safety Improvements
- 3200P200 – Metrolink low/zero emission technology trains
- 4A07004 – Widen US-395 from I-15 to SR 18 (Palmdale Rd)

- ORA120507 – Widen Route 74 (Ortega Highway)
- 720009 – High Desert Corridor – High Speed Rail Line (Palmdale to Victor Valley/PAED/PS&E)

### Adjustments for the Sustainable Communities Strategy (SCS)

Language regarding Adjustments to the Sustainable Communities Strategy (SCS) on Page 8.0-6 and 8.0-7 has been revised:

SCAG received many comments related to the SCS. Several comments raised concerns regarding housing affordability, climate change and certain GHG reduction strategies. Other comments sought clarity on the Connect SoCal Growth Vision. In response to comments, pursuant to the process outlined in October 2019 and February 2020 communications to jurisdictions and subregions, the Sustainable Communities Strategy reflects ~~has updated SCAG's Growth Vision and modified land use patterns in the Sustainable Communities Strategy, which resulted in adjustments to HQTAs in the region with revisions in the Forecasted Regional Development Pattern, which is updated due to feedback from jurisdictions and other stakeholders.~~

SCAG used the performance of each scenario as well as input gathered through the public workshops to refine the Growth Vision and Forecasted Development Pattern for the Plan, which ~~This vision aims~~ aims to increase mobility options and reduce the need for residents to drive by locating housing, jobs, and transit closer together. The final Plan focuses growth within jurisdictions near destinations and mobility options and promotes an improved jobs-housing balance to reduce commute times.

SCAG revised Connect SoCal's Forecasted Regional Development Pattern ~~forecasted development pattern~~, by initiating a peer review with local jurisdictions regarding population, household, and employment growth at the sub-jurisdictional level (i.e. transportation analysis zone (TAZ) level) prior to the release of the draft Connect SoCal plan. SCAG provided jurisdictions the opportunity to review and provide feedback to SCAG over a six-week timeframe, with requested revisions due to SCAG by December 11, 2019. From this engagement, technical refinements were made to the Forecasted Regional Development Pattern in Connect SoCal that included adjustments to growth due to entitlements and maximum planned capacities. Fifty jurisdictions requested revisions, and the majority participating in this exercise indicated that growth projections provided to SCAG in 2018 as part of the Bottom-Up Local Input and Envisioning Process were the most accurate reflection of entitlements and their phasing through the Plan's horizon of 2045. Taking this feedback, SCAG evaluated the locally provided, neighborhood level growth forecast data alongside the draft dataset for Connect SoCal to determine which dataset best reflected the policies and principles of the draft plan. Specifically, this involved analyzing each jurisdiction's concentration of growth in the draft plan's priority growth and constrained

areas. As a result, SCAG replaced the draft plan data with the original local, neighborhood-level growth forecast data in approximately one third of jurisdictions, including unincorporated Los Angeles County. See Connect SoCal’s Process for Incorporating Entitlements, located at: <https://www.connectsocal.org/Documents/DataMapBooks/Incorporating-Entitlements-Process.pdf>

The revised Forecasted Regional Development Pattern brings forward data elements provided by jurisdictions in 2018 during the Bottom-Up Local Input and Envisioning Process - including entitled projects and phasing, reflects “locally envisioned” jurisdictional growth totals detailed in the Demographics and Growth Forecast Technical Report and allocates growth within existing planned maximum densities as conveyed by jurisdictions. Consistent with the policies and principles of the draft Plan,

~~Technical refinements were made to the Forecasted Development Pattern in Connect SoCal that included adjustments to growth due to entitlements and maximum planned capacities. “Locally envisioned growth” was used in some instances to further Connect SoCal’s Growth Vision of reducing the need for residents to drive by locating housing, jobs and transit closer together helping to assure that Connect SoCal’s land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.~~

~~The revised Forecasted Regional Development Pattern forecasted development pattern~~ directs growth to Priority Growth Areas (PGAs) near existing and planned transit, within existing job centers, in communities with existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). ~~The final growth vision includes entitled projects and reflects the local input growth totals, and follows currently adopted local plans to allocate growth within the existing general plan maximums.~~ Growth through 2045 was reduced in and redirected from constrained areas within a jurisdiction (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.). To ensure transparency during the process to finalize the Forecasted Development Pattern for Connect SoCal, SCAG emailed a letter to each jurisdiction starting February 21, 2020 that included a detailed methodology document for SCAG’s Growth Vision (For further details please refer to the Connect SoCal Growth Vision Methodology located at: <https://www.connectsocal.org/Documents/DataMapBooks/Growth-Vision-Methodology.pdf>).

Jurisdictions were also given access to their jurisdictional and neighborhood level Forecasted Development Pattern data via SCAG’s Scenario Planning Model - Data Management Site. Throughout this effort, SCAG engaged with stakeholders from the Technical Working Group, and provided an update on the peer review exercise to the Community, Economic, and Human Development Policy

Committee. It should be emphasized that Connect SoCal does not supersede local jurisdiction land use authority or decisions on future development, including entitlements and development agreements. Use of SCAG’s neighborhood level Forecasted Development Pattern data for project level CEQA analysis is at the discretion of the lead agency and/or lead applicant.

No changes were made to the underlying policies or strategies presented in the ~~draft~~ Connect SoCal Plan ~~which~~ that would constitute a major change in the Project Description.



Southern California Association of Governments  
Remote Participation Only  
**May 7, 2020**

**TRANSPORTATION COMMITTEE (TC)**  
**MINUTES OF THE MEETING**  
**THURSDAY, March 5, 2020**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting at the SCAG main office, 900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017. A quorum was present.

**Members Present:**

Hon. Sean Ashton, Downey	District 25
Hon. Phil Bacerra, Santa Ana	District 16
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Jack Hadjinian	Montebello
Hon. Ray Hamada	Bellflower
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	SBCTA
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. L. Dennis Michael	District 9
Hon. Lisa Middleton, Palm Springs	CVAG
Hon. Fred Minagar, Laguna Niguel	District 12

**OUR MISSION**

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

**OUR VISION**

*Southern California's Catalyst for a Brighter Future*

**OUR CORE VALUES**

*Be Open | Lead by Example | Make an Impact | Be Courageous*



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Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Charles Puckett, Tustin	District 17
Hon. Ed Reece	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Larry Smith	Calimesa
Hon. Karen Spiegel	Riverside County
Hon. Jess Talamantes <b>(Vice Chair)</b>	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro <b>(Chair)</b>	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Rusty Bailey, Riverside	District 68
Hon. Kathryn Barger	Los Angeles County
Hon. Will Berg, Port Hueneme	VCOG
Hon. Drew Boyles	El Segundo
Hon. Joe Buscaino, Los Angeles	District 62
Hon. John Dutrey, Montclair	SBCTA
Hon. Emily Gabel-Luddy	AVCJPA
Hon. Curt Hagman	San Bernardino County
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Linda Krupa, Hemet	WRCOG
Hon. Cory Moss	SGVCOG
Hon. Hector, Pacheco, San Fernando	District 67
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Thomas Small, Culver City	Culver City
Hon. Jeremy Smith	Canyon Lake

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Hon. Cynthia Sternquist, Temple City  
Hon. Alicia Weintraub, Calabasas

SGVCOG  
LVMCOG

### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Cheryl Viegas-Walker, El Centro, called the meeting to order at 10:00 a.m. John Asuncion, SCAG staff, led the Pledge of Allegiance.

### **PUBLIC COMMENT**

No members of the public requested to comment.

### **CONSENT CALENDAR**

1. Minutes of the Meeting – February 6, 2020

### **Receive and File**

2. California High Speed Rail Authority Draft 2020 Business Plan
3. 31st Annual Demographic Workshop – Save the Date
4. Permitting Electric Vehicle Supply Equipment
5. Building Sector Decarbonization
6. Status Update on the Connect SoCal Final PEIR

A MOTION was made (Hofbauer) to approve Consent Calendar Agenda items 1 – 6. The motion was SECONDED (Ashton) and passed by the following votes:

AYES: ASHTON, BENOIT, BROWN, CHUN, CURTIS, GAZELEY, HADJINIAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MEDINA, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVARRO, PUCKETT, REECE, SANTOS, SIMONOFF, SMITH L., SPIEGEL, TALAMANTES, TERCERO, TYE, VIEGAS-WALKER, WAGNER (35)

NOES: None (0)

ABSTAIN: BACERRA\*, MIDDLETON\*and SCHWANK\* (3) [Agenda Item 1 only\*]

While the voting results were being reviewed, Councilmembers Lisa Middleton, Phil Bacerra and Zak Schwank stated they intended to vote “Abstention” for Agenda Item 1 only, Minutes of the Meeting – February 6, 2020. Chair Viegas-Walker directed staff to correct the votes of Councilmembers Lisa Middleton, Phil Bacerra and Zak Schwank as annotated\* above.

7. Status Update on Final Federal Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule

Hon. Trish Kelley, Mission Viejo, asked to pull and review Consent Calendar Item 7, Status Update on Final Federal Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule and asked if a lack of federal action could delay the release of Connect SoCal. Naresh Amatya, SCAG staff, responded that could be an outcome and noted that the U.S. Environmental Protection Agency is working with the California Air Resources Board and there is an awareness the region's transportation conformity determination will expire June 1, 2020.

A MOTION was made (Kelley) to approve Item 7, Status Update on Final Federal Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule. Motion was SECONDED (Hofbauer) and passed by the following votes:

AYES: ASHTON, BACERRA, BENOIT, BROWN, CHUN, CURTIS, DIXON, GAZELEY, HADJINIAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MEDINA, MICHAEL, MIDDLETON, MINAGAR, MOORE, NAJARIAN, NAVARRO, PUCKETT, REECE, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH L., SPIEGEL, TALAMANTES, TERCERO, TYE, VIEGAS-WALKER, WAGNER, WAPNER (41)

NOES: None (0)

ABSTAIN: None (0)

### **INFORMATION/ACTION ITEMS**

#### **8. Automated Bus Consortium**

Richard Wolsfeld, Executive Vice President, AECOM, reported on the Automated Bus Consortium. Mr. Wolsfeld stated the goal of the consortium is to explore the deployment of full-sized, full speed automated transit busses in a variety of geographies and applications and to advance industry knowledge of the technology. He noted the benefits of automated busses such as improving the rider experience and environmental quality and the challenges such as cost and potentially reduced safety. Next, he reviewed cost and consortium member agencies including Los Angeles Metro. The consortium seeks to gather experience in automated bus operations in a variety of weather conditions and services such as Bus Rapid Transit, shuttle, point-to-point as well as automation of maintenance depots.

Mr. Wolsfeld stated the value of the consortium is to accelerate technology development and deployment, reduce planning and procurement costs, share lessons and stimulate technology demand. He reviewed current automated bus pilot projects in development including Los Angeles Metro's Orange Line and projects in Dallas and Pinellas, Florida. Next, he examined the various steps in the process to move the service from feasibility to service implementation.

Chair Cheryl Viegas-Walker, El Centro, asked if there are full sized, full speed autonomous busses in operation internationally. Mr. Wolsfeld responded that there are currently no autonomous busses in operation in another county.

Hon. Ed Reece, Claremont, asked if compliance with the Americans with Disabilities Act (ADA) is being explored and how it might function. Mr. Wolsfeld responded that ADA compliance is a performance metric issued to manufacturers and they will investigate how it would function in the autonomous space.

Hon. Ara Najarian, Glendale, asked about liability with autonomous bus service and if liability is held by the transit agency or the manufacturer. Mr. Wolsfeld noted that the aspiration is that autonomous busses would be safer than driver operated busses.

9. Overview of Draft Connect SoCal Comments and Revision Approach

Naresh Amatya, SCAG staff, provided an overview of Draft Connect SoCal comments. Mr. Amatya stated SCAG released the Draft Connect SoCal for public comment 70 days, longer than the 60-day requirement. He noted during this time SCAG conducted a large-scale outreach campaign throughout the six-county region to educate and solicit feedback. Further, there were 21 elected official briefings which were also open to the public, one tele-town hall, one webinar and three public hearings which were video-conferenced simultaneously to the five regional offices. There were more than 1,800 comments received, 81 of them from agencies and organizations.

Mr. Amatya stated transportation comments generally related to individual modes and activities including active transportation, aviation and airport ground access, goods movement, transit, transportation and finance, passenger rail and project list. He highlighted plan elements noting that active transportation funding has nearly doubled since the 2016 plan. Transit comments encourage adding new bus service including Bus Rapid Transit and improvement of first/last mile connections. Further, comments were received on the project list as the plan consist of greater than 4,000 projects in the 6-county region. Many were from CTC partners seeking modifications or members of the public expressing support or objection to individual projects. He noted next steps include a Joint Policy Committee meeting leading toward Regional Council approval to forward the plan to state and federal partners.

Hon. Alan Wapner, Ontario, expressed concern about expansion at Los Angeles Airport and its potential for increased environmental impacts on the region, including transportation conformity.

Hon. Steve Hofbauer, Palmdale, asked about the XpressWest rail line and if the Victorville to Palmdale portion is in the constrained plan. Mr. Amatya responded that the segment is not currently in the constrained plan but should further developments occur and Metro concurs, the plan can be amended to include it.

10. 2021 Active Transportation Program Guidelines and Call for Projects

Cory Wilkerson, SCAG staff, reported on the 2021 Active Transportation Program Guidelines. He stated the California Transportation Commission (CTC) has released the draft ATP guidelines for public comment which will lead to a call for projects from March 25, 2020 to June 15, 2020. He noted the ATP will award approximately \$440 million through fiscal years 2021-22 to 2024-25. Further, applications are submitted to the state which scores them and allocates 50% of the funds while assigning 10% to small and rural areas. The remaining 40% goes to the 10 largest MPOs which includes SCAG. He stated approximately \$93 million will be available to the SCAG region. Mr. Wilkerson noted there have been improvements with each ATP cycle and reviewed added tools to benefit evaluators and applicants.

11. Road User Charges (RUCs) – Lessons Learned

Annie Nam, SCAG staff, reported on a recent study trip to New Zealand and Australia to understand their experience with road user charges. Ms. Nam stated that SCAG's 2012, 2016 and 2020 RTP/SCS include a mileage-based user fee component. She noted that shrinking funding, aging infrastructure and increasing fuel efficiency prompt the exploration of alternate funding methods. Ms. Nam introduced Norma Ortega, who reviewed the lessons learned from the California Road Charge Pilot Program and the study trip. She noted a road charge is a "user pays" principle where the user pays by the mile. She noted the pilot program involved 5,000 participants statewide in a 9-month trial involving diverse vehicles types, multiple reporting methods with mechanisms to protect user privacy. She noted concerns include privacy and data security, urban vs. rural differential impacts, income equity and rate setting. Further, 73% of participants agreed that a road charge is fairer than a gas tax. Additionally, smartphone applications and in-vehicle telematics show promise as fee collections method but need further development.

Ms. Ortega reviewed lessons from New Zealand and Australia. She noted New Zealand's focus is on light and heavy-duty trucks which purchase a license for every 1,000 kilometers travelled. She noted their cost allocation model as providing a useful mechanism for the program's effectiveness. Further, Australia is undergoing heavy duty truck reform and the creation of a dedicated road fund. She stated the program would measure both the distance a truck travels as well as the weight carried. She noted key observations of performance include administrative and program management, cost allocation model,

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compliance and enforcement and public perception and engagement. She noted next steps can include partnering with Caltrans to apply for a Federal Surface Transportation Systems Funding Alternatives (STSFA) grant to pilot a regional road charge effort.

### **METROLINK REPORT**

Hon. Art Brown, Buena Park, reported that a study is underway to explore rail connectivity to Ontario International Airport, including zero emission vehicles deployed between the airport and the Rancho Cucamonga station. Also, in collaboration with Ventura County Transportation Commission (VCTC) and Union Pacific Railroad, plans are being explored to offer weekend service on the Ventura line.

### **ADJOURNMENT**

Chair Cheryl Viegas-Walker, El Centro, adjourned the meeting at 12:04 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

2019- 20

MEMBERS	CITY	Representing	2019- 20												Total Mtgs Attended To Date		
			MAY (GA)	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR			
Ashton, Sean	Downey	District 25		1		1	1	1						1	1		6
Bacerra, Phil	Santa Ana	District 16													1		1
Bailey, Rusty	Riverside	WRCOG						1	1					1			3
Barger, Kathryn	Los Angeles County	Los Angeles County		1				1									2
Benoit, Ben	Wildomar	South Coast AQMD		1			1	1	1					1	1		6
Berg, Will	Port Hueneme	VCOG		1				1	1					1			4
Boyles, Drew	El Segundo	El Segundo		1				1	1					1			4
Brown, Art	Buena Park	District 21		1			1	1						1	1		5
Buscaino, Joe	Los Angeles	District 62						1	1								2
Chun, Ross	Aliso Viejo	OCTA		1			1	1	1					1	1		6
Curtis, Jonathan	La Cañada Flintridge	District 36												1	1		2
Dixon, Diane	Newport Beach	OCCOG												1	1		1
Dutrey, J. John	Montclair	SBCTA						1	1					1			3
Gabel-Luddy, Emily	Burbank	AVCJPA		1			1	1						1			4
Gazeley, James	Lomita	District 39		1			1	1	1					1	1		6
Hadjinian, Jack	Montebello	SGVCOG		1			1							1	1		4
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1						1							2
Hamada, Ray	Bellflower	Bellflower		1			1	1							1		4
Harnik, Jan	Palm Desert	RCTC		1			1	1	1					1	1		6
Harrington, Dave	Aliso Viejo	OCCOG															0
Hofbauer, Steven	Palmdale	District 43					1	1	1					1	1		5
Huizar, Jose	City of Los Angeles	District 61															0
Judge, Mike	Simi Valley	VCTC		1			1	1						1	1		5
Kelley, Trish	Mission Viejo	OCCOG		1			1	1						1	1		5
Krekorian, Paul	Public Transit Rep	District 49															0
Krupa, Linda	Hemet	WRCOG					1		1								2
Loa, Richard	Palmdale	NCTC													1		1
Lorimore, Clint	Eastvale	District 4		1			1	1	1					1	1		6
Manos, Steve	Lake Elsinore	District 63		1			1	1	1						1		5
Marquez, Paul	Caltrans District 7	Ex-Officio		1				1	1					1	1		5
Marquez, Ray	Chino Hills	District 10		1			1	1	1					1	1		6
McCallon, Larry	Highland	SBCTA		1			1	1	1					1	1		6
McLean, Marsha	No. L.A. County	District 67		1			1	1	1						1		5
Medina, Dan	Gardena	District 28		1			1	1	1					1	1		6
Michael, L. Dennis	Rancho Cucamonga	District 9		1			1		1					1	1		5
Middleton, Lisa	Palm Springs	CVAG					1	1	1						1		4
Minagar, Fred	Laguna Niguel	District 12					1	1	1					1	1		4
Moore, Carol	Laguna Woods	OCCOG					1	1	1					1	1		5
Moss, Cory	City of Industry	SGVCOG						1	1					1			3
Najarian, Ara	Glendale	AVCJPA		1				1							1		3
Navarro, Frank	Colton	District 6						1	1	1				1	1		4
Pacheco, Hector	San Fernando	District								1				1			2
Puckett, Charles	Tustin	District 17		1			1	1	1					1	1		6
Real Sebastian, Teresa	Monterey Park	SGVCOG		1			1	1									3
Reece, Ed	Claremont	SGVCOG						1	1	1				1	1		4
Robinson, Dwight	Lake Forest	OCCOG															0
Ruiz, Crystal	San Jacinto	WRCOG					1	1						1			3
Saleh, Ali	City of Bell	GCCOG						1	1	1				1	1		4
Sandoval, Tim	Pomona	District 38		1				1	1					1	1		5
Santos, Rey	Beaumont	District 3					1	1	1					1	1		5
Schwank, Zak	Temecula	District 5							1					1	1		3
Simonoff, Marty	Brea	District 22		1			1	1	1					1	1		6
Small, Thomas	Culver City	Culver City						1						1			2
Smith, Jeremy	Canyon Lake	Canyon Lake								1				1			2
Smith, Larry	Calimesa	Calimesa					1	1	1					1	1		5
Spiegel, Karen	Riverside County	Riverside County		1			1	1	1					1	1		6
Sternquist, Cynthia	Temple City	SGVCOG					1	1						1			3
Talamantes, Jess	Burbank	SFVCOG		1			1	1	1					1	1		6
Tercero, Brent	Pico Rivera	GCCOG					1	1	1					1	1		5
Tye, Steve	Diamond Bar	District 37		1			1	1	1					1	1		6
Viegas-Walker, Cheryl	El Centro	District 1		1			1	1	1					1	1		6
Wagner, Don	Orange County	Orange County		1			1							1	1		4
Wapner, Alan	Ontario	SBCTA		1			1	1	1					1	1		6
Weintraub, Alicia	Calabasas	LVMCOG		1				1									2



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
May 7, 2020

**To:** Executive/Administration Committee (EAC)  
Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kome Ajise, Executive Director, Executive Management,  
213-236-1835, Ajise@scag.ca.gov  
**Subject:** COVID-19: Leading and Learning in Uncertain Times

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC AND RC:**

For Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, EEC AND TC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*Southern California, like other regions across the globe, is experiencing severe and devastating impacts as a result of the COVID-19 pandemic. Saving lives and addressing the immediate public health crisis continues to be the top priority of federal, state, regional and local agencies. While public servants, medical professionals and essential workers lead on the frontlines, a crisis of this magnitude calls on all institutions, businesses and society-at-large to come together to preserve and restore lives and livelihoods. Examples abound of individuals and organizations who are leading and learning during this unprecedented time.*

*This staff report provides an initial broad assessment of the impacts of the COVID-19 pandemic on Southern California in the context of transportation, planning, and the economy, highlights a few of the many ways the transportation and planning community is responding, and lays out a series of early actions being pursued by staff to support our partner agencies, gather insights and prepare the region for policy discussions and actions on economic recovery.*

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**BACKGROUND:**

**COVID-19 Preliminary Assessment**

The COVID-19 pandemic is having severe and unprecedented implications on a wide range of areas which SCAG plans for including public health, transportation, housing, public finance, and the economy more generally. This may take the form of an acceleration of trends that were already taking shape such as teleworking, telemedicine, and the decline in brick-and-mortar retail. But similar to the way a major recession’s impacts can linger (for example, the generational impacts of delayed fertility and household formation), it is reasonable to expect the pandemic to engender some structural economic changes as well as more far-reaching changes to, for example, some social habits or expectations for government service.

The forecast toolkit of an economist is challenged because, in the words of National Institute of Allergy and Infectious Diseases Director Dr. Anthony Fauci, “the virus makes the timeline.” Most directly, there is uncertainty about testing availability, vaccine development, and the prospect of herd immunity. Secondly, economic impacts depend on the ability to rapidly, clearly, and consistently resume normal activities with public health measures in place. Finally, the future of consumer behavior and willingness to resume activity is unclear and necessitates monitoring.

***Employment***

Rapid increases in unemployment claims immediately followed stay-at-home orders in many industries. During a key six-week period from March 14 to April 25, national unemployment claims totaled 30,307,000, which corresponds to roughly 21 percent of the nation’s nonfarm employment.<sup>1</sup> Put differently, about one in four Americans are effectively unemployed.

In California, 3.1 million were laid off during March alone, but not equally. 2.4 million lay-offs were of jobs with salaries below \$50,000 but only 70,000 with salaries above \$100,000.<sup>2</sup> Southern California’s reliance on tourism, hospitality, entertainment, trade, and earlier stay-at-home orders can yield disproportionate impacts in our region overall, and within local jurisdictions as well (see table below).

**2019 Industry Share Comparison**

Category	US	SCAG
Health Care and Social Assistance	13.9%	15.6%
Arts, Entertainment, and Recreation	1.7%	2.0%
<i>Combined</i>	<i>15.6%</i>	<i>17.6%</i>

<sup>1</sup> <https://www.dol.gov/ui/data.pdf>

<sup>2</sup> <https://californiaforecast.com/covid-19-economic-analysis/>

The Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed by President Trump on March 27, 2020, provided some support to employers and through additional unemployment insurance, but it is widely believed that this is insufficient in scope and duration. As far as large service employment categories are concerned, job recovery will depend on whether safe protocols for reopening can be developed, whether consumer behavior will return to normal, and the additional challenge of rehiring or restarting entire businesses.

### ***Supply Chains and Global Demand***

Southern California is a global center for trade and logistics with a disproportionate responsibility for, and impact from, disruptions in global trade. As of mid-April, the Port of Los Angeles reports operations at 80 percent of capacity. In an early March survey conducted by the Institute for Supply Chain Management, nearly 75 per cent of companies reported supply chain disruptions in one form or the other due to Coronavirus-related transportation restrictions<sup>3</sup>. Several factors contribute to greater possible impacts including COVID-19's origination in China, China's role and importance to global trade, and this region's role as North America's largest gateway to Asia. Long lead times and undiversified supply chains could result in cascading impacts in the coming months. At the same time, e-commerce and digital delivery-based orders for a wide variety of goods are experiencing extreme surges that are concurrently pushing supply chain limits. Additionally, as the COVID pandemic takes root in other countries as seasons change, global supply linkages could be further impacted.

### ***Health Care***

Growth in Health Care and Social Assistance employment is already expected to outpace growth in any other industry in our region (a 58.4% increase from 2016 to 2045). While this is in part due to an ageing population and shifts toward services more generally, the Affordable Care Act has increased healthcare coverage substantially. For example, in the Inland Empire the share of uninsured residents dropped from 20.5 percent in 2012 to 8.4 percent in 2018.

As the pandemic highlights the societal importance of the field alongside its growth potential, it's possible that younger generations will be even further motivated to pursue healthcare careers and that additional investment in workforce training and development may ensue. While the federal CARES act and other emergency measures have attempted to plug coverage gaps and incentivize more proactive health behaviors, the pandemic response and employment losses both illustrate how coverage gaps can be a substantial vulnerability during a crisis.

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<sup>3</sup> [https://weareism.org/docs/Coronavirus%20Outbreak%20in%20China%20Impact%20to%20Supply%20Chain\\_v3.pdf](https://weareism.org/docs/Coronavirus%20Outbreak%20in%20China%20Impact%20to%20Supply%20Chain_v3.pdf)

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### ***Economic Vulnerability and Resiliency***

Many consumers and businesses who walked into the COVID-19 pandemic already highly leveraged and with heavy debt burdens are at risk of devastating impacts, including bankruptcy, unemployment, eviction, and foreclosure. Federal aid includes funding for more unemployment insurance, employee retention, cash payments, and loans to businesses; however, even this historic amount of funding is widely thought to be insufficient to blunt the impact of extended work stoppages. Interestingly, this aid included provisions for gig workers and one-time cash payments resembling a form of universal basic income—arguably some of the first large-scale policy responses recognizing the increased precariousness experienced by some of today’s workers. Nonetheless, a protracted economic downturn does not bode well for the reduction of poverty rates which are still elevated in the region following the Great Recession—especially the higher rates typically seen in households with children.

Retail businesses are especially impacted as the pandemic’s closure of storefronts has accelerated the shift toward online shopping. Malls and landlords hopeful that hospitality and leisure uses would keep them afloat may experience further pressure while extended periods of telework may impact future office leases—both impacts which are accelerating discussions about the repurposing of commercial land use.

Vulnerability and resiliency are not uniform across our expansive region and the pandemic highlights many challenges latent amongst the region’s households and businesses. SCAG is developing a set of indicators on select economic, social, health, and housing factors to assess local vulnerabilities and support resiliency planning.

### ***Housing***

Despite approaching all-time low mortgage rates, the National Association of Realtors states that six in ten buyers and sellers are stalling their transaction for a couple of months, but only one in ten are deciding not to buy or sell indefinitely.<sup>4</sup> This suggests only a delay of otherwise strong demand indicators with which supply has not kept up lately—prices may not drop precipitously as in past recessions. While some disruptions are unavoidable, construction, maintenance, and operations are considered essential services and these activities have continued. Despite targeted state and local efforts in the near-term, as the ripple effect passes through landlords and lenders it is likely that evictions and foreclosures will impact many who’ve experienced financial strain from the pandemic. The region’s large population experiencing homelessness presents an additional public health challenge while extended stay-at-home orders are an added challenge for those living in substandard or overcrowded conditions—and no doubt one linked to increases in domestic disturbances.

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<sup>4</sup> <https://www.nar.realtor/research-and-statistics/research-reports/weekly-housing-market-monitor>

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### ***Public Finance***

All levels of government are being tested in their ability to respond to this crisis in one way or another. Federal emergency funding in the trillions has never before been seen, state tax receipts on sales and gasoline are already impacted, while decreases in economic activity in 2020-2021 will impact income tax receipts and revenue writ large. Local governments which must provide much of the pandemic response are beginning to feel tremendous budgetary stresses, while promises of federal assistance are still in early stages at the time of this writing.

Based on SCAG's calculations of 2018 state Comptroller data, 25 of the 197 local jurisdictions in the region received more than 50 percent of their total revenue from sales and use or transient occupancy (hotel) taxes with a median of 32 percent and a high of 79 percent. Unfortunately longstanding retail declines have placed a higher priority on revenue from tourism, dining, and hotels in many places—activities put on hold during the pandemic and with more complicated recovery trajectories.

Given the immediate need to stabilize local job markets for the benefit of residents and small businesses alike, recovering from budget deficit shocks may necessitate substantial belt-tightening and place strain on nonessential services for some time absent state or federal financial support.

### ***Environment and Sustainability***

The immediate decrease in transportation and overall activity following the pandemic and stay-at-home orders has resulted in temporary improvements in air quality and Greenhouse Gas (GHG) emissions, providing a glimpse of future potential despite the unfortunate context. Telecommuting and other trip substitutions have contributed to this and may continue to do so, though the speed and nature of the subsequent economic recovery will go a long way in determining whether some changes are lasting. Additionally, this pandemic has exposed key vulnerabilities in the region's social, economic, and environmental systems' ability to respond to future emergencies or disasters.

### ***Scenarios and Pace of Recovery***

Most experts now believe that a return to normal lifestyles and economic activity will be punctuated or come in stages rather than a "V-shaped" recovery, i.e. a quick return to a previous normal. SCAG will continue to monitor the pace of recovery and studies by experts in order to assess the potential impacts on the region's economy and employment. SCAG is currently monitoring the possible impacts of mandatory closures and a lengthy recovery over 2020 and 2021 in terms of taxable sales and employment. Due to the rapidly unfolding nature of the COVID-19

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pandemic, any estimates generated at this early stage of the crisis should be considered very preliminary, would include a very high level of uncertainty, and would not yet be able to assess long-range impacts. A preliminary assessment will be presented in future RC and policy committee meetings.

### **Continuity of Service**

Despite significant disruptions, SCAG's transportation and municipal partners are working tirelessly to address the most critical needs of our communities while continuing to provide services, as able, to support the health, safety and economic well-being of the region in the wake of the pandemic and stay-at-home orders.

Public transportation operators continue to provide a mobility lifeline for essential workers to access their jobs, while implementing new measures to keep bus operators safe and reduce the spread of the virus<sup>5</sup>. The federal CARES Act provides \$25 billion in federal funding allocations to support the nation's public transportation systems in providing this critical service. SCAG is collaborating with the FTA and county transportation commissions to help transit operators access these funds, which total \$1.4 billion regionwide<sup>6</sup>. SCAG collaborated with the county transportation commissions (CTCs) to further apportion resources to each of the CTCs based on a set formula, and then the CTCs apportioned these funds further to eligible transit operators within their counties. In addition to helping the region's transit operators access emergency funds, SCAG has assembled an on-line platform for transit operators to share COVID-19 actions, including allowing each operator to update the data for their own agency in real time. The intent is to facilitate inter-agency coordination and information sharing as the situation evolves.

Transportation planning funding programs, including those administered by SCAG, have also been impacted by the pandemic as project sponsors have been limited in their ability to conduct outreach and collect representative data on transportation system operations. In addition to reaching out to funding partners to request extensions, staff is adjusting outreach approaches in certain programs to ensure engagement with the public continues leveraging new technologies and tactics to educate and solicit feedback from constituents. As an example, SCAG worked closely with the California Office of Traffic Safety to refine the project eligibility criteria for this year's *Go Human* Call for Projects for the Local Community Engagement and Traffic Safety Mini-Grant Program. The program will award mini grants up to \$10,000 for nonprofits across the region for efforts that approach safety engagement, education and documentation through online platforms and virtual strategies, among others, to ensure inclusive participation. The Call opened in April and can be

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<sup>5</sup> See, for example, LA Metro's commitment to continue service at <https://www.youtube.com/watch?v=Nzat1PzUr28&feature=youtu.be>

<sup>6</sup> These funds are being distributed via 5307 Urbanized Area Formula Funds (Approx. \$13.7 B nationwide) and 5337 State of Good Repair (Approx. \$7.5 B nationwide)

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accessed at <http://gohumansocal.org/Pages/Mini-Grants.aspx>. Awards will be announced in May 2020.

E-government and on-line services have become essential to keeping local governments in operation during the shut-down. Local planning departments with this capacity continue to issue permits. SCAG is conducting additional research to assess e-government and e-permitting capacity across the region and aims to continue to provide resources to local jurisdictions to support this work. As part of the Future Communities Pilot Program, SCAG is currently funding efforts in the cities of Riverside and Cerritos to develop online permitting and licensing systems to replace vehicle trips to City Hall with an efficient, integrated digital experience for residents and developers. Also, SCAG, the California Emerging Technology Fund and the Inland Empire Regional Broadband Consortium are spearheading a study to facilitate broadband planning and deployment as part of transportation projects in the region. Improved broadband deployment, particularly in disadvantaged communities and unserved/underserved rural and urban areas, will support increased use of online learning, telehealth/telemedicine, telecommuting, e-commerce, and e-government, reducing vehicle miles traveled and greenhouse gas emissions.

The planning community at-large continues to find meaningful ways to contribute to COVID-19 response including through the geographic representation of data through maps and interactive tools that help decision-makers and the public better understand the extent, impacts and local resources available during the crisis. The public-private collaboration between Esri and federal and state agencies has helped organizations to provide clear and accurate information relevant to COVID-19 in their communities promptly. Local jurisdictions interested in developing COVID-19 sites may use the free Coronavirus Response template from Esri's ArcGIS Hub, providing an intuitive approach for users to connect and organize live information from authoritative sources such as the World Health Organization (WHO) and the Center for Disease Control and Prevention (CDC) as well as localized data like the number of hospital beds and provider practice locations.

SCAG's initial inclination was to develop a COVID-19 site for the region; however, we decided that it may be more meaningful to instead support local jurisdictions' ability to provide their citizens with more close-to-home information. SCAG sees the forthcoming Regional Data Platform as an even more relevant tool to bring the region's capacity to further assist local data-driven decision making, effective, and efficient government operations.

### **Planning for the Recovery**

Staff has also identified a series of actions to support our partner agencies, gather insights and lay the groundwork for a more comprehensive Economic Recovery Strategy. Central to this work is obtaining approval of the Proposed Final Connect SoCal and securing a conformity determination from the federal government to ensure funds continue to flow to critical transportation projects in

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the region. The policy framework and performance outcomes of the plan also serve as the basis, and funding justification, for most of the regional studies and local funding programs SCAG provides. Connect SoCal's planning horizon (2016-2045) will include economic cycles and presents a long-range vision for the region's future. While there will be more significant challenges to overcome, striving for a healthy, prosperous future for the region could not be more important. Our region's long-range vision, *Connect SoCal*—strengthened by the lengthy and public process it has already undergone—can also provide a strong basis for the recovery from COVID-19.

Connect SoCal includes over 4,000 individual capital projects and programs across the region across all modes of transportation over the next 25 years. Its implementation is anticipated to generate 168,400 annual jobs stemming from transportation investments and 264,500 jobs from the enhanced economic competitiveness that infrastructural improvements will provide. Staff is reaching out to partners to ensure funding is stabilized and assessing opportunities to accelerate the delivery of transportation projects in the plan as well as to stimulate the development of housing envisioned in priority growth areas. A plan acceleration strategy, leveraging anticipated federal and state stimulus programs as well as funding programs, would provide a direct benefit to the economy and strengthen the construction industry as it still works to reach its employment peak from prior to the Great Recession.<sup>7</sup> SCAG will be hosting focus groups with up to ten nonprofit community based organizations that had participated in Connect SoCal outreach in 2019. This additional outreach will also allow SCAG to better understand the impact to the communities these organizations represent. SCAG will also be seeking feedback on Connect SoCal implementation in light of COVID-19, such as how to best move forward with the Key Connections.

Work to advance Connect SoCal's housing production strategies and goals has already begun and will continue to evolve to align with the comprehensive Economic Recovery Strategy. Under President Bill Jahn's leadership, housing production has become a primary component of the SCAG's legislative strategy and the basis for a series of new planning programs supported by AB 101 resources. SCAG's Regional Early Action (Housing) Program will provide resources to local jurisdictions for housing plans and programs. Staff is evaluating opportunities to target these resources to meet both the short- and longer-term needs given the changing dynamics of the housing market as well to provide direct support to local jurisdictions who may have to make difficult cuts due to COVID-related budget shortfalls. SCAG's Sustainable Communities Program (SCP) can provide much needed planning support for housing, and supply resources for other critical planning initiatives that advance integrated land use/transportation decision making.

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<sup>7</sup> Connect SoCal ranks Construction #4 out of 20 industries for employment growth over 2016-2045 (30.6% growth). With a present-day average wage of \$64,674, construction jobs are 8 percent above regional industry averages. Importantly, amongst the nine industries expected to grow by over 15 percent over the Plan horizon, Construction trails only two in average wages.

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An Economic Recovery Strategy must also advance strategies to better prepare the region for the future disruptions, particularly in vulnerable communities where disruption has the greatest impact. In its concluding chapter, Connect SoCal acknowledges the inevitable disruption to our systems and the critical need for planning to become a more resilient region. To better anticipate a wide range of potential futures, Connect SoCal calls for and positions the region to pursue a collaborative “exploratory” scenario planning process to augment the traditional Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) planning process. This process, which will not be focused on achieving predetermined outcomes or targets, will explore pressing issues and possible near- and long-term disruptions Southern California may face. This exploration will be an expansive, comprehensive initiative that will inform amendments and future updates of the regional plan.

Beyond activities aimed at stimulating the broader regional economy, the Economic Recovery Strategy could explore avenues to restore the financial capacity of cities and counties while also reducing costs. SCAG will continue to provide technical assistance—in the form of toolkits, webinars, and, programs—to save cost and advocate on behalf of local jurisdictions to promote economic recovery. We anticipate being a leader as well as a resource, building upon the Future Communities Framework and supported in part by SCAG’s forthcoming Regional Data Platform, in providing local governments and partner agencies with data tools and information to make planning and policy decisions based on a strong understanding of current conditions and likely future outcomes. SCAG also foresees being an advocate of moving services online and helping local jurisdictions be effective in this manner.

Finally, this crisis presents a clear opportunity to accelerate broadband expansion programs not only to close the ‘digital divide’ (a significant equity issue), but also as a mobility initiative and an economic recovery imperative. Before the COVID-19 pandemic necessitated telecommuting for workers and students, working from home was the fastest growing commute mode in the region. SCAG is involved in a critical broadband study with the California Emerging Technology Fund and regional broadband consortia, and we expect to identify all gaps in broadband infrastructure to prioritize early action broadband projects to include capacity for not only telework in residential units, but also enable more commercial, medical, judicial and other municipal activities online.

### **Next Steps**

While the long-term impacts of COVID-19 on the region and regional planning will continue to unfold over the next months and years, there are immediate actions SCAG can take through the adoption and implementation of Connect SoCal and its associated funding programs to support our local agencies and position the region for economic recovery and greater resiliency. Staff seeks the Regional Council’s immediate input and will report back with additional analysis and



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recommendations for developing a Regional Economic Recovery Strategy focused on SCAG's mission and role as a regional planning agency.

**FISCAL IMPACT:**

None.