The Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS) is a long-range transportation plan that provides a vision for regional transportation investments during more than a 20-year period.

Is developed through a collaborative, continuous, and coordinated process that involves key stakeholders such as the six County Transportation Commissions (CTCs), Caltrans, transit operators, airport and port authorities, air districts and other interested agencies, organizations, and individuals.

Outlines the region’s goals, policies, and strategies that improve the balance between land use and transportation systems, both current and future.

Integrates the multi-modal transportation network and related strategies with an overall land use pattern that responds to projected population and employment growth, housing needs and changing demographics, and transportation demands, including transit and active transportation.

Builds on the foundation of the adopted 2012 RTP/SCS, as amended in September 2014, to review the progress in implementing strategies identified in the 2012 RTP/SCS.
SCOPE OF ENVIRONMENTAL ANALYSIS

- The PEIR is a first-tier California Environmental Quality Act (CEQA) document designed to consider broad policy alternatives and program-wide mitigation measures.

- The PEIR will evaluate potential environmental effects, such as direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level.

- The PEIR may provide a foundation for subsequent, project- or site-specific environmental reviews that will be conducted by lead agencies, as projects in the RTP/SCS are implemented.
PROJECT BACKGROUND

› SCAG is required to update and adopt a long-range regional transportation plan every four (4) years, in accordance with federal and state transportation planning laws.

› RTP identifies the region’s transportation needs; sets forth actions, strategies, and projects to address the needs consistent with adopted regional policies and goals; and documents the financial resources needed to implement the RTP.

› Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires the RTP to include a Sustainable Communities Strategy (SCS) component to reduce greenhouse gas (GHG) emissions from passenger vehicles.

› The SCS outlines SCAG’s plan for attaining the GHG emissions reduction targets set forth by Air Resources Board (ARB), by integrating the transportation network and related strategies with a forecasted land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands.
Project Environmental Impact Report
Public Scoping Meeting

Project Vision and Goals

Vision

Mobility
- A successful transportation plan will allow the future residents of the region to safely and efficiently access daily needs, including work, school, shopping, transit, and recreation.

Sustainability
- The 2016 RTP/SCS is intended to include strategies linking regional transportation and land use planning with the goal of promoting sustainability.

Economy
- A successful RTP/SCS creates opportunities for business, investment, and employment in Southern California.

Goals
- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for the people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the security of the regional transportation system through improved monitoring, recovery planning, and coordination with other security agencies
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality, and promote energy efficiency
- Encourage land use and growth patterns that complement our transportation investments
PROJECT POLICIES AND PERFORMANCE MEASURES

POLICIES

- Transportation investments based on adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system should be the highest RTP priorities for any incremental funding in the region.
- Land-use and growth strategies in the RTP will respect local input and advance smart growth initiatives.
- Transportation Demand Management and non-motorized transportation will be focus areas.
- High-Occupancy Vehicle (HOV) gap closures that significantly increase transit and rideshare usage will be supported and encouraged.
- Monitoring progress of the RTP (including timely implementation of projects, programs, and strategies) will be an important and integral component.

PERFORMANCE MEASURES

- Location Efficiency
- Mobility and Accessibility
- Safety and Health
- Environmental Quality
- Economic Well-Being
- Investment Effectiveness
- System Sustainability
**PRELIMINARY 2016 RTP/SCS SCENARIO**

**PLANNING MATRIX**

To help facilitate policy discussions during the development of the draft Regional Transportation Plan / Sustainable Communities Strategy, SCAG will develop one baseline and three additional scenarios to evaluate how each performs in terms of sustainability, mobility, and other performance metrics. In response to stakeholder input, Scenarios A and B include expanded policy concepts to target health and social equity, and reflect advancements in technology.

**POLICY DRIVERS/PERFORMANCE METRICS:**

SUSTAINABILITY | MOBILITY | ACCESSIBILITY | PUBLIC HEALTH | ECONOMY | ENVIRONMENTAL JUSTICE | SOCIAL EQUITY | CLIMATE RESILIENCE & ADAPTATION

**PLAN ELEMENTS - DATA INPUT CATEGORIES**

<table>
<thead>
<tr>
<th>Land Use Socio-Economic Data (SED) &amp; Housing</th>
<th>Farm &amp; Natural Lands Conservation</th>
<th>Highway/Roadway Network</th>
<th>Transit/High-Speed Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>Technology/Innovation</td>
<td>Finance Pricing/Incentives</td>
<td>Transportation Demand Management (TDM) &amp; Transportation System Management (TSM)</td>
</tr>
</tbody>
</table>

**POLICY INPUTS**

1. **NO BUILD/BASELINE**
   - No build network and trend SED
   - Trend Baseline
   - Protect resource areas (farmlands and natural lands) based on existing General Plan designations
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline
   - Baseline

2. **UPDATED 2012 PLAN/LOCAL INPUT**
   - Updated growth forecast
   - Local input
   - Protect resource areas (farmlands and natural lands) based on existing General Plan designations
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline

3. **POLICY A**
   - Update 2012 Policies for Active Transportation, public health, Environmental Justice (EJ), technology, millennials, Balance-GRS, air, liability benefits with transportation capacity efficiency
   - Scenario 2 + 2012 land use (LU) policy updated
     - Emphasize multi-family (based on market research)
     - Baseline
   - Protect resource areas (farmlands and natural lands) based on existing General Plan designations
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline

4. **POLICY B**
   - "Push the envelope." Comprehensive "short trip" strategy. Maximize GHG, air quality, liability public health, EL affordability benefits. Assume profound technology effects
   - Scenario 3 + Target 70-50 MF/SF housing type
   - Protect critical sea-level rise, natural hazard areas + Exclude unprotected, high quality habitat areas identified by Combined Habitat Assessment Protocols (CHAP) tool
   - Strategic plan projects
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline

5. **POLICY C**
   - Any further modifications reflecting recent economic trends and legislative initiatives
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline

6. **POLICY D**
   - Assume additional (aggressive) benefits - e.g. 2-3% reduction HBW trips, 7% speed, capacity increase
   - 2012 plan amendment 2 +
     - Assume additional (aggressive) benefits - e.g. 1-2% reduction home-based work (HBW) trips, 3% speed, capacity increase
   - Baseline
   - Baseline
   - Baseline
   - No new inputs
   - Baseline
PRELIMINARY PROJECT ALTERNATIVES

NO PROJECT ALTERNATIVE
- Continues goals and policies of 2012 RTP/SCS (amended September 2014)
- Transportation projects from first year of previously conforming RTP/SCS and/or FTIP, or those that have completed review by December 2014
- Growth scenario based on 2012 RTP/SCS regional population, housing, and employment totals

REFINED 2012 RTP/SCS ALTERNATIVE
- Includes most recent growth forecast data, including updates to local input on land use, employment, population, and housing data, and new input on transportation projects from the CTCs
- Considers continued implementation of the policies, strategies, and projects included in the 2012 RTP/SCS

INTENSIFIED TRANSPORTATION AND LAND USE INTEGRATION ALTERNATIVE
- Focuses on analyzing more intensified integration of transportation and land use projects and policies aimed at further reducing vehicle miles traveled (VMT) and GHG and criteria pollutant emissions to improve mobility, accessibility, and sustainability
- Includes more mixed-use, infill development, increased densities in urban cores, new technological innovations, and/or additional transit and active transportation strategies
SCAG REGION

- SCAG is the federally designated Metropolitan Planning Organization (MPO)
- 6 counties, 191 cities, and approximately 19 million people
- Governed by a Regional Council of 86 elected officials
SCAG SUBREGIONS

- 15 subregional organizations recognized as partners in the regional transportation planning process
- Subregions vary according to geographical size, number of local member jurisdictions, staffing, decision-making structure, and legal status
AESTHETICS AND VIEWS

VENTURA COUNTY

- Route 33
  - USFS National Jacinto Reyes Scenic Byway
  - Officially Designated State Scenic Highway

LOS ANGELES COUNTY

- Caltrans Designated Lamont Odett Scenic Vista Point
- Arroyo Seco Historic Parkway (Route 2)
- State Designated Historic Parkway
- FHWA Designated American Byway
- Route 2
  - USFS National Angeles Crest Scenic Byway
  - Officially Designated State Scenic Highway

SAN BERNARDINO COUNTY

- BLM Designated Scenic Areas
- Caltrans Designated Vista Points
  - Mill Creek Vista Point
  - Eyes of the World Vista Point
  - 2 USFS National Scenic Byways
  - Palms to Pines Scenic Byway
  - Rim of the World Scenic Byway
- Route 38
  - Officially Designated State Scenic Highway

ORANGE COUNTY

- Route 91
  - Officially Designated State Scenic Highway

RIVERSIDE COUNTY

- BLM Designated Scenic Areas
- Caltrans Designated Vista Points:
  - Coachella Valley Vista Point
  - Indian Hill Road Vista Point
- Routes 62, 74, and 243
  - Officially Designated State Scenic Highways

IMPERIAL COUNTY

- No Officially Designated State Scenic Highway

Sources: Caltrans, U.S. FHWA, USFS and SCAG 2012 RTP/SCS PEIR

Photo Credit: Bob Wick

Photo Credit: San Diego Assn. of Governments

Photo Credit: Lei Han

Photo Credit: San Diego Assn. of Governments
Program Environmental Impact Report
Public Scoping Meeting

AGRICULTURE AND FORESTRY RESOURCES

VENTURA COUNTY
Los Padres National Forest
Photo Credit: Pete Davis

LOSAngELES COUNTY
Angeles National Forest
Photo Credit: Hermit Moores

SAN BERNARDINO COUNTY
San Bernardino National Forest
Photo Credit: Michael Huey

Orange County
Cleveland National Forest
Photo Credit: Daniel R. Blume

Riverside County
Cleveland National Forest
San Bernardino National Forest
Photo Credit: Raymond Shobe

Source: 2012 RTP/SCS PEIR
AIR QUALITY

National Ambient Air Quality Standards (NAAQS) set significance thresholds for ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead.

The SCAG region is comprised of 4 air basins, 5 air districts, and 17 nonattainment or maintenance areas.

Poor air quality leads to increased health risks. Those more at risk are infants, children, elderly, athletes, population with chronic respiratory illnesses, and populations living near freeways.

A health risk assessment will be performed in accordance with the Office of Environmental Health Hazard Assessment (OEHHA).
**Program Environmental Impact Report**

**Public Scoping Meeting**

**BIOLOGICAL RESOURCES AND OPEN SPACE**

**VENTURA COUNTY**
- 41 listed plant and wildlife species
- Critical habitat present for 15 species
- 22 state sensitive plant communities
- Ventura County Tree Protection Ordinance
- No approved or planned HCPs or NCCPs

**SAN BERNARDINO COUNTY**
- 54 listed plant and wildlife species
- Critical habitat present for 23 species
- 24 state sensitive plant communities
- San Bernardino County Development Code Chapter B8.01, Plant Protection and Management
- DRECP, West Mojave HCP, Town of Apple Valley MSHCP, City of Colton HCP

**LOS ANGELES COUNTY**
- 63 listed plant and wildlife species
- Critical habitat present for 18 species
- 28 state sensitive plant communities
- Los Angeles County Oak Tree Ordinance
- DRECP, West Mojave HCP, Palos Verdes Peninsula NCCP/HCP

**RIVERSIDE COUNTY**
- 50 listed plant and wildlife species
- Critical habitat present for 22 species
- 17 state sensitive plant communities
- Riverside County Ordinance No. 559 Regulating the Removal of Trees
- DRECP, West Mojave HCP, Western Riverside County MSHCP, Coachella Valley MSHCP, Lower Colorado River MSHCP

**ORANGE COUNTY**
- 25 listed plant and wildlife species
- Critical habitat present for 11 species
- 15 state sensitive plant communities
- No applicable county ordinances
- Orange County Transportation Authority NCCP/HCP, Central Coastal Orange HCCP/HCP, Orange County Southern Subregion HCP

**IMPERIAL COUNTY**
- 20 listed plant and wildlife species
- Critical habitat present for 6 species
- 7 state sensitive plant communities
- Imperial County Code of Ordinances Chapter 12.48 Wild Flowers and Trees
- DRECP, Lower Colorado River MSHCP, Imperial Irrigation District NCCP/HCP
CULTURAL RESOURCES
CALIFORNIA HISTORICAL LANDMARKS AND POINTS OF INTEREST

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<tr>
<th>County</th>
<th>Landmarks</th>
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<tr>
<td>San Bernardino</td>
<td>44</td>
<td>116</td>
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<tr>
<td>Ventura</td>
<td>11</td>
<td>4</td>
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<td><strong>Totals:</strong></td>
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PUBLIC ARCHAEOLOGICAL SITES

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<th>County</th>
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<td>Los Angeles</td>
<td>The site of the Puvunga Indian Village</td>
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<td>Los Angeles</td>
<td>Vasquez Rocks</td>
<td>NRHP</td>
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<td>Orange</td>
<td>The Black Star Canyon Indian Village Site</td>
<td>CHL-217</td>
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<td>Orange</td>
<td>The Fairview Indian Site</td>
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<td>Desert Intaglios</td>
<td>CHL-101</td>
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<td>Riverside</td>
<td>Site of the Indian Village of Pochea</td>
<td>CHL-104</td>
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<td>Riverside</td>
<td>Carved Rock</td>
<td>CHL-187</td>
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<td>Riverside</td>
<td>Painted Rock</td>
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<td>The Hemet Maze</td>
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<td>San Bernardino</td>
<td>The Calico &quot;Early Man&quot; Site</td>
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<td>Ventura</td>
<td>Anacapa Island Archaeological District</td>
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NATIONAL REGISTER LISTINGS

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<td>Ventura</td>
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PALEONTOLOGICAL RESOURCES

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<th>Fossiliferous Formations Count</th>
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<td>8,285</td>
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<td>Ventura</td>
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<td>4,622</td>
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GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE 
(CO$_2$, CH$_4$, N$_2$O, HFCs, PFCs, SF$_6$)

SB375 and the Air Resources Board require SCAG’s RTP/SCS to achieve

- 8% per capita GHG reduction compared to 2005 levels by 2020, and
- 13% per capita GHG reduction compared to 2005 levels by 2035

These percentages were established in 2010 with a target update slated for late 2015. New targets apply in 2019.

The 2012 SCAG RTP/SCS achieved a 9% reduction by 2020 and a 16% reduction by 2035

California Cap and Trade Program

- Regulatory threshold: >25,000 MT CO$_{2e}$/yr
- Reporting threshold: >10,000 MT CO$_{2e}$/yr
- GHG emission limit decreases by 3% annually from 2015 to 2020
## Program Environmental Impact Report
### Public Scoping Meeting

### HAZARDS AND HAZARDOUS MATERIALS

#### SCAG SUPERFUND SITES

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>NAME</th>
<th>EPA #</th>
<th>CITY</th>
<th>CONGRESSIONAL DISTRICT</th>
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<td>South Gate</td>
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<td>Del Amo Facility</td>
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<td>Jarvis B.Webb Co.</td>
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<td>Jet Propulsion Laboratory</td>
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<td>Pasadena</td>
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<td></td>
<td>Montrose Chemical Corp.</td>
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<td></td>
<td>Omega Chemical Corp.</td>
<td>CAD02245001</td>
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<td>Operating Industries Inc. Landfill</td>
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<tr>
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<td>Palos Verdes Shelf</td>
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<td>Alhambra, Rosemead, San Gabriel, San Marino, South Pasadena, and Temple City</td>
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<td>San Gabriel Valley (All areas)</td>
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<td>San Gabriel Valley (Area 1 El Monte, South El Monte, Whittier Narrows)</td>
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<td>El Monte</td>
<td>28, 31</td>
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<td>San Gabriel Valley (Area 1 Baldwin Park)</td>
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<td>Azusa, Baldwin Park, Irwindale, West Covina, La Puente, Industry</td>
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<td>San Gabriel Valley (Area 4 City Of Industry, Puente Valley)</td>
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<td>Rockets, Fireworks, and Flares</td>
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<td>Ventura</td>
<td>Pacific Coast Pipeline</td>
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<td>Fillmore</td>
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</tbody>
</table>

Imperial County: Stoker Co.

Los Angeles County: Jet Propulsion Laboratory (NASA)

Orange County: El Toro Marine Corps Air Station

San Bernardino County: Barstow Marine Corps Logistics Base

Ventura County: Pacific Coast Pipeline
## IMPAIRED WATER BODIES (303(D)) NEAR A FREEWAY, TRANSIT, OR RAIL PROJECT in SCAG RTP/SCS

<table>
<thead>
<tr>
<th>Impaired Water Body</th>
<th>Pollutants</th>
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</thead>
<tbody>
<tr>
<td>Aliso Creek</td>
<td>Indicator bacteria, Phosphorus, Toxicity</td>
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<tr>
<td>Ballona Creek</td>
<td>Cadmium (sediment), Coliform Bacteria, Copper, Dissolved Cyanide, Lead, Selenium, Shellfish Harvesting Advisory, Silver (sediment), Toxicity, Trash, Viruses (enteric), Zinc</td>
</tr>
<tr>
<td>Ballona Creek Estuary</td>
<td>Cadmium, Chlordane (tissue and sediment), Copper, DDT, Lead, PAHs, PCBs, Sediment Toxicity, Shellfish Harvesting Advisory, Silver, Zinc (sediment)</td>
</tr>
<tr>
<td>Burbank Western Channel</td>
<td>Ammonia, Copper, Cyanide, Lead, Trash</td>
</tr>
<tr>
<td>Calleguas Creek Reach 7 (Arroyo Simi Reaches 1 and 2 on 1998 303d list)</td>
<td>Ammonia, Boron, Chloride, Chlorpyrifos, Diazinon, Fecal Coliform, Organophosphorus, Pesticides, Sedimentation/Siltation, Sulfates, Total Dissolved Solids, Toxicity</td>
</tr>
<tr>
<td>Calleguas Creek Reach 11 (Arroyo Santa Rosa, part of Conejo Creek Reach 3 on 1998 303d list)</td>
<td>Ammonia, Chem A (tissue), Chlordane, DDT, Dieldrin, Endosulfan (tissue), Fecal Coliform, PCBs, Sedimentation/Siltation, Sulfates, Total Dissolved Solids, Toxaphene (tissue and sediment), Toxicity</td>
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<tr>
<td>Calleguas Creek Reach 12 (Conejo Creek/Arroyo Conejo North Fork on 1998 303d list)</td>
<td>Ammonia, Chlordane (tissue), DDT (tissue), Dieldrin, PCBs, Sulfates, Total Dissolved Solids, Toxaphene</td>
</tr>
<tr>
<td>Calleguas Creek Reach 13 (Conejo Creek South Fork, was Conejo Creek Reach 4 and part of Reach 3 on 1998 303d list)</td>
<td>Ammonia, Chem A (tissue), Chlordane, DDT, Dieldrin, Endosulfan (tissue), Fecal Coliform, PCBs, Sulfates, Total Dissolved Solids, Toxaphene (tissue and sediment), Toxicity</td>
</tr>
<tr>
<td>Compton Creek</td>
<td>Coliform Bacteria, Copper, Lead, pH, Trash</td>
</tr>
<tr>
<td>Coyote Creek</td>
<td>Ammonia, Coliform Bacteria, Copper, Dissolved, Diazinon, Lead, pH, Toxicity, Zinc</td>
</tr>
<tr>
<td>Imperial Valley Drains</td>
<td>DDT, Dieldrin, Endosulfan (tissue), PCBs, Sedimentation/Siltation, Selenium, Toxaphene</td>
</tr>
<tr>
<td>Laguna Canyon Channel</td>
<td>Sediment Toxicity</td>
</tr>
<tr>
<td>Los Angeles River Reach 1 (Estuary to Carson St)</td>
<td>Ammonia, Cadmium, Coliform Bacteria, Copper, Dissolved Cyanide, Diazinon, Lead, Nutrients (Algae), pH, Trash, Zinc, Dissolved</td>
</tr>
<tr>
<td>Los Angeles River Reach 2 (Carson to Figueroa St)</td>
<td>Ammonia, Coliform Bacteria, Copper, Lead, Nutrients (Algae), Oil, Trash</td>
</tr>
<tr>
<td>Los Angeles River Reach 3 (Figueroa St to Riverside Dr)</td>
<td>Ammonia, Copper, Lead, Nutrients (Algae), Trash</td>
</tr>
<tr>
<td>Los Angeles River Reach 4 (Sepulveda Dr to Sepulveda Dam)</td>
<td>Ammonia, Coliform Bacteria, Copper, Lead, Nutrients (Algae), Trash</td>
</tr>
<tr>
<td>Los Angeles River Reach 6 (Above Sepulveda Flood Control Basin)</td>
<td>1, 1-Dichloroethane (1, 1-DCE)/Vinylidene-chlori, Coliform Bacteria, Selenium, Tetrachloroethylene/PCE, Trichloroethylene/TCE</td>
</tr>
<tr>
<td>Lytle Creek</td>
<td>Pathogens</td>
</tr>
<tr>
<td>San Jose Creek Reach 2 (Temple to I-10 at White Ave)</td>
<td>Coliform Bacteria</td>
</tr>
<tr>
<td>Sawpit Creek</td>
<td>Bis(2ethylhexyl)phthalate/DEHP, Fecal Coliform</td>
</tr>
<tr>
<td>Tujunga Wash (LA River to Hansen Dam)</td>
<td>Ammonia, Coliform Bacteria, Copper, Trash</td>
</tr>
<tr>
<td>Verdugo Wash Reach 1 (LA River to Verdugo Rd)</td>
<td>Coliform Bacteria, Trash</td>
</tr>
<tr>
<td>Walnut Creek Wash (Drains from Puddingstone Reservoir)</td>
<td>pH, Toxicity</td>
</tr>
<tr>
<td>Dominguez Channel Estuary (unlined portion below Vermont Ave)</td>
<td>Ammonia, Benthic Community Effects, Benzo(a)pyrene (PAHs), Benzo(a)anthracene, Chlordane (tissue), Chrysene (C1-C4), Coliform Bacteria, DDT (tissue and sediment), Lead (tissue), PCBs, Phenanthrene, Pyrene, Zinc</td>
</tr>
</tbody>
</table>

**Sources:** SCAG analysis of California State Water Resources Control Board 303d list of water quality limited segments that: 1) require TMDLs, 2) are being addressed by USEPA approved TMDLs, and 3) are being addressed by actions other than TMDLs.
## LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Ventura County</th>
<th>Los Angeles County</th>
<th>San Bernardino County</th>
<th>Orange County</th>
<th>Riverside County</th>
<th>Imperial County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tribal Lands</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Agricultural Lands</td>
<td>Prime, Unique, Statewide, Local, Grazing</td>
<td>Prime, Unique, Statewide, Grazing</td>
<td>Prime, Unique, Statewide, Local, Grazing</td>
<td>Prime, Unique, Local, Grazing</td>
<td>Prime, Unique, Local, Grazing</td>
<td>Prime, Statewide, Grazing</td>
</tr>
<tr>
<td>Residential</td>
<td>Ranges from high-density in Oxnard to low-density suburbs/rural in rest of County</td>
<td>Ranges from high-density in basin and coastal areas to low density near mountains</td>
<td>Primarily low-density suburbs/rural</td>
<td>Higher density near the ocean; primarily suburban</td>
<td>Primarily low-density suburbs/rural</td>
<td>Primarily low-density suburbs/rural</td>
</tr>
<tr>
<td>Commercial/Office</td>
<td>Typically follows transportation corridors</td>
<td>Ports, Extraction</td>
<td>Ports, Air Cargo, Oil Drilling and Retining, Wind Energy</td>
<td>Manufacturing, Distribution, Warehouses</td>
<td>Manufacturing, Distribution, Warehouses, Wind Energy</td>
<td></td>
</tr>
<tr>
<td>Institutional</td>
<td>Military, Facilities, Airports</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: SCAG 2012 RTP/SCS PEIR
Several major faults occur throughout the SCAG region:
- San Andreas Fault
- San Jacinto Fault
- Elsinore Fault
- Imperial Fault
- Garlock Fault

The SCAG region also contains areas at risk for the following geologic hazards:
- Landslides
- Tsunamis
- Liquefaction
- Erosion

Many of these hazards can be triggered by earthquakes.
## NOISE

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Community Noise Exposure L_{dn} or CNEL (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential—low-density single-family, duplex, mobile homes</td>
<td><img src="image" alt="Graph showing noise levels for residential areas" /></td>
</tr>
<tr>
<td>Residential—multiple family</td>
<td><img src="image" alt="Graph showing noise levels for residential areas" /></td>
</tr>
<tr>
<td>Transient lodging—motels, hotels</td>
<td><img src="image" alt="Graph showing noise levels for transient lodging areas" /></td>
</tr>
<tr>
<td>Schools, libraries, churches, hospitals, nursing homes</td>
<td><img src="image" alt="Graph showing noise levels for educational and healthcare facilities" /></td>
</tr>
<tr>
<td>Auditoriums, concert halls, amphitheaters</td>
<td><img src="image" alt="Graph showing noise levels for entertainment venues" /></td>
</tr>
<tr>
<td>Sports area, outdoor spectator sports</td>
<td><img src="image" alt="Graph showing noise levels for sports areas" /></td>
</tr>
<tr>
<td>Playgrounds, neighborhood parks</td>
<td><img src="image" alt="Graph showing noise levels for parks" /></td>
</tr>
<tr>
<td>Golf courses, riding stables, water recreation, cemeteries</td>
<td><img src="image" alt="Graph showing noise levels for recreational areas" /></td>
</tr>
<tr>
<td>Office buildings, business commercial and professional</td>
<td><img src="image" alt="Graph showing noise levels for business areas" /></td>
</tr>
<tr>
<td>Industrial, manufacturing, utilities, agriculture</td>
<td><img src="image" alt="Graph showing noise levels for industrial areas" /></td>
</tr>
</tbody>
</table>

### INTERPRETATION:

- **Normally acceptable**
  - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
  - **Normally unacceptable**
    - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

- **Conditionally acceptable**
  - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice.
  - **Clearly unacceptable**
    - New construction of development should not be undertaken.

### NOTES:

- L_{dn} = Day-Night Level
- CNEL = Community Noise Equivalent Level
- dBA = decibels in A-weighted sound levels

### SOURCE:

Program Environmental Impact Report
Public Scoping Meeting

POPULATION, EMPLOYMENT, AND HOUSING

December 2014 Unemployment Rate (Percent)

Sources: State of California Employment Development Department, SCAG 2012 RTP/SCS PEIR
PUBLIC SERVICES AND UTILITIES

**Fire and Police Protection Services (2011)**

- Fire Service Providers (2011)
- Police Service Providers (2011)

**Public K-12 Schools (2013-2014 School Year)**

**Recreation (2011)**

- Beach Parks
- Developed Local and Regional Parks

**Solid Waste Services (2015)**

- Number of Active Solid Waste Landfills (2015)
- Number of Composting Facilities (2015)

Sources: California Department of Education, CalRecycle, SCAG 2012 RTP/SCS PEIR

Source: California Department of Education. 25 February 2015. Dataquest: Number of Schools by County for 2013-2014 School Year. Available at: http://dq.cde.ca.gov/dataquest/

Program Environmental Impact Report
Public Scoping Meeting

RECREATION AND OPEN SPACE RESOURCES

Recreation and Open Space Resources

Urban, Suburban, and Rural Land Use Patterns

Source: SCAG 2012 RTP/SCS PEIR
California Congestion Management Program (1990)
- Satisfies federal requirements - Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Allocates transportation funding to mitigate traffic and improve air quality

AB 1358 Complete Streets Act (2008)
- Plans for a balanced, multi-modal transportation network that meets the needs of all users including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users and operators of public transportation

The SCAG 2016 RTP/SCS PEIR will analyze 16 freeway segments for diesel particulate matter emissions
- 2015 Air Toxics Hot Spots Program – updated health risk assessment with increased childhood sensitivity and exposure data
WELCOME
Program Environmental Impact Report
Public Scoping Meeting