



Fast Forward 2040 Regional Transportation Plan & Sustainable Communities Strategy

Draft Supplemental Environmental Impact Report
SCH#2012091050

Executive Summary

prepared by

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Executive Summary

Project Synopsis

This document is a Supplemental Environmental Impact Report (SEIR) that identifies and describes potential environmental impacts associated with the Fast Forward 2040 Santa Barbara County Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) proposed by the Santa Barbara County Association of Governments (SBCAG). The Fast Forward 2040 RTP-SCS (Fast Forward 2040) is an update of the 2040 RTP-SCS approved in 2013. This supplemental EIR (SEIR) is prepared as a supplement to the previous EIR for the 2013 update of the 2040 RTP-SCS, which was certified in 2013.

Section 21000 of the California Public Resources Code, commonly referred to as the California Environmental Quality Act (CEQA), requires the evaluation of environmental impacts associated with all planning programs or development projects proposed. As such, this SEIR is an informational document for use by SBCAG, other agencies, and the general public in their consideration and evaluation of the environmental consequences of implementing the proposed Fast Forward 2040.

Project Applicant

The project applicant is the Santa Barbara County Association of Governments (SBCAG).

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(Regional Transportation Planning Agency or RTPA and Metropolitan Planning Organization or MPO)
260 North San Antonio Road, Suite B
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Project Description

The original RTP was adopted by SBCAG in 1975 and the latest RTP-SCS was adopted in 2013. Fast Forward 2040 reflects changes in legislative requirements, local land use policies, and resource constraints. Fast Forward 2040 covers the entire area of Santa Barbara County and includes the cities of Santa Barbara, Carpinteria, Goleta, Lompoc, Buellton, Santa Maria, Solvang, and Guadalupe as well as the unincorporated communities of the County. Capital improvement projects identified in Fast Forward 2040 are located on state highways, county roads and locally owned streets, as well as on transit district property and public utility lands. Some of the improvement projects are intended as maintenance and rehabilitation projects aimed at improving the existing infrastructure and transportation networks (bicycle, pedestrian, busline, etc.).

The RTP-SCS plans how the Santa Barbara County Region will meet its transportation needs for the 20-year period from 2016 to 2040, considering existing and projected future land use patterns as well as forecast population and job growth. The RTP-SCS plans for and programs the approximately \$6.05 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and intelligent transportation systems.

The RTP-SCS is based on a preferred land use and transportation scenario which lays out a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and infill approach to land use and housing. Population and job growth is allocated principally within existing urban areas near public transit. Allocation of future growth directly addresses jobs-housing balance issues by emphasizing job growth in the North County and housing growth in the South County.

The preferred scenario consists of three core, inter-related components:

- 1 A land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth;
- 2 A multi-modal transportation network to serve the region's transportation needs; and
- 3 A "regional greenprint" cataloguing open space, habitat, and farmland as constraints to urban development.

The plan identifies transportation system needs consistent with the preferred scenario and includes comprehensive lists of programmed and planned transportation investments that are intended to meet performance goals for mobility, safety, congestion relief, system preservation and environmental protection. In addition to its other components, the preferred scenario also includes an enhanced transit strategy that creates a framework for future transit service expansion at such time as new revenue sources become available. Recognizing the uncertain nature of future new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. The enhanced transit strategy commits to transit service expansion as new revenue sources become available, (1) identifying when transit enhancements are actually needed through quantitative triggers, and (2) protecting existing funding for competing local demands, such as street and road maintenance. The enhanced transit strategy is a strategy for the future. It does not change the list of fiscally constrained, programmed and planned transportation projects.

Alternatives

As required by Section 15126.6 of the CEQA Guidelines, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of its basic objectives (stated in Section 2.5 of this EIR) but would avoid or substantially lessen any of its significant effects.

As discussed in Chapter 4 of Fast Forward 2040, the proposed project, Scenario 3 (Transit-oriented development/Infill), consists of a transit-oriented development (TOD) and an infill land use pattern plus an enhanced transit strategy. The alternatives analysis includes certain remaining scenarios as described in Chapter 4 as alternatives to the proposed 2040 RTP-SCS. Three alternatives were selected for analysis in this section. The fourth alternative listed here (Alternative D/Scenario 7) is discussed under Alternatives Considered but Rejected since it is not fiscally constrained, and therefore not feasible and does not meet project objectives. The considered alternatives include the following:

- **Alternative A: No Project Alternative (RTP-SCS Scenario 2):** Only currently programmed and funded transportation system improvements (the current RTP-SCS's programmed projects list) would be implemented, with no changes to existing allowable land uses. This alternative also assumes the land use pattern described in the existing 2040 SCS.
- **Alternative B: Blended Infill & Urban Area Expansion Alternative (RTP-SCS Scenario 5):** All programmed and planned transportation system improvements (the current RTP-SCS's programmed and planned projects lists) would be implemented, with a land use scenario that is a hybrid of infill development and development along the expanded urban edge.
- **Alternative C: North County-weighted Jobs, South County-weighted Housing Emphasis Alternative (RTP-SCS Scenario 6):** All programmed and planned transportation system improvements (the

current RTP-SCS's programmed and planned projects lists) would be implemented, with a land use scenario that addresses the jobs-housing balance issues by emphasizing job growth in the North County and housing growth in the South County, without emphasis on TOD or infill development.

Alternatives Considered but Rejected

- **Alternative D: TOD/Infill and Maximum Enhanced Transit. (RTP-SCS Scenario 7):** All programmed and planned transportation system improvements (the current RTP-SCS's programmed and planned projects lists), plus additional transit service, would be implemented, with a land use scenario that focuses on infill development within existing transit corridors. This alternative is identical to the proposed project, except that it includes additional transit service. This alternative is not feasible in that it is not fiscally constrained (costs are beyond what will be available during this funding cycle) and therefore is discussed under Alternatives Considered but Rejected.

The proposed project is the environmentally superior project, but in comparison of just the alternatives, the environmentally superior alternative is the No Project Alternative. Therefore the EIR must identify an environmentally superior alternative among the other alternatives. Although neither Alternative B or Alternative C would be considered environmentally superior to the proposed project, Alternative C would result in one less significant impact in the area of Land Use compared to Alternative B and therefore is considered environmentally superior compared to all feasible alternatives. Both of these alternatives, B and C, would result in greater air quality, biological resources, energy, GHG emissions, noise, and transportation impacts than the proposed project. Based on this analysis and the analyses conducted for this SEIR, no feasible alternatives have been identified that would reduce the significant effects of the project and meet the basic project objectives compared to the proposed project; therefore, the proposed project is environmentally superior.

Summary of Impacts and Mitigation Measures

Table ES-1 includes a brief description of the identified environmental impacts, proposed mitigation measures, and the level of significance after mitigation. As a supplemental EIR, many of the impacts, mitigation measures, and level of significance of residual impacts have not changed since the 2013 EIR. The specific RTP-SCS projects that may contribute to the impacts described below are listed in the tables at the end of individual impact sections (4.1 through 4.13). The SEIR has included Section 4.13, *Tribal Cultural Resources*, in congruence with the signing of Assembly Bill 52 (AB52).

Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the State CEQA Guidelines if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the State CEQA Guidelines. Class III are considered less than significant impacts, and Class IV are beneficial effects.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
Aesthetics				
<p>Impact AES-1 The transportation improvement projects under Fast Forward 2040, as well as the land use patterns envisioned by Fast Forward 2040, may affect public views along designated scenic corridors, adjacent landscaping, and other highways considered to have high scenic qualities. This impact would be Class II, <i>less than significant with mitigation incorporated.</i></p>	<p>AES-1 (A) Where a particular Fast Forward 2040 transportation improvement project affects adjacent landforms, the project sponsor shall ensure that re-contouring provides a smooth and gradual transition between modified landforms and existing grade.</p> <p>AES-1 (B) The project sponsor shall ensure that landscaping is installed to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. Associated landscape materials and design shall enhance landform variation, provide erosion control, and blend with the natural setting. To ensure compliance with approved landscape plans, the implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation.</p> <p>AES-1 (C) The project sponsor shall ensure that a project in a scenic view corridor will have the minimum possible impact, consistent with project goals, upon foliage, existing landscape architecture and natural scenic views.</p> <p>AES-1 (D) Potential noise impacts arising from increased traffic volumes associated with adjacent land development shall be preferentially mitigated through the use of setbacks and the acoustical design of adjacent proposed structures. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony. In addition, sound walls should be complementary in color and texture to surrounding natural features.</p> <p>AES-1 (E) In visually sensitive areas, local land use agencies shall apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, and site grading.</p>	<p>With implementation of the mitigation measures AES-1(a) through AES-1(e) identified in the 2013 EIR and listed above, impacts would be <i>less than significant</i>. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.</p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>
<p>Impact AES-2 Development of proposed transportation improvement projects under Fast Forward 2040, as well as the land use patterns envisioned by Fast Forward 2040 would contribute to the alteration of the</p>	<p>AES-2 (A) Roadway extensions and widenings shall avoid the removal of existing mature trees to the extent possible. Any trees lost shall be replaced at a minimum 2:1 basis and incorporated into the landscaping design for the roadway when feasible (note: the oak tree replacement rate may be higher than 2:1 in some jurisdictions, including the County of Santa Barbara). The project sponsor of a particular Fast Forward 2040 project shall ensure the</p>	<p>Implementation of mitigation measures AES-2(a) through AES-2(c) would reduce project-specific impacts to the extent feasible. However,</p>	<p>Class I, <i>Significant and Unavoidable</i></p>	<p>Class I, <i>Significant and Unavoidable</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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County's aesthetic character from a rural (or semi-rural) to a somewhat more suburban condition. This would be a Class I, <i>significant and unavoidable impact</i> .	<p>continued vitality of replaced trees through periodic maintenance (see mitigation measures prescribed in Section 4.3 Biological Resources, Impact B-1).</p> <p>AES-2 (B) Roadway lighting shall be minimized to the extent possible, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting, and using a few lights as necessary to achieve the goals of the project.</p> <p>AES-2 (C) Bus shelters and other ancillary facilities constructed under Fast Forward 2040 shall be designed in accordance with the architectural review requirements of the local jurisdiction in which the project is proposed and with local transit requirements and standards. Bus shelters shall incorporate colors complementary of the natural surroundings.</p> <p>Mitigation measures AES-1(a) through AES-1(e) would also incrementally reduce potential impacts.</p>	the incremental alteration of the area's current rural or semi-rural character to a more suburban environment is considered a <i>significant and unavoidable</i> impact. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.		
Air Quality				
Impact AQ-1 Construction activities associated with the proposed transportation improvement projects under Fast Forward 2040 would have the potential to result in temporary adverse impacts on air quality in Santa Barbara County. Impacts would be Class II, <i>less than significant with mitigation incorporated</i> .	<p>AQ-1 (A) The RTP-SCS project sponsor shall ensure that SBCAPCD standard dust control measures are implemented. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. SBCAPCD standard dust control measures include the following:</p> <ul style="list-style-type: none"> ▪ During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. ▪ Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. ▪ If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. ▪ Gravel pads shall be installed at all access points to prevent tracking of 	With the implementation of Mitigation Measures AQ-1(a) through AQ-1(h), impacts related to short-term construction emissions would be reduced to a <i>less-than-significant</i> level. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.	Class II, <i>Less than Significant with Mitigation Incorporated</i>	Class II, <i>Less than Significant with Mitigation Incorporated</i>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>mud onto public roads.</p> <ul style="list-style-type: none"> ▪ After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. ▪ The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure. ▪ Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans. <p>AQ-1 (B) The project sponsor shall ensure that construction equipment is visually inspected prior to leaving the site and loose dirt is washed off with wheel washers as necessary. In addition, the project sponsor shall ensure all construction equipment is maintained in tune per the manufacturer’s specifications.</p> <p>AQ-1 (C) The project sponsor shall ensure that public streets are cleaned, swept or scraped at frequent intervals or a least three times a week if visible soil material has been carried onto adjacent public roads.</p> <p>AQ-1 (D) The RTP-SCS project sponsor shall ensure that ground disturbance is phased to the extent possible to minimize the creation of fugitive dust. This shall be accomplished through review and approval by the project sponsor of the construction schedule submitted in association with the project’s environmental review.</p> <p>AQ-1 (E) The project sponsor shall ensure the following regarding construction equipment:</p> <ul style="list-style-type: none"> ▪ Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible. ▪ On-road heavy-duty equipment with model year 2010 engines or newer 			

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	<p>should be used to the maximum extent feasible.</p> <ul style="list-style-type: none"> ▪ Diesel powered equipment should be replaced by electric equipment whenever feasible. ▪ Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel, should be used on-site where feasible. ▪ Catalytic converters shall be installed on gasoline-powered equipment, if feasible. ▪ The engine size of construction equipment shall be the minimum practical size. ▪ The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. <p>AQ-1 (F) The project sponsor shall ensure that to the extent possible, construction activity utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.</p> <p>AQ-1 (G) In addition to performing the measures listed above, if implementation of all feasible on-site mitigation fails to reduce construction-related GHG emissions to below guideline levels, the project sponsor shall ensure that the implementing agency contributes monies for off-site mitigation, as necessary to reduce construction emissions below guideline levels. Monies shall be contributed to an existing fund established to implement vehicle and equipment replacement/conversion and other programs designed to reduce ROC and NOx emissions. This mitigation shall be accomplished through the application of this condition by the responsible jurisdiction during the individual project’s environmental review and shall only be applied following application of all feasible on-site mitigation.</p> <p>AQ-1 (H) The project sponsor shall ensure that the removal of underground storage tanks and other project excavation is a permitted activity in accordance with SBCAPCD rules and regulations. This shall be accomplished through the issuance of SBCAPCD permits to the project sponsor prior to issuance of a grading permit.</p> <p>AQ-1 (I) The project sponsor shall ensure that construction worker trips are minimized by requiring carpooling and by providing lunch onsite.</p>			

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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<p>Impact AQ-2 Implementation of Fast Forward 2040 would result in an overall reduction of on-road vehicle emissions when compared to existing conditions and the future “No Project” scenario. Therefore, long-term operational impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Impacts would be <i>less than significant</i> without mitigation.</p>	<p>Class III, <i>Less than Significant</i></p>	<p>Class III, <i>Less than Significant</i></p>
<p>Impact AQ-3 The transportation improvement projects under Fast Forward 2040 may facilitate increased exposure of sensitive receptors to hazardous air pollutants and odorous compounds. Implementation of the RTP-SCS would not result in a significant regional increase in toxic air emissions or odorous compounds when compared to the existing conditions and the future “No Project” scenario. However, localized increases may occur as a result of infill and transit-oriented development facilitated by Fast Forward 2040 land use scenario. Impacts would be Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>AQ-3 (A) The project sponsor shall incorporate health risk reduction measures based on analysis of individual sites and project circumstances. These measures may include:</p> <ul style="list-style-type: none"> ▪ Design the project to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas, and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year round and has a long life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters should be used. Ongoing maintenance should occur. 	<p>With implementation of Mitigation Measure AQ-3, impacts to sensitive receptors as a result of hazardous air pollutants would be <i>less than significant</i>. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.</p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<ul style="list-style-type: none"> ▪ Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least 4 air exchanges per hour of recirculation. ▪ Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions. ▪ Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. 			
<p>Impact AQ-4 Re-entrained dust has the potential to increase airborne PM₁₀ and PM_{2.5} levels in Santa Barbara County. The increase in growth expected through the Fast Forward 2040 planning horizon would result in additional vehicle miles traveled, which would add to the PM₁₀ and PM_{2.5} levels in the area. However, re-entrained dust levels would be lower with Fast Forward 2040 than under the “No Project” scenario. Impacts would be Class III, <i>less than significant</i>.</p>	None Required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>

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Biological Resources				
<p>Impact BIO-1 Implementation of transportation improvements and the land use scenario envisioned by Fast Forward 2040 may result in impacts to special status plant and animal species. Impacts would be Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>BIO-1 (A) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall be performed to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) or similar type of study to document the existing biological resources within the project footprint plus an appropriate buffer determined by a qualified biologist and to determine the potential impacts to those resources. The BRA shall evaluate the potential for impacts to all sensitive biological resources including, but not limited to special status species, nesting birds, wildlife movement, sensitive plant communities/critical habitat and other resources judged to be sensitive by local, state, and/or federal agencies. Pending the results of the BRA, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following mitigation measures [B-1(b) through B-1(k)] shall be incorporated, only as applicable, into the BRA for projects where specific resources are present, or may be present, and may be impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the BRA where suitable habitat is present.</p> <p>BIO-1 (B) Special Status Plant Surveys. If the project-specific BRA determines that special status plant species may occur on-site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity within each segment (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally-timed to coincide with the blooming period of the target species identified in the project-specific BRA. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years before initial ground disturbance. All special status plant species identified on-site shall be mapped onto a site-specific aerial photograph and topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be</p>	<p>Compliance with the mitigation measures and all existing state, local and/or federal regulations would reduce impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>	<p>Class II, <i>Less than Significant with Mitigation Incorporated</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>submitted to the implementing agency, and the CDFW and/or USFWS, as appropriate, for review and approval.</p> <p>BIO-1 (C) Special Status Plant Species Avoidance, Minimization, and Mitigation. If State listed or California Rare Plant List 1B species are found during special status plant surveys [pursuant to mitigation measure BIO-1(b)], then the project shall be re-designed to avoid impacting these plant species, if feasible. Rare plant occurrences that are not within the immediate disturbance footprint, but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect them from harm.</p> <p>BIO-1 (D) Restoration and Monitoring. If special status plants species cannot be avoided and will be impacted by a project implemented under Fast Forward 2040, all impacts shall be mitigated at a minimum ratio of 2:1 (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to the jurisdiction overseeing the project for approval (e.g., if a state listed plant species will be impacted, the restoration plan shall be submitted to the CDFW for approval). The restoration plan shall include, at a minimum, the following components:</p> <ul style="list-style-type: none"> ▪ Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type) ▪ Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved including specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved ▪ Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values) ▪ Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan) ▪ Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule) ▪ Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, 			

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	<p>target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports)</p> <ul style="list-style-type: none"> ▪ Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type ▪ An adaptive management program and remedial measures to address any shortcomings in meeting success criteria ▪ Notification of completion of compensatory mitigation and agency confirmation ▪ Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism) <p>BIO-1 (E) Endangered/Threatened Species Habitat Assessment and Protocol Surveys. Specific habitat assessment and survey protocols are established for several federally and state Endangered or Threatened species. If the results of the BRA determine that suitable habitat may be present then any such species' protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS protocols prior to issuance of any construction permits. If through consultation with the CDFW and/or USFWS it is determined that protocol habitat assessments/surveys are not required, said consultation shall be documented prior to issuance of any construction permits. Each protocol has different survey and timing requirements, and therefore the applicant(s) for each project shall be responsible for ensuring they understand the protocol requirements.</p> <p>BIO-1 (F) Endangered/Threatened Species Avoidance and Minimization. The habitat requirements of endangered and threatened species throughout the County are highly variable. The potential impacts from any given project implemented under Fast Forward 2040 are likewise highly variable. However, there are several avoidance and minimization measures that can be applied for a variety of species to reduce the potential for impact, with the final goal of no net loss of the species. Project sponsors shall select appropriate measures, as applicable, from the following measures that may be applied to aquatic and/or terrestrial species:</p> <p>Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall</p>			

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	<p>have highly visible orange construction fencing installed between said area and the limits of disturbance.</p> <p>All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, if feasible, to avoid impacts to sensitive aquatic species.</p> <p>All projects occurring within or adjacent to sensitive habitats that may support federally and/or state Endangered/Threatened species shall have a CDFW and/or USFWS-approved biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for Endangered/Threatened species. Alternatively, and upon approval by CDFW and/or USFWS, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are being fully implemented.</p> <p>No Endangered/Threatened species shall be captured and relocated without expressed, authorized permission from the CDFW and/or USFWS.</p> <p>If at any time during construction of the project an Endangered/Threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. A CDFW/USFWS-approved biologist shall document the occurrence and consult with CDFW and/or USFWS as appropriate.</p> <p>For all projects occurring in areas where Endangered/Threatened species may be present and are at risk of entering the project site during construction, exclusion fencing shall be placed along the project boundaries prior to start of construction (including staging and mobilization). The placement of the fence shall be at the discretion of the CDFW/USFWS-approved biologist. This fence shall consist of solid silt fencing placed at a minimum of 3 feet above grade and 2 feet below grade and shall be attached to wooden stakes placed at intervals of not more than 5 feet. The fence shall be inspected weekly and following rain events and high wind events and shall be maintained in good working condition until all construction activities are complete.</p> <p>All vehicle maintenance/fueling/staging shall occur a minimum of 100 feet away from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill</p>			

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
	<p>kit shall be available at each work location near riparian habitat or water bodies.</p> <p>No equipment shall be permitted to enter wetted portions of any affected drainage channel.</p> <p>All equipment operating within streams shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.</p> <p>If project activities could degrade water quality, water quality sampling shall be implemented to identify the pre-project baseline, and to monitor during construction for comparison to the baseline.</p> <p>If water is to be diverted around work sites, a diversion plan shall be submitted (depending upon the species that may be present) to the CDFW, RWQCB, USFWS, and/or NMFS for their review and approval prior to the start of any construction activities (including staging and mobilization). If pumps are used, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.</p> <p>At the end of each work day, excavations shall be secured with cover or a ramp provided to prevent wildlife entrapment.</p> <p>All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.</p> <p>The CDFW/USFWS-approved biologist shall remove invasive aquatic species such as bullfrogs and crayfish from suitable aquatic habitat whenever observed and shall dispatch them in a humane manner and dispose of properly.</p> <p>If any federal and/or state protected species are harmed, the CDFW/USFWS-approved biologist shall document the circumstances that led to harm and shall determine if project activities should cease or be altered in an effort to avoid additional harm to these species. Dead or injured special status species shall be disposed of at the discretion of the CDFW and USFWS. All incidences of harm shall be reported to the CDFW and USFWS within 24 hours.</p> <p>BIO-1 (G) Non-Listed Special Status Animal Species Avoidance and Minimization. Several State Species of Special Concern may be impacted by projects implemented under Fast Forward 2040. The ecological requirements and potential for impacts is highly variable among these species. Depending</p>			

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	<p>on the species identified in the BRA, several of the measures identified under B-1(f) shall be applicable to the project. In addition, measures shall be selected from among the following to reduce the potential for impacts to non-listed special status animal species:</p> <p>For non-listed special-status terrestrial amphibians and reptiles, coverboard surveys shall be completed within three months of the start of construction. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by a qualified biologist once per week for each week after placement up until the start of vegetation removal. All non-listed special status and common animals found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. All relocation sites shall be reviewed by the project sponsor and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is not harmed by construction of the project. Relocation shall occur on the same day as capture. CNDDDB Field Survey Forms shall be submitted to the CDFW for all special status animal species observed.</p> <p>Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 200 foot buffer, if feasible, and shall identify all special status animal species that may occur on-site. All non-listed special status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the pre-construction survey shall be submitted to SBCAG/and or the local jurisdiction for their review and approval prior to the start of construction. A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species unearthed by construction activities.</p> <p>Upon completion of the project, a qualified biologist shall prepare a Final Compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project.</p> <p>If special status bat species may be present and impacted by the project, a qualified biologist shall conduct presence/absence surveys within 30 days prior to the start of construction presence/absence surveys for special status</p>			

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>bats in consultation with the CDFW where suitable roosting habitat is present and in consultation with the CDFW. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active roosts are located, exclusion devices such as netting shall be installed to discourage bats from occupying the site in consultation with the CDFW. If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), bat boxes shall be installed near the project site. The number of bat boxes installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.</p> <p>BIO-1 (H) Preconstruction Surveys For Nesting Birds. For any construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds (covered by the California Fish and Game Code and the Migratory Bird Treaty Act) shall be conducted by a qualified biologist no more than 14 days prior to vegetation removal. The surveys shall include the entire segment disturbance area plus a 200 foot buffer around each project site. If active nests are located, all construction work shall be conducted outside an established buffer area around the nest. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 150 feet for raptor species, but appropriate buffer size will be determined by a qualified biologist. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. A report of these preconstruction nesting bird surveys shall be submitted to SBCAG and/or the local jurisdiction.</p> <p>BIO-1 (I) Monarch Butterfly Avoidance and Minimization. Prior to completion of the final design, a qualified biologist shall review the project for the potential to impact monarch butterflies. If known or potential winter roost sites may be impacted, the biologist shall make recommendations to avoid impacts including, but not limited to, relocation/redesign of project</p>			

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	<p>features to avoid roost sites, guidance regarding tree removal and trimming at roost sites, and recommendations regarding planting additional roost trees.</p> <p>Between October 1 and March 1, construction shall not occur within 100 feet of known or potential roost sites, if feasible. If construction must occur during this period, a qualified biologist shall survey known and potential roost sites to confirm occupancy by monarch butterflies prior to start of any construction within 100 feet. Multiple surveys may be necessary, and the closest known roost sites shall be used as voucher sites to confirm the timing of butterfly arrival. If monarch butterflies are found at a roost site, construction shall not occur within 100 feet of the roost site until the biologist has determined that the butterflies have left the area. The biologist shall visit the voucher sites to confirm that butterflies have left the region.</p> <p>BIO-1 (J) Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them. The form shall be submitted to SBCAG and/or the local jurisdiction to document compliance.</p> <p>BIO-1 (K) Tree Protection. If it is determined that construction may impact trees protected by local agencies, the project sponsor shall procure all necessary tree removal permits. A tree protection and replacement plan shall be developed by a certified arborist, as appropriate. The plan shall include, but would not be limited to, an inventory of trees within the construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within root zone of trees, and requirements for replacement and</p>			

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	<p>maintenance of trees. If protected trees will be removed, replacement tree plantings of the same or similar species in accordance with local agency standards, but at a minimum ratio of 2:1 (trees planted to trees impacted), shall be installed on-site or at an approved off-site location, and a restoration and monitoring program shall be developed in accordance with B-1(d) and shall be implemented for a minimum of seven years or until stasis has been determined by certified arborist. If a protected tree will be encroached upon, but not removed, a certified arborist shall be present to oversee all trimming of roots and branches.</p>			
<p>Impact BIO-2 Implementation of transportation improvements proposed and the land use scenario envisioned by Fast Forward 2040 may result in impacts to sensitive habitats, including federally protected wetlands. This impact would be Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>BIO-2 (A) Jurisdictional Delineation. If projects implemented under Fast Forward 2040 occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB, and/or CCC, a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a preliminary jurisdictional delineation report that shall be submitted to the implementing agency, USACE, RWQCB, CDFW, and CCC, as appropriate, for review and approval. If jurisdictional areas are expected to be impacted the RWQCB would require a Waste Discharge Requirements (WDR) permit and/or Section 401 Water Quality Certification (depending upon whether or not the feature falls under federal jurisdiction). If CDFW asserts its jurisdictional authority, a Streambed Alteration Agreement pursuant to Section 1600 et seq. of the California Fish and Game Code would also be required prior to construction within the areas of CDFW jurisdiction. If the USACE asserts its authority a permit pursuant to Section 404 of the Clean Water Act would likely be required. The CCC would also require a coastal development permit for projects falling within their jurisdiction.</p> <p>BIO-2(B) Wetland and Riparian Habitat Restored. Impacts to jurisdictional wetland and riparian habitat shall be mitigated at a minimum ratio of 2:1 (acres of habitat restored to acres impacted), and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist in accordance with mitigation measure B-1(d) above and shall be implemented for no less than five years after construction of the segment, or until the SBCAG/local jurisdiction and/or the permitting authority (e.g., CDFG or USACE) has determined that</p>	<p>Compliance with the mitigation measures and existing State, local and/or federal regulations would reduce impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant With Mitigation Incorporated</i></p>	<p>Class II, <i>Less than Significant With Mitigation Incorporated</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>restoration has been successful.</p> <p>BIO-2(C) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted. Species selected for planting shall be similar to those species found in adjacent native habitats.</p> <p>BIO-2(D) Invasive Weed Prevention and Management Program. Prior to start of construction for each project, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion areas adjacent native habitat by non-native plant species. A list of target species shall be included, along with measures for early detection and eradication.</p> <p>All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan.</p>			
<p>Impact BIO -3 Implementation of transportation improvements proposed and the land use scenario envisioned by Fast Forward 2040 may impact wildlife movement, including fish migration, and/or impede the use of native wildlife nursery. This impact would be Class I, <i>significant and unavoidable</i>.</p>	<p>BIO-3 (A) Fence and Lighting Design. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing shall not block or impede wildlife movement through riparian or other natural habitat when feasible. Where fencing is required for public safety concerns, the fence shall be designed to permit wildlife movement by incorporating design features such as:</p> <ul style="list-style-type: none"> ▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals ▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled ▪ If privacy fencing is required near open space areas, openings at the 	<p>With implementation of the mitigation measures, potential impacts to wildlife movement and nursery sites would be reduced, but disruption to wildlife movement is still anticipated. Thus, this impact would remain Class I, <i>significant and unavoidable</i>.</p>	<p>Class I, <i>Significant and Unavoidable</i></p>	<p>Class I, <i>Significant and Unavoidable</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement</p> <ul style="list-style-type: none"> ▪ If fencing must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate <p>Similarly, lighting installed as part of any project shall be designed to be minimally disruptive to wildlife. This may be accomplished through the use of hoods to direct light away from natural habitat, using low intensity lighting, and using a few lights as necessary to achieve the goals of the project.</p> <p>BIO-3 (B) Construction Best Management Practices. The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans:</p> <ul style="list-style-type: none"> ▪ Designation of a 20 mile per hour speed limit in all construction areas ▪ All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible ▪ The number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project ▪ Designation of equipment washout and fueling areas to be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site ▪ Daily construction work schedules shall be limited to daylight hours only, and shall be consistent with mitigation measure N-1(a) (Construction Hours) in Section 4.11, Noise ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition ▪ Drip pans shall be placed under all stationary vehicles and mechanical equipment ▪ All trash shall be placed in sealed containers and shall be removed from 			

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	<p>the project site a minimum of once per week</p> <ul style="list-style-type: none"> No pets are permitted on project site during construction 			
Cultural Resources				
<p>Impact CR-1 Implementation of transportation improvements and the land use scenario envisioned by Fast Forward 2040 has the potential to impact known and unknown cultural resources. Impacts to archaeological resources would be <i>less than significant without mitigation incorporated</i> and impacts to historical resources would be <i>significant and unavoidable</i>.</p>	<p>CR-1 The project sponsor of a Fast Forward 2040 project involving earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures or roadways shall ensure that the following elements are included in the project’s individual environmental review:</p> <ol style="list-style-type: none"> When a project would involve the demolition or alterations of buildings or structures greater than 50 years old, the project sponsor or contractor shall retain a historian or architectural historian who meets the Secretary of Interior’s Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicates that the building or structure qualifies as a significant historical resource, the resource should be avoided and preserved in place if feasible. If avoidance is not feasible, further documentation to reduce impacts on historical resources shall be provided, including but not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures. Historical documentation shall be submitted for review and approval by the lead agency prior to issuance of any permits for demolition or alteration of structures greater than 50 years old. The lead agency shall site inspect during grading and prior to occupancy clearance to ensure compliance with any measures recommended through the historical documentation. For any project that will involve grading, trenching, or other ground disturbance, the project sponsor or contractor shall retain a Registered Professional Archaeologist to complete a Phase 1 archaeological inventory of the project site. A Phase 1 archaeological inventory should include an archaeological pedestrian survey of the project site and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. Archival research should include a records search conducted at the Central Coast Information Center (CCIC) and a Sacred Lands File Search (SLFS) conducted with the Native American Heritage Commission (NAHC). 	<p>Implementation of the measures would reduce potential impacts to archaeological resources to a <i>less than significant</i> level. Implementation of the measures would reduce potential impacts to historical resources to the extent feasible; however impacts would remain <i>significant and unavoidable</i>.</p>	<p>Archaeologic al resources were Class II, <i>Less than Significant with Mitigation Incorporated</i>. Historical resources were Class, I <i>Significant and Unavoidable</i>.</p>	<p>Archaeologic al resources are Class II, <i>Less than Significant with Mitigation Incorporated</i>. Historical resources are Class, I <i>Significant and Unavoidable</i>.</p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
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	<p>Any prehistoric or historic archaeological remains so identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, the significance of each resource shall be evaluated for significance and eligibility to the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.</p> <p>Any excavation at Native American sites shall be monitored by a tribal representative. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of the remains shall be determined using radiocarbon dating and other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication “Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)” (http://ohp.parks.ca.gov/pages/1054/files/armr.pdf). Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.</p> <p>If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and any permits issued for development. Any necessary data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.</p> <p>As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, or</p>			

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	Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.			
Impact CR-2 Implementation of proposed transportation improvements and the land use scenario envisioned by Fast Forward 2040 has the potential to impact paleontological resources. Impacts would be <i>less than significant with mitigation incorporated</i>	<p>CR-2 The project sponsor of a Fast Forward 2040 project involving earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures or roadways shall ensure that the following elements are included in the project’s individual environmental review:</p> <p>Prior to any construction activity, a Qualified Professional Paleontologist should prepare a Paleontological Resources Assessment to identify the geologic units that may be impacted by project development, determine the paleontological sensitivity of geologic units within the project site using the Society of Vertebrate Paleontology standards (SVP 2010), assess potential for impacts to paleontological resources from development of the proposed project, and recommend mitigation measures to avoid or mitigate impacts to scientifically significant paleontological resources. The Paleontological Resources Assessment may also require a field survey, but this will need to be determined on a project-by-project basis. If the project paleontologist determines that sediments within a project site are sensitive for potentially significant paleontological resources, the following steps (CR-3d to h) should be taken prior to, during, and after construction activities.</p> <ol style="list-style-type: none"> Paleontological Mitigation and Monitoring Program Prior to construction activity a qualified paleontologist should prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. Paleontological Worker Environmental Awareness Program (WEAP) Prior to the start of construction, the project paleontologist or his or her designee, shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at 	The implementation of Mitigation Measure CR-2 would reduce impacts to paleontological resources to a <i>less than significant</i> level.	Class II, <i>Less than Significant With Mitigation Incorporated.</i>	Class II, <i>Less than Significant With Mitigation Incorporated</i>

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	<p>which a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.</p> <p>3. Paleontological Resource Construction Monitoring Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) exceeding 5 feet in depth in areas mapped as high paleontological sensitivity should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not exceed 5 feet in depth would not require paleontological monitoring.</p> <p>4. Fossil Salvage If fossils are discovered, the project paleontologist or paleontological monitor should recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p>Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and</p>			

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	<p>curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist.</p> <p>5. Final Paleontological Mitigation Report Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.</p>			
<p>Impact CR-3 Implementation of proposed transportation improvements and the land use scenario envisioned by Fast Forward 2040 could result in damage to or destruction of human burials. Impacts would be <i>less than significant with mitigation incorporated</i>.</p>	<p>CR-3 Comply with existing regulations relating to human remains, including California Environmental Quality Act Section 15064.5(d) and (e) and Public Resources Code §5097.98 concerning burial grounds.</p>	<p>The implementation of Mitigation Measure CR-3 would reduce impacts to human burials to a <i>less than significant</i> level.</p>	<p>This impact was not discussed in the 2013 EIR.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>
Energy				
<p>Impact E-1 Future transportation improvement projects and implementation of the land use scenario envisioned by Fast Forward 2040 would increase demand for energy beyond existing conditions. However, Fast Forward 2040 would consume less energy than the No Project scenario. The project would not increase energy use relative to future no project conditions, and would be consistent with adopted plans and policies related to energy conservation.</p>	<p>E-1 (A) New facilities should be designed with energy-efficient equipment and passive solar design (e.g., orientation of building to maximize natural heating and cooling, solar water heating, use of daylighting, and placement of trees to aid passive cooling, protection from prevailing winds, and maximum year-round solar access), provided that additional capital costs are offset by estimated energy savings during the first 5 years of operation. Additional improvements with longer payback periods, such as photovoltaic solar electric systems, should be considered where applicable.</p> <p>E-1 (B) All lighting should be energy efficient and designed to use the least amount of energy to serve the purpose of the lighting. Lighting should utilize solar energy wherever feasible.</p> <p>E-1 (C) New landscaping design and irrigation systems should be water</p>	<p>Impacts would be <i>less than significant</i> without mitigation; however, implementation of recommended measures would further reduce countywide energy consumption.</p>	<p>Class III, <i>Less than Significant</i></p>	<p>Class III, <i>Less than Significant</i></p>

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As such, this impact would be Class III, <i>less than significant</i> . The following mitigation measures (E-1(A) – E-1(C)) from the 2013 EIR are recommended to further minimize energy consumption:	efficient.			
Impact E-2 Fast Forward 2040 projects would not significantly impact the transportation of energy resources within the County. This impact would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Environmental Justice				
Impact EJ-1 Implementation of the projects contained in Fast Forward 2040 may cause adverse effects on a minority or low-income population; however, these potential impacts would not be disproportionately high as per Executive Order 12898 regarding environmental justice. This would be a Class III, <i>less than significant impact</i> .	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Impact EJ-2 The mobility benefits derived from Fast Forward 2040 in terms of travel times and accessibility by transit, single-occupancy vehicles, bicycling or walking will not be substantially less for minority populations, low-income populations, low community engagement populations, and populations with low mobility in the SBCAG region than for the population as a whole. This impact would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>

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Geology and Soils				
<p>Impact GEO-1 Implementation of transportation improvements and future projects facilitated by the land use scenario envisioned in Fast Forward 2040 could be located on potentially unstable soils, or in areas of high liquefaction potential. This impact would be a Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>GEO-1 (A) If a Fast Forward 2040 project is located in an area of moderate to high liquefaction potential, the project sponsor shall ensure that these structures are designed based upon appropriate geology, soils, and earthquake engineering studies. Possible design measures include deep foundations, removal of liquefiable materials, and dewatering.</p> <p>GEO-1 (B) If a Fast Forward 2040 project requires cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the project sponsor shall ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls and soldier piles.</p> <p>GEO-1 (C) If a Fast Forward 2040 project is located in an area of highly expansive, collapsible, or compressible soils, the project sponsor shall ensure that a site-specific geotechnical investigation is conducted. The investigation will identify hazardous conditions and recommend appropriate design factors to minimize hazards. Such measures could include concrete slabs on grade with increased steel reinforcement, removal of highly expansive material and replacement with non-expansive import fill material, or chemical treatment with hydrated lime to reduce the expansion characteristics of the soils.</p> <p>GEO-1 (D) If a Fast Forward 2040 project involving deep foundations or underground areas is located in an area of high groundwater potential, the project sponsor shall ensure that appropriate construction techniques (such as de-watering, special water proofing, and deeper foundations) are implemented.</p>	<p>Implementation of the measures would reduce potential impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>
<p>Impact GEO-2 Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in Fast Forward 2040 could be subject to seismic hazards, including fault rupture and groundshaking. This impact would be Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>GEO-2 (A) If a Fast Forward 2040 project is located in a zone of high potential groundshaking intensity, the project sponsor shall ensure that the structure is designed and constructed to the latest geotechnical standards. In most cases, this will necessitate site-specific geologic and soils engineering investigations conducted by a qualified geotechnical expert. Any investigations shall comply with the California Geological Survey's <i>Guidelines for Evaluating and Mitigating Seismic Hazards in California</i>.</p> <p>GEO 2 (B) Fast Forward 2040 projects shall be placed in areas outside of fault rupture zones whenever feasible, in accordance with State and local provisions. If avoidance is not possible, detailed geologic and seismic studies must be conducted to locate active or potentially active fault traces.</p>	<p>Implementation of the measures would reduce potential impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
	Structures shall then be placed outside of an appropriate setback distance.			
Greenhouse Gas Emissions				
Impact GHG-1 Construction of the transportation improvement projects and future land use patterns envisioned by Fast Forward 2040 would generate temporary short-term GHG emissions. Impacts would be Class II, <i>less than significant with mitigation incorporated.</i>	GHG-1 The project sponsor shall ensure that applicable GHG-reducing SBCAPCD diesel particulate and NO _x emissions measures for off-road construction vehicles are implemented during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Applicable GHG-reducing measures include the following.	With the implementation of the Mitigation Measure GHG-1 identified in the 2013 EIR, impacts related to short-term construction-related GHG emissions would be <i>less than significant</i> . Impacts of Fast Forward 2040 are consistent with the 2013 EIR.	Class II, <i>Less than Significant With Mitigation</i>	Class II, <i>Less than Significant With Mitigation</i>
Impact GHG-2 Implementation of Fast Forward 2040 would not result in a significant increase in per capita GHG emissions from the transportation sector compared to both 2014 baseline and future 'no project' conditions. Fast Forward 2040 Impacts would be Class III, <i>less than significant.</i>	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Impact GHG-3 Implementation of Fast Forward 2040 would not interfere with the Passenger Vehicle GHG emissions reduction goals of AB 32 or SB 375. Impacts would be Class III, <i>less than significant.</i>	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Impact GHG-4 Implementation of Fast Forward 2040 would not interfere with the goals of applicable GHG reduction plans and policies, including climate action plans for the cities of Goleta and Santa Barbara, and Santa Barbara County, as well as AB 32, SB 32, EO B-30-15, EO-S-3-05, and SB 375. Impacts	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
would be Class III, less than significant.				
Hydrology and Water Resources				
<p>Impact HWQ-1 Implementation of transportation improvements and future projects facilitated by the land use scenario envisioned in Fast Forward 2040 would incrementally increase countywide water demand. Such impacts would be Class II, <i>less than significant with mitigation incorporated</i></p>	<p>HWQ-1 (A) The sponsor of a Fast Forward 2040 project shall ensure that, where economically feasible and available, reclaimed and/or recycled water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.</p>	<p>Implementation of the measures would reduce potential impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>
	<p>HWQ-1 (B) The sponsor of a Fast Forward 2040 project shall ensure that low water use landscaping (i.e., drought tolerant plants and drip irrigation) is installed. When feasible, native plant species shall be used.</p>			
	<p>HWQ-1 (C) The sponsor of a Fast Forward 2040 project shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed and/or recycled water.</p>			
	<p>HWQ-1 (D) The sponsor of a Fast Forward 2040 project shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Rural bicycle trails shall be left unpaved, where appropriate.</p>			
	<p>HWQ-1 (E) The sponsor of a Fast Forward 2040 project that requires potable water service should coordinate with water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the project sponsor. In addition, wherever feasible, reclaimed water should be used for landscaping purposes instead of potable water.</p>			
<p>Impact HWQ-2 Implementation of transportation improvements and future projects facilitated by the land use scenario envisioned in Fast Forward 2040 could result in erosion and contaminants in runoff, which could degrade surface and ground water quality. This impact is considered Class II, <i>less than significant with mitigation incorporated</i>. The following</p>	<p>HWQ-2 (A) The sponsor of a Fast Forward 2040 project shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of contaminants. The plans shall specify the use of products that are safe for use in and around aquatic environments.</p>	<p>Implementation of the measures would reduce potential impacts to a <i>less than significant</i> level.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>
	<p>HWQ-2 (B) The sponsor of a Fast Forward 2040 widening or roadway extension project shall ensure that the improvement directs runoff into subsurface percolation basins and traps which would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals.</p>			
	<p>HWQ-2 (C) For a Fast Forward 2040 project that would disturb at least one</p>			

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
mitigation measures from the 2013 EIR are required to reduce potential impacts to water quality:	acre, a SWPPP shall be developed prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP shall include specific BMPs to control the discharge of material from the site and into the creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers.			
Impact HWQ-3 Implementation of proposed transportation improvements and future projects facilitated by land use scenario envisioned in Fast Forward 2040 could be subject to flood hazards due to storm events and/or dam failure. Impacts are considered Class II, <i>less than significant with mitigation incorporated.</i>	HWQ-3 (A) If a Fast Forward 2040 project is located in an area with high flooding potential due a storm event or dam inundation or sea level rise due to climate change, the project sponsor shall ensure that the structure is elevated at least one foot above the 100-year flood zone elevation and that bank stabilization and erosion control measures are implemented along creek crossings. HWQ-3 (B) In areas subject to tsunami/seiche effects, the project sponsor shall ensure that Fast Forward 2040 projects involving the construction of new roadways or other structures are elevated above the 10-foot elevation by an appropriate margin. In addition, the local jurisdiction shall ensure that early warning systems and evacuation plans for tsunami/seiche events are developed and implemented.	Implementation of the measure would reduce potential impacts to a <i>less than significant</i> level.	This impact was discussed under Impact G-3 in the 2013 EIR. Impacts were Class II, <i>Less than Significant With Mitigation</i>	Class II, <i>Less than Significant With Mitigation</i>
Land Use and Planning				
Impact LU-1 Implementation of transportation improvements and the land use scenario envisioned by Fast Forward 2040 could result in land use conflicts with existing, sensitive land uses. This is impact would be Class III, <i>less than significant.</i>	No new or substantially more severe effects would occur related to Land Use and Planning compared to the 2040 RTP-SCS as evaluated in the 2013 EIR. Mitigation measures listed under Impact AES-1 and AES-2 in Section 4.1 <i>Aesthetics</i> would reduce potential aesthetic, light and glare impacts. Mitigation measures listed under Impact AQ-1 and AQ-3 in Section 4.2, <i>Air Quality</i> , would reduce localized air quality impacts. Mitigation measures listed under Impact N-1, in Section 4.11, <i>Noise</i> , would reduce potential noise impacts. No mitigation is required for impacts related to dividing established communities. The aforementioned mitigation measures identified in the 2013 EIR would minimize long-term impacts generated by proposed transportation improvements and land use patterns.	With implementation of the mitigation measures, impacts would be <i>less than significant</i> . Impacts of Fast Forward 2040 are consistent with the 2013 EIR.	Class II, <i>Less than Significant</i>	Class II, <i>Less than Significant</i>
Impact LU-2 Fast Forward 2040 would be consistent with applicable adopted State and local goals, policies and regulations. This impact would be Class III, <i>less than significant.</i>	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
<p>Impact LU-3 Implementation of transportation improvements and the land use scenario envisioned by Fast Forward 2040 could result in the conversion of prime or non-prime agricultural lands into non-agricultural use. The overall impact to agriculture would be Class I, <i>significant and unavoidable</i>.</p>	<p>LU-3 (A) When new roadway extensions or widenings are planned, the project sponsor shall assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural lands.</p> <p>LU-3 (B) Rural roadway alignments shall follow property lines to the extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as a function of the total amount of production on the property.</p> <p>LU-3 (C) Project sponsors should consider corridor realignment, buffer zones, setbacks, and fencing to reduce conflict between agricultural lands and neighboring uses.</p>	<p>Implementation of mitigation measures LU-3(a) – LU-3(c) would reduce agricultural impacts but may remain <i>significant and unavoidable</i>. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.</p>	<p>Class I, <i>Significant and Unavoidable</i></p>	<p>Class I, <i>Significant and Unavoidable</i></p>
<p>Impact LU-4 Implementation of transportation improvements and the land use scenario envisioned by Fast Forward 2040 could temporarily and permanently displace or disrupt existing residences and businesses. This would be a Class II, <i>less than significant with mitigation incorporated</i>.</p>	<p>LU-4 (A) The project sponsors of Fast Forward 2040 projects with the potential to displace residences or businesses shall assure that project-specific environmental reviews consider alternative alignments and developments that avoid or minimize impacts to nearby residences and businesses.</p> <p>LU-4 (B) Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the project sponsor shall ensure that all applicable local, State, and federal relocation programs are used to assist eligible persons to relocate. In addition, the local jurisdiction shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.</p> <p>LU-4 (C) For all Fast Forward 2040 projects that could result in temporary lane closures or access blockage during construction, the project sponsor shall ensure a temporary access plan shall be implemented to ensure continued access to affected cyclists, businesses, and homes. Appropriate signs and safe access shall be guaranteed during project construction to ensure that businesses remain open.</p>	<p>With implementation of the mitigation measures LU-4a – LU-4c, impacts would be <i>less than significant</i>. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
Noise				
<p>Impact N-1 Construction activity associated with transportation improvement projects, and infill and transit-oriented development envisioned by Fast Forward 2040 would create temporary noise and vibration level increases in discrete locations throughout the SBCAG region. Construction-related noise and vibration impacts would be Class II, <i>less than significant with mitigation incorporated</i>. The following mitigation measures identified in the 2013 EIR would minimize construction noise and vibration generated by proposed transportation improvements and land use patterns near sensitive receptors.</p>	<p>N-1 (A) Project sponsors of Fast Forward 2040 projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.</p> <p>N-1 (B) If a particular project within 800 feet of sensitive receptors requires pile driving, the project sponsor in which this project is located shall require the use of pile drilling techniques instead, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.</p> <p>N-1 (C) Project sponsors shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds).</p> <p>N-1 (D) Project sponsors shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.</p> <p>N-1 (E) Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled.</p>	<p>With implementation of local noise control requirements and Mitigation Measures N-1(a) through N-1(e) identified in the 2013 EIR, construction noise and vibration impacts would be reduced to a <i>less-than-significant level</i>. Impacts of Fast Forward 2040 are consistent with the 2013 EIR.</p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>
<p>Impact N-2 Implementation of Fast Forward 2040 would increase traffic-generated noise levels on highways and roadways which could expose sensitive receptors to noise in excess of normally acceptable levels. This is a Class II, <i>significant but mitigable impact</i>. The</p>	<p>N-2 (A) If a Fast Forward 2040 project is located within 1,000 feet of sensitive uses, the project sponsor shall ensure that a noise survey is conducted to determine potential alternate alignments which allow greater distance from, or greater buffering of, noise-sensitive areas. The noise survey shall be sufficient to indicate existing and projected noise levels, to determine the amount of attenuation needed to reduce potential noise impacts to such uses to an exterior noise level of 65 dBA or less. This shall be accomplished</p>	<p>With implementation of Mitigation Measures N-2(a) through N-2(b), operational transportation noise impacts would be reduced to a <i>less-than-</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>	<p>Class II, <i>Less than Significant With Mitigation</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
following mitigation measures identified in the 2013 EIR would minimize operational noise generated by proposed transportation improvements and land use patterns near sensitive receptors.	during the project’s individual environmental review. N-2 (B) Where new or expanded roadways are found to expose receptors to noise exceeding normally acceptable levels, the project sponsor shall consider various sound attenuation techniques. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) will be considered. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements should be used, including solid fences, walls, and landscaped berms. Determination of appropriate noise attenuation measures will be assessed on a case-by-case basis during a project’s individual environmental review pursuant to the regulations of the applicable agency.	<i>significant level.</i> Impacts of Fast Forward 2040 are consistent with the 2013 EIR.		
Impact N-3 The Fast Forward 2040 RTP-EIR land use scenario would encourage infill development, which, although minimal, may place sensitive receptors in areas with unacceptable noise levels. This is a Class II, <i>significant but mitigable</i> , impact. Mitigation Measure N-3 identified in the 2013 EIR would minimize noise associated with infill development generated by the proposed land use scenario.	N-3 If a Fast Forward 2040 project is located in an area with exterior ambient noise levels above local noise standards (60-65 dBA CNEL), the project sponsor shall ensure that a noise study is conducted to determine existing and projected noise levels and feasible attenuation measures needed to reduce potential noise impacts to such uses to an exterior and interior noise level below local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed and situating exterior doors away from roads. This shall be accomplished during the project’s individual environmental review.	Implementation of the required programmatic measure from the 2013 EIR would reduce potential impacts to a <i>less-than-significant level.</i> Impacts of Fast Forward 2040 are consistent with the 2013 EIR.	Class II, <i>Less than Significant With Mitigation</i>	Class II, <i>Less than Significant With Mitigation</i>
Transportation and Circulation				
Impact T-1 Vehicle miles traveled on freeways and local roadways throughout the entire region in 2040 would increase when compared to existing (2014) baseline conditions. However, implementation of Fast Forward 2040 would reduce overall freeway and roadway vehicle miles	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>

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Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
traveled when compared to 2040 conditions without Fast Forward 2040. Impacts related to total freeway and roadway vehicle miles traveled would be Class III, <i>less than significant</i> .				
Impact T-2 Congested vehicle miles traveled on freeways and local roadways throughout the entire region in 2040 would increase when compared to existing (2010) baseline conditions. However, implementation of Fast Forward 2040 would reduce system-wide freeway and local roadway congested vehicle miles traveled when compared to 2040 conditions without Fast Forward 2040. Impacts related to system-wide freeway and roadway congested vehicle miles traveled would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Impact T-3 Congested vehicle miles traveled on local roadways in 2040 would increase when compared to existing (2010) baseline conditions during the A.M. and P.M. peak period. However, implementation of Fast Forward 2040 would reduce overall roadway congested vehicle miles traveled when compared to the 2040 'no project' scenario. Impacts related to congested local roadway miles would be Class III, <i>less than significant</i> .	No mitigation is required.	Impacts would be <i>less than significant</i> without mitigation.	Class III, <i>Less than Significant</i>	Class III, <i>Less than Significant</i>
Impact T-4 Congested vehicle miles traveled on freeways in 2040 with implementation of Fast Forward 2040	T-4 SBCAG shall consider updating the <i>101 In Motion Final Report</i> (2006) to address US 101 segments north of Milpas Street and account for the transportation improvements and land use scenario envisioned by the 2040	Mitigation measure T-4 would contribute to reducing congestion along	Class I, <i>Significant and</i>	Class I, <i>Significant and</i>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
<p>would decrease compared to the 2040 'no project' scenario in the A.M. peak period. In addition, Fast Forward 2040 would reduce total congested lane miles on the US 101 when compared to the 2040 No project scenario, but would increase congested lane miles on the segment of US 101 between the Ventura County Line and the Hollister Avenue interchange. Impacts would be Class I, <i>potentially significant and unavoidable</i>. No new or substantially more severe effects would occur related to increased future CVMT compared to the 2040 RTP-SCS as evaluated in the 2013 EIR. The mitigation measure(T-4), included in the 2013 EIR, still applies and is necessary to reduce congested lane miles along the US 101 in the South Coast region.</p>	<p>RTP-SCS. The <i>101 In Motion</i> report shall be reviewed, evaluated and updated where feasible to improve traffic congestion along the US 101 north of Milpas Street. Revisions and improvements could include:</p> <ul style="list-style-type: none"> ▪ Expanded alternative modes of transit, including expanded local and regional transit services, new commuter trains, expanded carpool incentives, expanded connection between local bus services and rail services and other regional services ▪ Expanded bus priority on selected streets through signal priority ▪ Expanded telecommuting and flexwork incentives ▪ Expanded use of Intelligent Transportation System technology ▪ Proactively work to reduce peak period traffic through aggressive demand management and rideshare programs ▪ Continue to monitor need for additional US 101 improvements following implementation of operational improvements, commuter rail, TDM and rideshare ▪ Continued consideration of adding auxiliary lanes and/or additional lanes if needed, funds are available, and there is community support. <p>Monitoring: Current modeling indicates that this impact is expected to occur by 2040. SBCAG shall monitor congestion levels in subsequent updates of the RTP-SCS consistent with federal congestion management monitoring requirements to determine actual trend in congestion and freeway performance, especially following completion of the 101 HOV project, and shall consider updating the 101 In Motion plan as appropriate.</p>	<p>US 101; however, it is uncertain whether the measure would effectively reduce congestion such that the 2040 RTP-SCS would result in a less than significant change in congestion when compared to conditions without the 2040 RTP-SCS. Therefore, impacts would remain <i>significant and unavoidable</i>.</p>	<p><i>Unavoidable</i></p>	<p><i>Unavoidable</i></p>
<p>Impact T-5 Fast Forward 2040 would generally be consistent with applicable alternative transportation plans and policies. This is a Class III, <i>less than significant impact</i>.</p>	<p>No mitigation is required.</p>	<p>Impacts would be <i>less than significant</i> without mitigation.</p>	<p>Class III, <i>Less than Significant</i></p>	<p>Class III, <i>Less than Significant</i></p>

Impact	Mitigation Measures	Significance After Mitigation	Impacts	
			2013 EIR	2017 SEIR
Tribal Cultural Resources				
Impact TCR-1 Implementation of proposed transportation improvements and the land use scenario envisioned by Fast Forward 2040 has the potential to impact Tribal Cultural resources. Impacts would be <i>less than significant with mitigation incorporated</i> .	TCR-1 In the event that archaeological resources of Native American origin are identified during the implementation of the requirements under Mitigation Measures CR-1(a) and CR-1(b), the qualified archaeologist performing the cultural resources study will consult with the project proponent to begin or continue Native American consultation procedures.	Implementation of the measure would reduce potential impacts to tribal cultural resources to a <i>less than significant</i> level.	TCR impacts were added to CEQA in 2015.	Class III, <i>Less than Significant with Mitigation</i>

List of Fast Forward 2040 Projects

The general location of all new physical projects of Fast Forward 2040 are identified in Section 2, *Project Description*, shown on Figures 3 through 7 and listed in Table 3, Fast Forward 2040 RTP Project List. All the new projects analyzed by the SEIR are included in Table 3 with a more detailed list in Appendix 2 of Fast Forward 2040.