

CHAPTER 4 – REVISIONS TO THE DRAFT EIR

This chapter includes the revisions to the Draft EIR. These revisions have been made in response to comments or are corrections identified by staff. Staff corrections include grammatical corrections and clarifications. None of the revisions have an impact on the analysis included in the EIR. The revisions appear in the order they appear in the Draft EIR. Text additions are noted in underline and text deletions appear in strikeout.

CHAPTER 5 - AIR QUALITY

Page 5-36, the first sentence of the last paragraph is revised as follows:

For example, in July 2009, the California Air Pollution Control Officers Association (CAPCOA), building on the ARB Handbook, released the Health Risk Assessments for Proposed Land Use Projects Guidance Document (CAPCOA Guide) to assist lead agencies in complying with the requirements of CEQA.

Pages 5-37 to 5-38, paragraphs 2 through 4 are revised as follows:

The SMAQMD Protocol defines a project evaluation process (see ~~SMAQMD also highly recommends incorporating best practices to reduce pollutant exposure for all projects contemplated within 500 feet of a freeway or major roadway. Recent studies indicate that in some situations roadway pollutant dispersion extends further than 500 feet, while still presenting an elevated risk for exposure. However, this extended dispersion area is dependent on specific local factors such as the area's meteorology (Choi, 2012) or the presence or absence of sound and vegetative barriers (Steffans, 2013). Therefore, the 500 feet buffer is used as the general standard, based on the State's current set back requirement for schools (Pub. Resources Code, 21151.8) and ARB's recommendations on siting for housing and sensitive land uses (ARB, 2005). EDCAQMD, PCAPD, SMAQMD, and YSAQMD have shown their support for this method of analysis in letters to SACOG (EDCAQMD, 2015b; PCAPD, 2015a; SMAQMD, 2015f; YSAQMD, 2015f).~~

General Plans

~~The most comprehensive land use planning for the SACOG region is provided by city and county general plans, which local governments are required by state law to prepare as a guide for future development. The general plans of each city and county contain goals and policies concerning topics that are mandated by state law (i.e., land use, circulation, housing, conservation, open space, noise, safety) or which the jurisdiction has chosen to include (e.g., natural resources, parks and recreation, agricultural, air quality).~~

~~Because Air Quality is an optional element, jurisdictions may choose to adopt an optional air quality element or include policies related to air quality in the required circulation or natural resources elements. In general, local planning policies related to air quality are established to reduce exposure to air pollutants and safeguard public health, and may address density; compact development; alternative transportation modes; energy conservation; cleaner fuel vehicles; reductions for particulate emissions from roads, construction sites, and fireplaces; and public education programs. Figure 5.3) that indicates the need for, and the methodology to conduct, a site-specific HRA.~~

Page 5-46 to 5-47, the final paragraph on page 5-46 that continues on page 5-47 is revised as follows:

The following discussion summarizes the recommendations of the ARB Handbook on specific distances from TAC sources (also see Table 5.8 above). Additional considerations relevant to the siting of new sensitive receptors in proximity to TAC sources also are listed. Where available, the general location of TAC sources are identified by community type. Figure 5.4 shows the existing stationary TACs sources known to SACOG in the plan area.

~~summarizes the number of existing sources by Community Type, described in more detail below.~~

Table 5.15 summarizes the number of existing sources by Community Type, described in more detail below.

Page 5-48, the final sentence is revised as follows:

Table 5.16 on page ~~5-53-55~~ below shows the population living within 500 feet of an identified TAC roadway in 2012 and 2036.

Page 5-52, the first sentence of the first paragraph under the “New Stationary TAC Sources Close to Sensitive Receptors” section is revised as follows:

New stationary TAC sources, such as those identified in Table 5.15, may be placed close to sensitive receptors as a result of the proposed MTP/SCS.

Page 5-60, the sentence of the first paragraph under “Mitigation Measure AIR-1” is revised as follows:

Where sensitive land uses or TAC sources would be sited within the minimum ARB-recommended distances, a screening-level HRA, and, if warranted, a site-specific HRA shall be conducted to determine, based on site-specific and project-specific characteristics, ~~and~~ all feasible mitigation and best practices.

CHAPTER 6 – BIOLOGICAL RESOURCES

Page 6-22, Figure 6.2 is revised as follows:

Figure 6.2: Essential Connectivity Areas

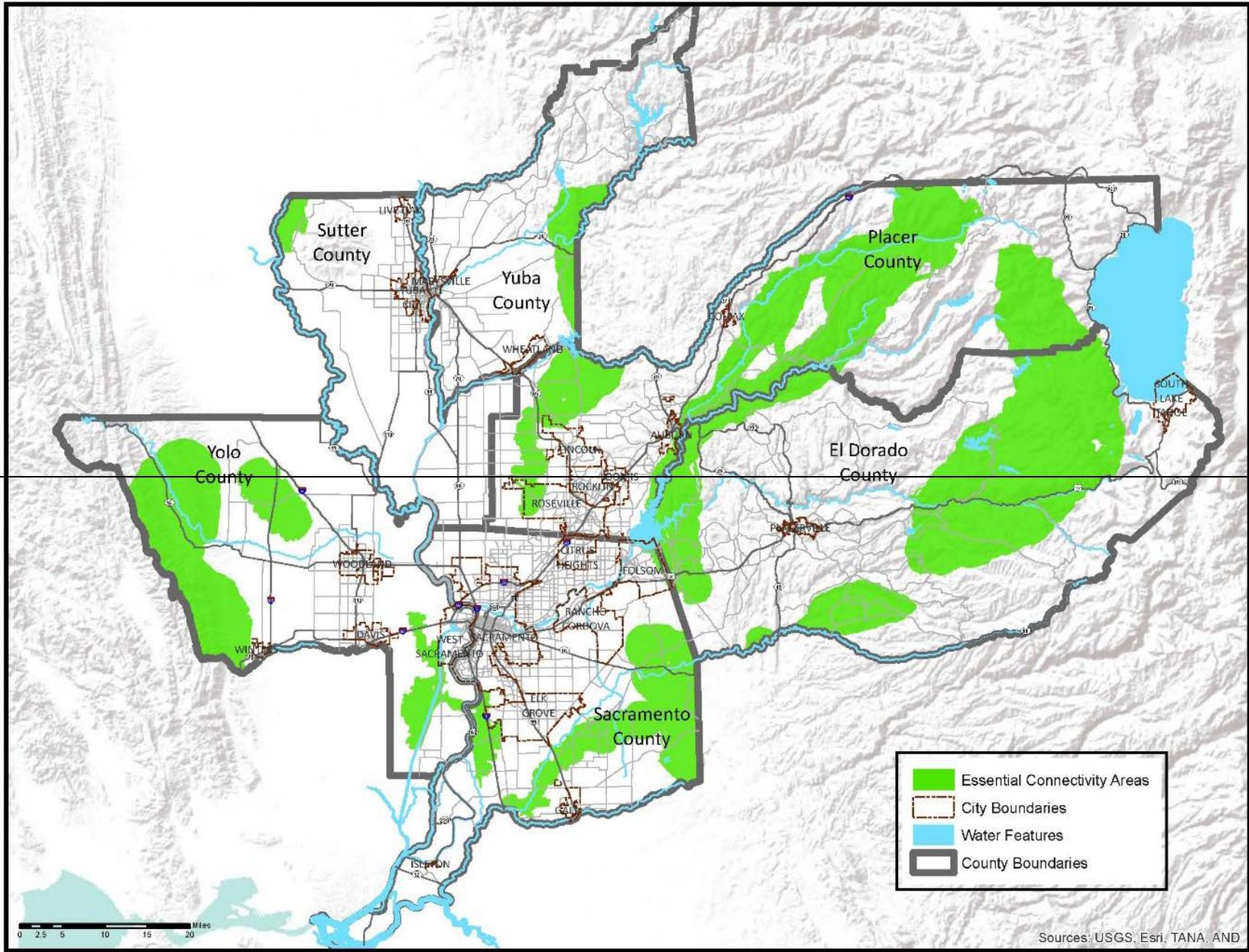
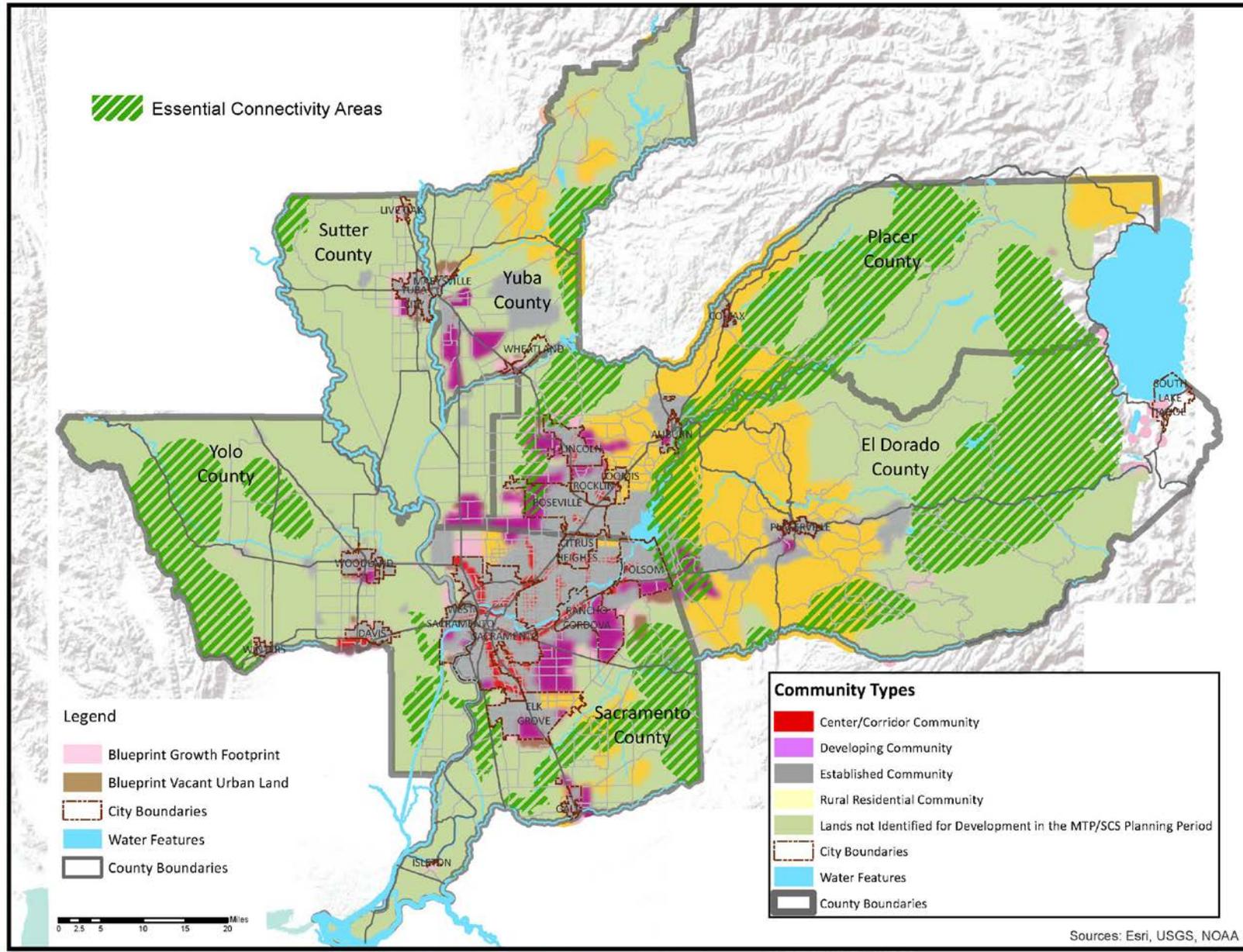
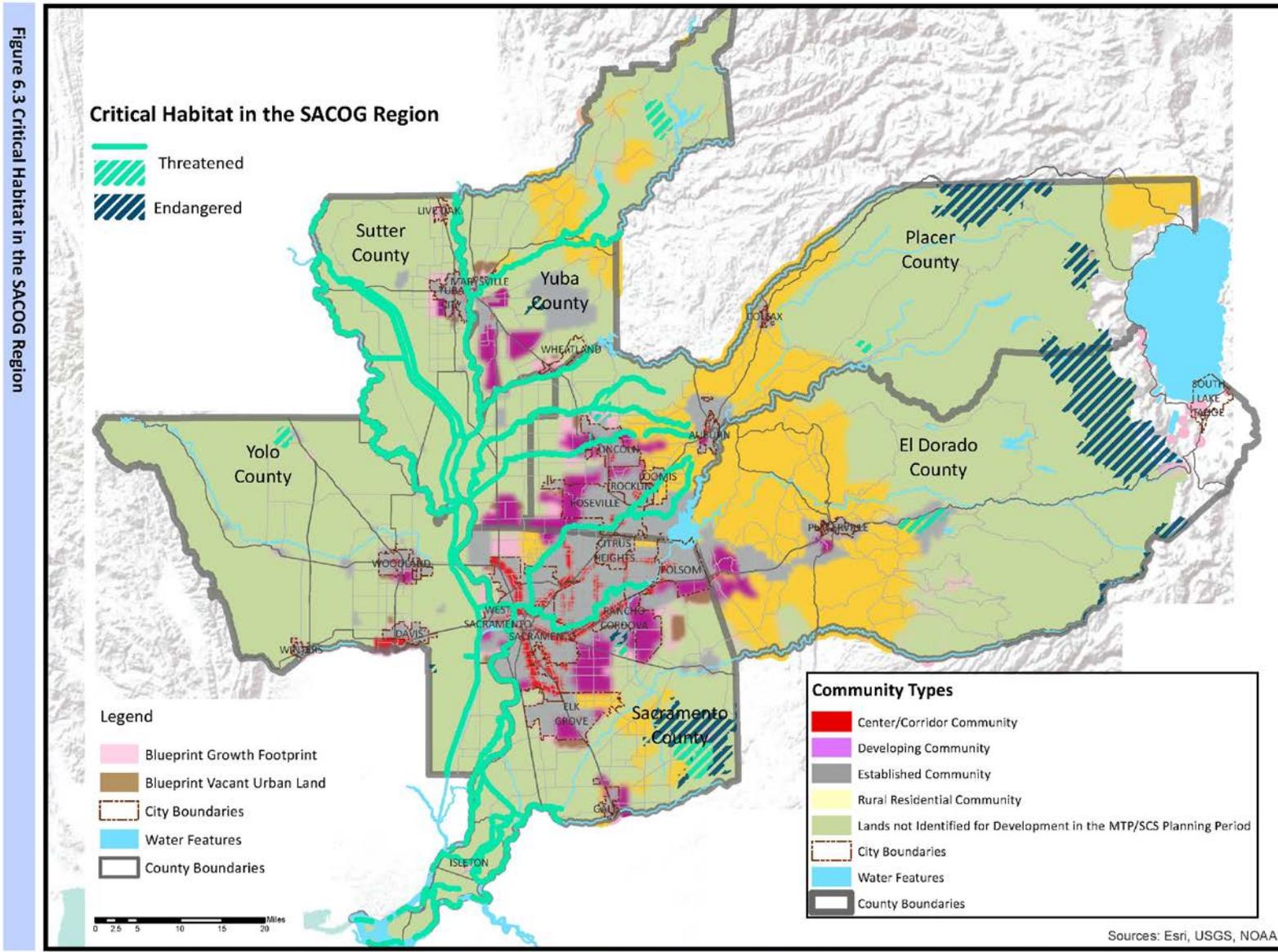


Figure 6.2 Essential Connectivity Areas



Page 6-24, Figure 6.3 is added as follows:



Page 6-32, Figure 6.3 is revised as follows:

Figure 6.34 Plan Area HCP-NCP Boundaries

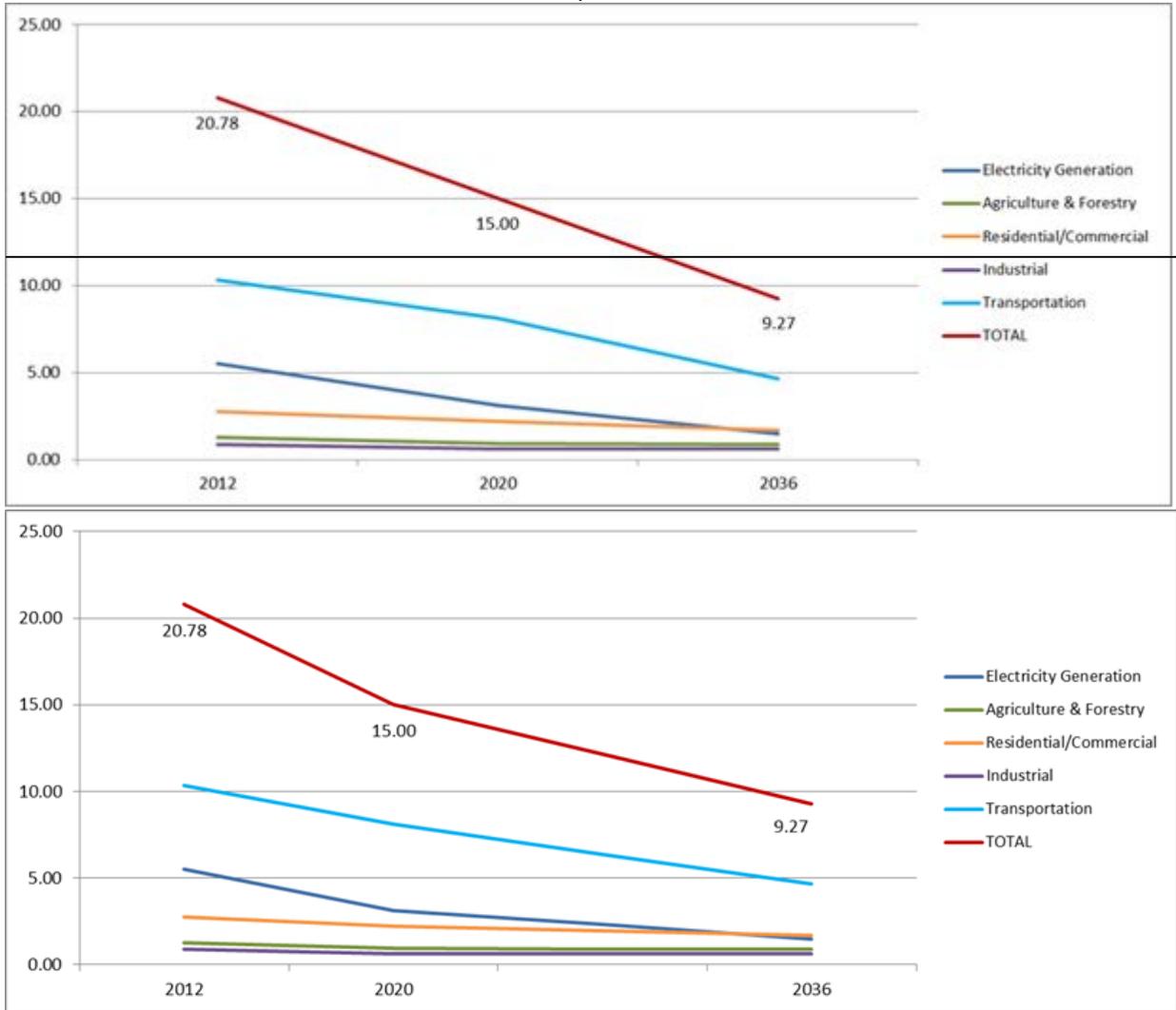
CHAPTER 8 – ENERGY AND GLOBAL CLIMATE CHANGE

Page 8-2 (8-12) to 8-37 (8-47), footer pagination is revised as follows:

8-12, 8-13, 8-14, 8-15, 8-16, 8-17, 8-18, 8-19, 8-210, 8-211, 8-212, 8-213, 8-214, 8-215, 8-216, 8-217, 8-218, 8-219, 8-320, 8-321, 8-322, 8-323, 8-324, 8-325, 8-326, 8-327, 8-328, 8-329, 8-430, 8-431, 8-432, 8-433, 8-434, 8-435, 8-436, 8-437

Page 8-28 (8-38), Figure 8.1 is revised as follows:

Figure 8.1
Plan Area MMtCO₂e Emission by Sector in 2012, 2020, and 2036



Source: SACOG, 2015

Page 8-30 (8-40), Paragraph 2 is revised as follows:

A 3.5 MMtCO₂e reduction results from implementation of additional transportation-related technologies. This includes, but is not limited to: high speed rail in the plan area, truck stop electrification, catalytic improvements for gasoline and diesel engines, reduction of cold starts, and enhanced fuel combustion through improved engine design.

CHAPTER 10 – HAZARDS AND HAZARDOUS MATERIALS

Page 10-61, “Mitigation Measures” section text is revised as follows:

~~None known.~~

CHAPTER 11 – HYDROLOGY AND WATER QUALITY

Page 11-25, the first section, “Section 401 – Water Quality Certification”, has been revised to add:

If the USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Page 11-25, the second section, “Section 402 – National Pollutant Discharge Elimination System (NPDES) Permit”, has been revised to add:

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Low Threat General Order) or the General Order for Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat (LJ)\Wastewaters to Surface Water (Limited Threat General Order).

Page 11-25, the third section, “Municipal Permit Program”, has been revised to add:

The Phase I and II MS4 permits require that Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

Page 11-26, the third section, “Agricultural Programs”, has been revised to add:

Dischargers have two options for compliance with the program: a) coverage under a coalition group which conducts water quality monitoring and reporting on behalf of growers; and b) coverage under the general waste discharge requirements for individual growers (General Order RS-2013-0100). Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order.

CHAPTER 18 – ALTERNATIVES ANALYSIS

Page 8-17, Table 18.2 is revised as follows:

Table 18.2
Comparison of Baseline, Proposed Project, and Alternatives

Land Use Characteristics	2012 Baseline	MTP/SCS for 2036 (Proposed Project)	Alternative 1 (Scenario 1)	Alternative 2 (Scenario 2)	Alternative 3 (Scenario 3)
Share of homes in Center & Corridor Communities ¹ <i>(percent of homes)</i>	107,718 12%	86,167 30%	57,359 20%	89,830 31%	102,027 36%
Share of homes in Established Communities ¹ <i>(percent of homes)</i>	686,075 76%	78,750 28%	81,147 29%	68,597 25%	75,648 27%
Share of homes in Developing Communities ¹ <i>(percent of homes)</i>	31,422 3%	114,836 40%	165,101 133,062 47%	154,682 121,635 42%	143,139 102,961 36%
Share of homes in Rural Residential Communities ¹ <i>(percent of homes)</i>	78,237 9%	5,143 2%	13,325 4%	4,896 2%	4,382 2%
Share of homes in rural residential and large-lot single-family ¹ homes <i>(percent of homes)</i>	577,299 64%	83,335 29%	111,652 39%	82,232 28%	65,140 24%

Share of homes in small-lot, single-family ¹ homes <i>(percent of homes)</i>	101,173 11%	72,612 26%	83,031 29%	79,547 28%	68,227 23%
Share of homes in attached homes ¹ <i>(percent of homes)</i>	225,029 25%	128,954 45%	90,597 32%	123,371 43%	151,665 53%
Gross Acres of development ^{1,4} <i>(percent increase in developed acres from 2012)</i>	718,356 n/a	47,563 7%	75,622 11%	48,777 7%	37,350 5%
Jobs Housing Ratio <i>(within 4 miles of primary and secondary jobs centers) Regional Average = 1.2</i>	1.16	1.26	1.28	1.27	1.26
Transportation Attributes	2012 Baseline	MTP/SCS for 2036 (Proposed Project)	Alternative 1 (Scenario 1)	Alternative 2 (Scenario 2)	Alternative 3 (Scenario 3)
Road Lane Miles ² <i>(new or expanded roads lane miles, percent increase from 2012)</i>	6,340 n/a	7,680 24%	8,070 31%	7,840 27%	7,570 23%
Transit Service <i>(vehicle service hours, percent increase from 2012)</i>	3,780 n/a	8,400 122%	6,230 54%	7,910 109%	9,190 143%
Funding for transit <i>(\$ in billions)</i>	n/a	\$10.6	\$10.7	\$11.30	\$13.7
Farebox Recovery <i>(percent of transit costs recovered by ticket sales)</i>	24 38%	38%	38%	41%	51%
Funding for road, bike and ped maintenance and operations <i>(\$ in billions)</i> ⁸	n/a	\$12.60	\$10.90	\$11.50	\$11.00
Funding for new road capacity <i>(\$ in billions)</i> ⁸	n/a	\$5.80	\$8.70	\$7.40	\$6.70
Funding for bike/ped street and trail improvements <i>(\$ in billions)</i> ⁸	n/a	\$2.80	\$2.80	\$2.80	\$3.00
Funding for programs (community design, tdm, etc.) <i>(\$ in billions)</i> ⁸	n/a	\$1.70	\$1.50	\$2.20	\$1.70
Performance Outcomes	2012 Baseline	MTP/SCS for 2036 (Proposed Project)	Alternative 1 (Scenario 1)	Alternative 2 (Scenario 2)	Alternative 3 (Scenario 3)
Square miles of farmland converted to development ⁶ <i>(4,158 square miles of farmland in 2012)</i>	n/a	58	93	61	45
Square miles of vernal pools affected by development ⁷	n/a	6	7	5	2
Total number of homes near high-frequency transit ³ <i>(share of all homes near high-frequency transit)</i>	141,862 16%	442,915 37%	320,857 27%	463,487 39%	463,492 39%

Total number of jobs near high-frequency transit ³ <i>(share of all jobs near high-frequency transit)</i>	243,773 27%	631,958 42%	531,091 40%	583,963 44%	570,756 43%
Jobs within 20-minute drive of residence (200,100 jobs in 2008)	199,100	272,7000	253,500	260,100	267,800
Vehicle miles traveled to jobs centers <i>(Commute VMT per worker at jobs centers)</i>	20	17.1	17.3	17.5	15.7
Trips by transit, bike or walk to jobs centers <i>(Transit/bike/walk commute tips per worker at jobs center)</i>	7%	17%	19%	15%	22%
Mode share for transit, walking and bicycling ⁵ <i>Percent of all person trips</i>	10%	13%	12%	12%	14%
Vehicle miles traveled (VMT) ⁵ <i>Per capita per day</i>	18.0	17.0	17.6	17.2	16.0
Vehicle miles traveled in heavy congestion <i>(percent of total VMT: 6% of total VMT in 2008)</i>	4%	6%	5%	6%	5%
Weekday passenger vehicle CO ₂ emissions ⁹ <i>(percent change per capita from 2005)</i>	n/a	-16%	-11%	-13%	-18%

¹ Values shown are for growth assumed in the MTP/SCS between 2012-2036, except in 2012 where values are total for 2012.

² Values represented are for new or expanded roads in the MTP/SCS between 2012-2036, except for the 2012 scenario where values are total for 2012.

³ Values represented are total (in 2012 scenario values are total for 2012 and in all other scenarios the value is existing plus new growth).

⁴ Except for 2012 acres which represent net acres, for which roads and other public uses have been excluded.

⁵ Values for the scenarios were adjusted to account for changes to forecasting model made since the workshop, in order to make the comparable to the current baseline and proposed MTP/SCS results.

⁶ A generalized analysis of impacts to farmland was conducted for the scenarios based on all Farmland Monitoring and Mapping Program categories; the same method was applied to the proposed MTP/SCS to allow for comparison.

⁷ A generalized analysis of impacts to vernal pools was conducted for the scenarios using Central Valley Vernal Pool Complexes (Holland, 2009); the same method was applied to the proposed MTP/SCS to allow for comparison.

⁸ Proposed MTP/SCS budget allocations have been re-calculated to match the same categorical classifications as the workshop alternatives (Alternatives 1, 2, 3).

⁹ The greenhouse gas emissions reduction target approved by the CARB for the SACOG region is a 16 percent per capita GHG reduction below 2005 levels by 2035.