

# Mitigation Monitoring and Reporting Program

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CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during implementation of projects under the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The MMRP is for the 2024 RTP/SCS which is an update to the current 2020 RTP/SCS.

This MMRP lists in tabular format the mitigation measures for each issue area identified in the Supplemental EIR for the 2024 RTP/SCS (State Clearinghouse No. 2023110289) previously certified in the Programmatic EIR for the 2016 RTP/SCS and proposed for adoption in the CEQA Findings of Fact. This MMRP is designed to ensure adopted mitigation measures are implemented. The MMRP also lists all mitigation measures originally applied to impacts evaluated in the 2016 Programmatic EIR that would continue to be implemented under the new 2024 Supplemental EIR. For each mitigation measure, specifications are made herein that identify the action required and the monitoring that must occur.

Agencies considering approval of future projects under the 2024 RTP/SCS would utilize the SEIR as a basis in determining potential mitigation measures for subsequent activities. The agencies responsible for implementing the mitigation measures, described as “sponsor agencies” or “the individual project lead agency” in the SEIR, will be the lead agency for the individual future projects under the 2024 RTP/SCS. The project lead agency for individual projects will involve one or more of the following agencies: the cities within Butte County (Chico, Oroville, Biggs, Gridley and Paradise), Butte County, California Department of Transportation, and/or Butte County Regional Transit. The individual project lead agency, which will be the lead agency for individual future projects under the 2024 RTP/SCS will be responsible to monitor the mitigation measures that are required to be implemented for the project.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<b>Aesthetics</b>							
<b>AES-1(a):</b>							
Where a particular 2024 RTP/SCS transportation improvement project affects adjacent landforms, the project sponsor shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade.	Ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade	During the design review process	Once	The individual project lead agency			
<b>AES-1(b):</b>							
The project sponsor shall ensure that landscaping is installed to restore natural features along corridors after widening, interchange modifications, realignment, 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.	Ensure that landscaping is installed to restore natural features along corridors through materials and design. Provide a performance security equal to the value of the landscaping/irrigation installation.	During individual design review and following project construction.	Once	The individual project lead agency			
<b>AES-2(a)</b>							
The project sponsor shall ensure that a project in a scenic view corridor will have the minimum possible impact upon foliage, existing landscape architecture, and natural scenic views, consistent with project goals.	Consider foliage, existing landscape architecture, and natural scenic views in scenic view corridors.	During the design review process	Once	The individual project lead agency			
<b>AES-2(b):</b>							
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	Utilize setbacks and the acoustical design of adjacent proposed structures to reduce noise impacts. If sound walls are required, ensure they incorporate offsets, accents, landscaping and are complementary in color and texture.	During the design review process	Once	The individual project lead agency			

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feature 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.							
<b>AES-3</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 as few lights as necessary to achieve the goals of the project.	Ensure that roadway lighting be minimized and does not exceed minimum height requirements.	During the design review process	Once	The individual project lead agency			
<b>Agricultural Resources</b>							
<b>AG-1(a): Alternative Alignment Consideration</b>							
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 Prime Farmlands.	Consider alternative alignments to avoid impacts to Prime Farmland.	During the design review process	Once	The individual project lead agency			
<b>AG-1(b): Farmer Compensation</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.	Place conditions of approval on the project to ensure that rural roadway alignments follow property lines when feasible and compensation for farmers for the loss of agricultural production.	During the design review process	Once	The individual project lead agency			

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<b>AG-1(c): Important Farmland Conservation Easements</b>							
When new transportation facilities or land use projects implementing the 2024 RTP/SCS are planned in areas that contain Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance), the transportation project sponsor or local jurisdiction in which the project is located shall assure that project-specific environmental reviews mitigate impacts, when feasible, through requiring use of agricultural conservation easements on land of at least equal quality and size as compensation for the loss of agricultural land. Agricultural conservation easements would be implemented by directly purchasing easements or donating mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements.	Place conditions of approval on the project to require use of agricultural conservation easements when Important Farmland is impacted.	During individual environmental review	Once	The individual project lead agency			
<b>AG-1(d): Prime Farmland Conservation Easements</b>							
Prior to approval of 2024 RTP/SCS projects that may adversely impact Prime Farmland, the project sponsor shall, when the following mitigation measures are feasible, require that a farmland conservation easement, a farmland deed restriction, or other farmland conservation mechanism be granted in perpetuity to the municipality in which the project is proposed, or an authorized agent thereof. The easement shall provide conservation acreage at a minimum ratio of 1:1 for direct impacts. The conservation area	Place conditions of approval on the project to ensure that where Prime Farmland is adversely impacted a farmland conservation easement, a farmland deed restriction, or other farmland conservation mechanism be granted in perpetuity to the municipality in which the project is proposed, or an authorized agent thereof.	During individual environmental review	Once	The individual project lead agency			

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shall be located within Butte County in reasonable proximity to the project area.							
<b>Air Quality</b>							
<b>AQ-1</b>							
BCAG shall and sponsor agencies can and should ensure that all feasible and appropriate mitigation measures set by BCAQMD are implemented. The measures shall be noted on all construction plans, and the lead agency shall perform periodic site inspections. BCAQMD rules and regulations on construction include, but are not limited to, the following:	Construction plans shall show BCAQMD rules and regulations; The individual project lead agency shall ensure implementation.	Prior to issuance of grading permits; periodically during construction	Once during plan review; periodically during construction	The individual project lead agency and on-site construction manager			
<ul style="list-style-type: none"> <li>▪ Mix backfill soil with water prior to moving;</li> <li>▪ Prevent generation of dust plumes by applying water in sufficient quantity;</li> <li>▪ Limit vehicular traffic and disturbances on soils where possible;</li> <li>▪ Grade each project phase separately, timed to coincide with construction phase;</li> <li>▪ Use tarps or other suitable enclosures on haul trucks;</li> <li>▪ Maintain effective cover over materials;</li> <li>▪ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes;</li> <li>▪ Restrict vehicular access to established unpaved travel paths and limit number and size of staging area entrances and exits;</li> <li>▪ Add or remove material from the downwind portion of the storage pile;</li> </ul>							

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<ul style="list-style-type: none"> <li>▪ Pre-water soils prior to trenching (18 inches for deep trenching activities); and</li> <li>▪ Haul waste material immediately off-site</li> </ul>							
<b>AQ-3</b>							
<p>Consistent with the provisions contained in the CARB Air Quality and Land Use Handbook (June 2005), for the proposed building design for residential, school, and other sensitive use projects located within 500 feet of freeways, heavily travelled arterials, railways, and other sources of diesel particulate matter and other known carcinogens, the sponsor agency shall retain a qualified air quality consultant to prepare a health risk assessment in accordance with CARB 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. The health risk assessment shall be submitted to the sponsor agency for review and approval. The sponsor agency shall implement any approved health risk assessment recommendations to a level that would not result in exposure of sensitive receptors to substantial pollutant concentrations. Such measures may include:</p> <ul style="list-style-type: none"> <li>▪ Do not locate sensitive receptors near the entry and exit points of a distribution center.</li> <li>▪ Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.</li> </ul>	<p>The individual project lead agency shall incorporate measures based on analysis of individual sites and project circumstances.</p>	<p>During individual environmental review</p>	<p>Once</p>	<p>The individual project lead agency</p>			

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	<ul style="list-style-type: none"> <li>▪ Maintain a 50 foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).</li> <li>▪ Install, operate, and maintain in good working order a central heating and ventilation system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the minimum efficiency reporting value 13. The heating and ventilation 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 high efficiency particulate absorption filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers 85% supply filters should be used.</li> <li>▪ Retain a qualified heating and ventilation consultant or high efficiency particulate absorption rate during the design phase of the project to locate the heating and ventilation system based on exposure modeling from the mobile and/or stationary pollutant sources.</li> <li>▪ Maintain positive pressure within the building.</li> <li>▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.</li> <li>▪ Achieve a performance standard of at least 4 air exchanges per hour of recirculation.</li> <li>▪ Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered</li> </ul>						

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infiltration if the building is not positively pressurized.							
<b>Biological Resources</b>							
<b>BIO-1: Special Status Species</b>							
Prior to final design approval of individual projects, the implementing agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project in an effort to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project, the implementing agency shall first, prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFG, USACE) to obtain regulatory permits and implement project specific mitigation prior to any construction activities.	Projects shall conduct a preliminary biological resource screening; if determined the project has potential to impact biological resources, alternative designs shall be considered or the appropriate implementing agency shall be contacted. Upon final approval and permitting of the BRCP projects located in the BRCP shall contact the administrator to verify if a permit is required.	Prior to construction	Once	The individual project lead agency			
<b>BIO-2(a) Aquatic Environment Documentation</b>							
Prior to approval of individual projects, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If	Perform a jurisdictional delineation.	During individual environmental review	Once	The individual project lead agency			

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<p>wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual and any applicable regional supplements to the Delineation Manual. The wetland delineation shall be submitted to the USACE for verification.</p>							
<b>BIO-2(b) Aquatic Environment Avoidance and Minimization</b>							
<p>If wetlands, riparian, or other sensitive aquatic environments are found within the project limits, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.</p> <p>Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20 feet from edge), riparian area (100 feet from edge), and other aquatic habitats (250 feet from edge of vernal pool), or as defined by the agency with regulatory authority over the resource(s). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:</p> <p>The Contractor’s attention is directed to the areas designated as “environmentally sensitive areas.” These areas are protected,</p>	<p>If applicable, project shall be redesigned to avoid impacting sensitive aquatic environments. The loss of riparian vegetation shall be minimized by trimming rather than removal where feasible and construction avoidance measures shall be applied.</p>	<p>During individual environmental review, prior to project construction, and following project construction.</p>	<p>Once</p>	<p>The individual project lead agency</p>			

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<p>and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by lead agency overseeing the transportation improvement project. The Contractor will take measures to ensure that Contractor’s forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.</p> <p>Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with maximum 10-foot spacing.</p> <p>Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a non-vegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.</p>							
<b>BIO-2(c): Compensation for Loss of Aquatic Environments</b>							
<p>If wetlands or riparian habitat are disturbed as part of an individual project, the implementing agency shall compensate for the disturbance to ensure no net loss of</p>	<p>If applicable, there shall be no net loss of habitat functions and values for wetlands and riparian habitat.</p>	<p>During individual environmental review</p>	<p>Once</p>	<p>The individual</p>			

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habitat functions and values. Compensation ratios shall be based on site -specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of 3 acres restored, created, and/or preserved for every 1 acre disturbed. Compensation may comprise onsite restoration/creation, off -site restoration, preservation, or mitigation credits (or a combination of these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.				project lead agency			
<b>BIO-3: Wildlife Corridors</b>							
Prior to design approval of individual projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-	If applicable, economically viable design measures shall be incorporated to allow wildlife movement.	During project construction and following project construction	Once	The individual project lead agency			

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specific mitigation prior to any construction activities.							
<b>BIO-4: Noxious Weed Survey</b>							
<p>Prior to approval of individual projects, the implementing agency shall retain a qualified biologist determine whether noxious weeds are an issue for the project. If the biologist determines that noxious weeds are an issue, the implementing agency shall review the noxious weed list from the County Agricultural Commission, California Department of Food and Agriculture, and the California Exotic Pest Plant Council to identify target weed species for a field survey. Noxious weed infestations shall be mapped and documented. The implementing agency shall incorporate the following measures into project plans and specifications:</p> <ul style="list-style-type: none"> <li>▪ Certified, weed-free, imported erosion-control materials (or rice straw in upland areas) will be used.</li> <li>▪ The project sponsor will coordinate with the county agricultural commissioner and land management agencies to ensure that the appropriate BMPs are implemented.</li> <li>▪ Construction supervisors and managers will be educated about noxious weed identification and the importance of controlling and preventing their spread.</li> <li>▪ Equipment will be cleaned at designated wash stations after leaving noxious weed infestation areas.</li> </ul>	Projects shall determine if noxious weeds are an issue, if noxious weeds are an issue noxious weed infestations shall be mapped out and the appropriate measures shall be implemented.	Prior to project approval	Once	The individual project lead agency			

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<b>Cultural Resources</b>							
<b>CR-1(a): Historical Resources Impact Minimization</b>							
<p>Prior to individual project permit issuance, the implementing agency of a 2024 RTP/SCS project involving demolition, earth disturbance, or construction of permanent above ground structures or roadways shall prepare a map defining the project site. This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a building or structure greater than 45 years in age is within the identified project site, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with State CEQA Guidelines section 15064.5(b). If historical resources are identified, study recommendations shall be implemented, which may include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Realign or redesign projects to avoid impacts on known historical resources where possible</li> <li>▪ If avoidance of a significant architectural/built environment</li> </ul>	<p>Prepare a map defining the primary and secondary disturbance areas associated with construction and operation of the facility. Conduct a survey and evaluation of the structure(s) if a building or structure greater than 45 years in age is within the identified impact area. Implement study recommendations for historical resources.</p>	<p>Prior to earthmoving activities, during individual environmental review</p>	<p>Once</p>	<p>The individual project lead agency</p>			

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<p>resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings</p> <ul style="list-style-type: none"> <li>▪ If compliance with the Secretary of the Interior’s Standards is not feasible and ahistorical resource will be demolished, the resource should be documented through a Historic American Building Survey (HABS)-like package. This shall include a narrative report of the report and digital photographs in a manner generally consistent with HABS guidelines. The package shall be physically produced using archival materials and offered to local historical repositories</li> </ul>							
<b>CR-2(a): Archeological Resources Impact Minimization</b>							
<p>Prior to individual project permit issuance, the implementing agency of a 2024 RTP/SCS project involving demolition, earth disturbance, or construction of permanent above ground structures or roadways shall retain a qualified archaeologist meeting the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation, Professional Qualifications Standards, to prepare a Phase I archaeological</p>	<p>Ensure preparation of a Phase I archaeological resources survey of the project site.</p>	<p>Prior to individual project permit issuance</p>	<p>Once</p>	<p>The individual project lead agency</p>			

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<p>resources survey of the project site. Implementing agencies shall follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.</p>							
<b>CR-2(b): Unanticipated Discoveries During Construction</b>							
<p>If evidence of any prehistoric or historic-era archaeological features or deposits are discovered during construction related earthmoving activities (e.g., faunal remains, ceramic fragments, trash scatters, lithic scatters), implementing agencies shall halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources,</p>	<p>Ensure all ground-disturbing activity proximate to the discovery is can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If it is determined that further information is needed then a testing plan shall be prepared and implemented.</p>	<p>During individual environmental review and during construction</p>	<p>Once during individual environmental review; monitor as needed during construction</p>	<p>The individual project lead agency</p>			

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<p>construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.</p>							

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<b>CR-3(a): Paleontological Resources Study</b>							
The project sponsor of a 2024 RTP/SCS project involving earth disturbance shall ensure that the following elements are included in the project’s individual environmental review:	Place applicable conditions of approval on project to ensure mitigation for potential impacts includes requirements.	During individual environmental review	Once	The individual project lead agency			
<ol style="list-style-type: none"> <li>1. Prior to construction, a map defining the project site shall be prepared on a project by-project basis for 2024 RTP/SCS improvements which involve ground disturbance. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known paleontological resources are located within the project site.</li> <li>2. A paleontological resources study of each project area, as defined in the project site, shall be completed by a Qualified Paleontologist, as defined by the Society of Vertebrate Paleontology’s (SVP) Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010), to determine whether known paleontological resources or paleontologically sensitive geologic formations, which may contain unknown paleontological resources, occur within the project area.</li> <li>3. If the results of the paleontological resources study determines that paleontological resources may be</li> </ol>							

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impacted by the project, additional mitigation measures may be recommended as explained below:.							
<b>CR-3(b): Paleontological Resources Monitoring</b>							
If the paleontological resources study determines that development of the proposed improvement requires paleontological monitoring, the project sponsor shall ensure that a paleontological monitor who meets the Society of Vertebrate Paleontology's definition of a Paleontological Resources Monitor is present to monitor all activities which may impact paleontological resources. The monitoring program shall be overseen by a Qualified Professional Paleontologist. The schedule and extent of the monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review	Ensure a paleontological monitor is present to monitor all activities which may impact paleontological resources	During project construction	As needed during project construction	The individual project lead agency			
<b>CR-3(c): Paleontological Resources Recovery</b>							
If paleontological resources are discovered during a project, whether a paleontological monitor is present or not, a Qualified Professional Paleontologist shall determine whether the resource is scientifically significant and provide further management directions, if necessary. If the paleontological resources are scientifically significant, they shall be salvaged, prepared (i.e., cleaned and/or stabilized) in a paleontological laboratory, and curated at an institution with a permanent paleontological collection. This requirement can be accomplished through	Ensure resources that are scientifically significant are salvaged, prepared in a paleontological laboratory, and curated at an institution with a permanent paleontological collection.	During project construction and during individual environmental review					

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placement of conditions on the project by the local jurisdiction during individual environmental review							
<b>TCR-1(a): Identified Tribal Cultural Resources and Minimization</b>							
Transportation project sponsor agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts:	In the event that archaeological resources of Native American origin are identified during project construction the qualified archaeologist performing the cultural resources study will consult with the project proponent to begin or continue Native American consultation procedures.	During project construction	Once archaeological resources of Native American Origin are identified	The individual project lead agency			
<ul style="list-style-type: none"> <li>▪ Avoidance and preservation of the resources in place, including, but not limited to: designing and building the project to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria.</li> <li>▪ Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:                             <ul style="list-style-type: none"> <li>▪ Protecting the cultural character and integrity of the resource</li> <li>▪ Protecting the traditional use of the resource</li> <li>▪ Protecting the confidentiality of the resource</li> </ul> </li> </ul>							

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<ul style="list-style-type: none"> <li>Establishment of permanent conservation easements or other culturally appropriate property management criteria for the purposes of preserving or utilizing the resources or places.</li> <li>Native American monitoring by the appropriate tribe during soil disturbance for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources.</li> </ul>							
<b>TCR-1(b): Unanticipated Tribal Cultural Resources Impact Minimization</b>							
<p>If unanticipated potential tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find. If, in consultation with the implementing agency, the archaeologist and/or tribal representative determines the discovery to be a tribal cultural resource and thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with tribal representatives. If the resource cannot be avoided, a mitigation plan shall be developed to address tribal concerns.</p>	<p>In the event that archaeological resources of Native American origin are identified during project construction the qualified archaeologist performing the cultural resources study will consult with the project proponent to begin or continue Native American consultation procedures.</p>	<p>During project construction</p>	<p>Once archaeological resources of Native American Origin are identified</p>	<p>The individual project lead agency</p>			
<b>Climate Change and Greenhouse Gas Emissions</b>							
<b>GHG-1: Construction Emissions Measures</b>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>BCAG shall and sponsor agencies can and should ensure that diesel particulate exhaust from construction equipment apply the following applicable GHG-reducing measures recommended by the Butte County Air Quality Management District (BCAQMD):</p> <ul style="list-style-type: none"> <li>▪ Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel;</li> <li>▪ Use diesel construction equipment meeting CARB’s Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State On-Road Regulation;</li> <li>▪ Use on-road heavy-duty trucks that meet CARB’s 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;</li> <li>▪ Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures may be eligible by proving alternative compliance;</li> <li>▪ Electrify equipment when feasible;</li> <li>▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and</li> </ul> <p>Use alternatively fueled construction equipment on site where feasible, such as compressed natural gas, liquefied natural gas, propane, or biodiesel.</p>	<p>Construction shall incorporate standard GHG control measures recommended by BCAQMD; The individual project lead agency shall ensure implementation.</p>	<p>Prior to issuance of grading permits; periodically during construction</p>	<p>Once during plan review; periodically during construction</p>	<p>The individual project lead agency and on-site construction manager</p>			
<b>Geology and Soils</b>							
<b>GEO-1(a)</b>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
For a 2024 RTP/SCS project involving a bridge, the lead agency 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 to exceed the code for high ground shaking zones. This can be accomplished through the placement of conditions on the project by the lead agency during individual environmental review.	Ensure bridges are designed and constructed to the latest geotechnical standards.	During the design review and individual environmental review process	Once	The individual project lead agency			
<b>GEO-1(b)</b>							
For a 2024 RTP/SCS project that involves cut slopes over 15 feet in height, the lead agency shall ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls, and soldier piles.	Ensure slope stabilization studies are conducted.	During the design review process	Once	The individual project lead agency			
<b>Hydrology and Water Quality</b>							
<b>W-1(a)</b>							
The sponsor agency of a 2024 RTP/SCS 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.	Ensure fertilizer and pesticide application plans for individual projects with landscaping in the right-of-way.	During individual environmental review	Once	The individual project lead agency			
<b>W-1(b)</b>							
The sponsor agency of a 2024 RTP/SCS 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.	Ensure that individual projects direct runoff into subsurface percolation basins and traps.	During the design review process	Once	The individual project lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<b>W-1(c)</b>							
For a 2024 RTP/SCS project that would disturb at least one 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.	Ensure a SWPPP is developed for individual projects over one acre.	Prior to project construction	Once	The individual project lead agency			
<b>W-2(a)</b>							
If a 2024 RTP/SCS project is located in an area with high flooding potential due a storm event or dam inundation, the individual project lead agency 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.	Ensure structures located in an area with high flood potential or dam inundation are elevated.	During the design review process	Once	The individual project lead agency			
<b>W-2(b)</b>							
For 2024 RTP/SCS projects within a dam failure inundation hazard zone, the project's lead agency shall ensure that a comprehensive flood risk communication strategy is developed, which would include an evacuation plan and/or an Emergency Action Plan and promote dam failure risk awareness and safety.	Ensure a comprehensive flood risk communication strategy is developed for individual projects within a dam failure zone.	During the design review process	Once	The individual project lead agency			
<b>Land Use and Planning</b>							
<b>LU-1(a)</b>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
The individual project lead agency of 2024 RTP/SCS projects with the potential to displace residences or businesses should assure that project-specific environmental reviews consider alternative alignments and developments that avoid or minimize impacts to nearby residences and businesses.	Consider alternative project alignments that minimize impacts to nearby residences and businesses.	During individual environmental review	Once	The individual project lead agency			
<b>LU-1(b)</b>							
Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the individual project lead agency should ensure that all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate. In addition, the lead agency shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.	Ensure all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate when individual projects result in displacement.  Ensure adequate time is provided to allow affected businesses to find and relocate to other sites.	During individual environmental review	Once	The individual project lead agency			
<b>LU-1(c)</b>							
For all 2024 RTP/SCS projects that could result in temporary lane closures or access blockage during construction, a temporary access plan should be implemented by the lead agency 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.	Ensure implementation of temporary access plan if individual projects result in lane closures during construction.	During project construction	Periodically during construction	The individual project lead agency			
<b>Noise</b>							
<b>N-1: Construction Noise Reduction</b>							
BCAG shall and transportation project sponsor agencies can and should implement the following mitigation measures for transportation projects. Butte County and	Ensure implementation of measures originally required by 2020 RTP/SCS EIRs including equipment staging areas, pile drilling techniques, noise control	During individual environmental review	Once	The individual project lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>cities in the County should implement these measures originally required by the 2020 RTP/SCS EIR where relevant to land use projects implementing the 2024 RTP/SCS.</p> <p>a) <b>Equipment Staging Areas.</b> Sponsor agencies of 2024 RTP/SCS 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>b) <b>Electrically-Powered Tools and Facilities.</b> If a particular project within 800 feet of sensitive receptors requires pile driving, the sponsor agency 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>c) <b>Smart Back-up Alarms.</b> Sponsor agencies 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>d) <b>Additional Noise Attenuation Techniques.</b> Sponsor agencies shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project</p>	<p>techniques, hydraulically or electrically powered impact equipment, and locating stationary noise sources as far from sensitive receptors as possible.</p>						

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>construction be hydraulically or electrical 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>e) <b>Stationary Noise Sources.</b> 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>							
<b>N-2: Transportation Noise Reduction</b>							
<p>BCAG AG shall and transportation project sponsor agencies can and should implement the following mitigation measures for transportation projects. Butte County and cities in the County should implement these measures originally required by the 2020 RTP/SCS EIR where relevant to land use projects implementing the 2024 RTP/SCS.</p> <p>a) Sponsor agencies of RTP/SCS projects shall complete detailed noise assessments using applicable guidelines (e.g., Federal Transit Administration Transit Noise and Vibration Impact Assessment for rail and bus projects and the California Department of Transportation Traffic Noise Analysis Protocol for roadway</p>	Implement 2020 RTP/SCS EIR mitigation measures for transportation project.	During individual environmental review	Once	The individual project lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>projects). 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 applicable State and local standards. This shall be accomplished during the project's individual environmental review as necessary.</p> <p>Where new or expanded roadways, transit, or rail are found to expose receptors to noise exceeding normally acceptable levels, the individual project lead agency 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 open grade paving, solid fences, walls, and landscaped berms.</p>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>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 lead agency.</p>							
<p><b>Transportation</b></p>							
<p><b>T-1: Identified Transportation Impact Minimization</b></p>							
<p>The state recognized that additional state policy actions and funding would be required to close the VMT gap between what the MPOs could achieve through implementation of their SCSs, and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT.</p> <p>Consequently, BCAG shall work collaboratively with Butte County and the cities of Biggs, Chico, Gridley, Oroville, and Town of Paradise to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies (i.e., Butte County and the cities of Biggs, Chico, Gridley, Oroville, and Paradise) shall implement the following strategies to reduce VMT.</p> <p><b>Local Level</b></p> <p>Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs,</p>	<p>Implement project specific local or regional strategies to reduce VMT for individual projects.</p>	<p>During project design review process</p>	<p>Once</p>	<p>The individual project lead agency</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, CAPCOA, August 2010 were identified as strategies most suited to Butte County and the cities of Biggs, Chico, Gridley, Oroville, and Town of Paradise, given the rural and suburban land use context:</p> <ol style="list-style-type: none"> <li>1. <b>Increase diversity of land uses</b> – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.</li> <li>2. <b>Provide pedestrian network improvements</b> – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in Butte County tend to be small, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district targeted to various areas in the county designated for improvements through local or regional plans. Implementation of this strategy may require regional or local agency coordination and may not be applicable</li> </ol>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
	for all individual land use development projects.						
3.	<p><b>Provide traffic calming measures and low-stress bicycle network improvements</b></p> <p>– This strategy combines the CAPCOA research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.</p>						
4.	<p><b>Implement car-sharing program</b> – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.</p>						
5.	<p><b>Increase transit service frequency and speed</b> – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in Butte County, this strategy may be limited to traditional commuter transit where trips can be</p>						

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<p>pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private Transportation Network Companies (TNCs, such as Uber, Lyft, and Via) or taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.</p> <p>6. <b>Implement subsidized or discounted transit program</b> – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by incentivizing individuals to use transit for their daily commute. This strategy depends on the ultimate building tenants – whether residential landlords or businesses – and may require monitoring. This strategy also relies on B-Line continuing to provide similar or better service throughout the county, in terms of frequency and speed.</p> <p>7. <b>Encourage telecommuting and alternative work schedules</b> – This strategy relies on effective internet access and</p>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<p>speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and the nature of work done by tenants' employees (can the work be done remotely in the first place?); two factors that should be considered for potential VMT reduction. Effectiveness may also be limited in more rural areas of the county with limited broadband internet access.</p> <p>8. <b>Provide ride-sharing programs</b> – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants, which depends on the ultimate building tenants; this should be a factor in considering the potential VMT reduction.</p> <p><b>Regional</b>                      Implementing agencies shall require project modifications during the project design and environmental review stage of project development that would reduce VMT effects. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing.</p>							
<b>Utilities and Service Systems</b>							
<b>UTL-1(a)</b>							
<p>The individual lead agency of a 2024 RTP/SCS project shall ensure that, where economically feasible, reclaimed water is used for dust suppression during construction activities. This measure shall be noted on construction</p>	<p>Ensure reclaimed water is used for dust suppression during construction.</p>	<p>During project construction</p>	<p>Periodically during project construction</p>	<p>The individual project lead agency</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
plans and shall be spot checked by the lead agency.							
<b>UTL-1(b)</b>							
The individual lead agency of a 2024 RTP/SCS 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.	Ensure low water use landscaping for individual projects.	During project design review	Once	The individual project lead agency			
<b>UTL-1(c)</b>							
The individual lead agency of a 2024 RTP/SCS project shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed water.	Ensure individual project landscaping uses reclaimed water.	During individual environmental review	Once	The individual project lead agency			
<b>UTL-1(d)</b>							
The individual lead agency of a 2024 RTP/SCS project shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.	Ensure porous pavement materials are utilized for individual projects.	During project design review	Once	The individual project lead agency			
<b>UTL-1(e)</b>							
The individual lead agency of a 2024 RTP/SCS 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.	Ensure adequate potable water supply and infrastructure for individual projects.	During individual environmental review	Once	The individual project lead agency			
<b>Wildfire</b>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<b>WF-1: Wildfire Risk Reduction</b>							
<p>If an individual transportation or land use project included in the 2024 RTP/SCS is located within or less than 2 miles from an SRA or very high fire hazard severity zones, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of site-specific and project-specific actions may include some of, but are not limited to, the following measures, which are in accordance with the California Attorney General Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act:</p> <ul style="list-style-type: none"> <li>▪ Increasing housing density and consolidated design, relying on higher density infill developments as much as possible</li> <li>▪ Avoidance and minimization of low-density exurban development patterns or leapfrog-type developments (i.e., those with undeveloped wildland between developed areas)</li> <li>▪ Decreasing the extent and amount of “edge,” or interface area, where development is adjacent to undeveloped wildlands</li> <li>▪ Creation of buffer zones and defensible space within and adjacent to the development, with particular attention to ensuring that vegetation will not touch structures or overhang roofs. It is also important that legal obligations are structured so that defensible space measures are retained over time</li> </ul>	<p>Ensure appropriate measures are included into project design to reduce wildfire risk.</p>	<p>During project design review</p>	<p>Once</p>	<p>The individual project lead agency</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
<ul style="list-style-type: none"> <li>▪ Siting projects to maximize the role of low-flammability landscape features that may buffer the development from fire spread</li> <li>▪ Undergrounding power lines</li> <li>▪ Limiting development along steep slopes and amidst rugged terrain, so as to decrease exposure to rapid fire spread and increase accessibility for fire-fighting</li> <li>▪ Placement of development close to existing or planned ingress/egress and designated evacuation routes to efficiently evacuate the project population and the existing community population, consistent with evacuation plans, while simultaneously allowing emergency access</li> <li>▪ Placement of projects close to adequate emergency services</li> <li>▪ Construction of additional points of ingress and egress and modification of evacuation routes to minimize or avoid increasing evacuation times or emergency access response times</li> <li>▪ Fire hardening structures and homes—upgrading the building materials and installation techniques to increase the structure’s resistance to heat, flames, and embers—beyond what is required in applicable building codes, both for new structures and existing structures in proximity to the new development</li> <li>▪ Requiring fire-hardened communication to the project site including high-speed internet service</li> </ul>							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<ul style="list-style-type: none"> <li>▪ Enhanced communication to the project population about emergency evacuation plans and evacuation zones</li> <li>▪ Parking limitations to ensure access roads are not clogged with parked vehicles</li> <li>▪ On-site water supply/storage to augment ordinary supplies that may be lost during a wildfire</li> </ul>							