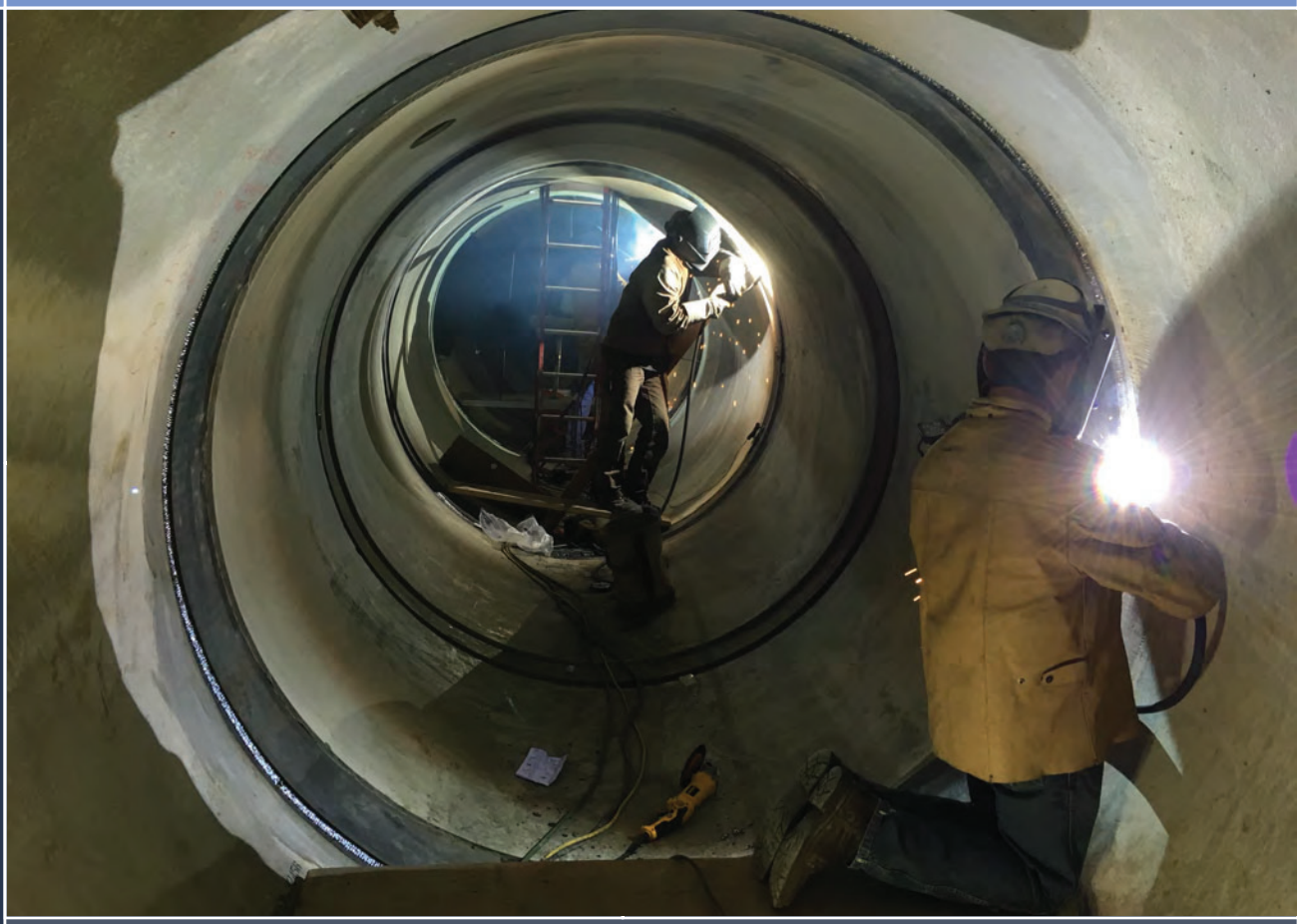
ADDENDUM #5
to the
Programmatic Environmental Impact Report for the
Prestressed Concrete Cylinder Pipe Rehabilitation Program
Second Lower Feeder Reach 3



January 2022

The Metropolitan Water District of
Southern California
700 North Alameda Street
Los Angeles, California 90012

Metropolitan Report No. 1527-5

PRESTRESSED CONCRETE CYLINDER PIPE REHABILITATION PROGRAM FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT

VOLUME 2: FINDINGS OF FACT, MITIGATION MONITORING AND REPORTING PROGRAM, AND STATEMENT OF OVERRIDING CONSIDERATIONS

PREPARED FOR:

Metropolitan Water District of Southern California
700 N. Alameda Street
Los Angeles, California 90012
Contact: Arleen Arita
Manager, Program Management Unit, Engineering Services Section
(213) 217-6460

PREPARED BY:

ICF International
1 Ada, Suite 100
Irvine, CA 92618
Contact: Donna McCormick
(714) 949-6611

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ICF International. 2016. Prestressed Concrete Cylinder Pipe Rehabilitation Program Final Programmatic Environmental Impact Report. December. (ICF 52.14.) Irvine, CA. Prepared for Metropolitan Water District of Southern California, Los Angeles, California.

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1.1 Findings on Significant Impacts of the Proposed Program

The California Environmental Quality Act (CEQA) requires the lead agency, the Metropolitan Water District of Southern California (Metropolitan), to make written findings when deciding to approve a project for which an environmental impact report (EIR) was certified (California Public Resources Code, Section 21081). Specifically, Section 15091 of the State CEQA Guidelines states that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record (14 CCR 15091).

Section 15092 of the State CEQA Guidelines further stipulates that:

(b) A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless either:

(1) The project as approved will not have a significant effect on the environment, or

(2) The agency has:

(A) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091, and

(B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093 (14 CCR 15092).

A Programmatic Environmental Impact Report (PEIR) was prepared for the Prestressed Concrete Cylinder Pipe Rehabilitation Program (proposed program). The PEIR identifies certain significant impacts that may occur as a result of the implementation of the proposed program, either alone or on a cumulative basis in conjunction with other past, present, and reasonably foreseeable projects.

Metropolitan is the lead agency with respect to the proposed program pursuant to State CEQA Guidelines Section 15367. As the lead agency, Metropolitan is required by CEQA to make findings with respect to each significant effect of the proposed program. The following sections make detailed findings with respect to the potential effects of the proposed program and refer, where appropriate, to the mitigation measures set forth in the Final PEIR.

The Final PEIR and the administrative record concerning the proposed program provide additional facts in support of the findings herein. Changes to the Draft PEIR are shown in strikeout/underline of this Final PEIR. Furthermore, the mitigation measures set forth in the Final PEIR and the Mitigation Monitoring and Reporting Program (MMRP) are incorporated by reference in these findings. The MMRP was developed in compliance with California Public Resources Code Section 21081.6.

1.1.1 Impacts Related to Aesthetics

1.1.1.1 Potentially Significant Impacts Related to Aesthetics

As discussed in Section 4.1 (Aesthetics), during the construction period, nighttime lighting may be required in construction work areas and staging areas for safety and security purposes. During construction and at staging areas, lighting may spill over into adjacent light-sensitive areas, especially residential land uses. Though temporary, this spillover light may result in significant impacts. With the implementation of Mitigation Measure MM AES-1, impacts related to nighttime lighting would be less than significant.

Impacts related to scenic vistas, scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway), and visual character/quality would be less than significant.

1.1.1.2 Mitigation

MM AES-1

In order to prevent impacts related to spillover lighting into light-sensitive land uses, all safety and security lighting at construction work areas and staging areas will be directed downward and shielded to avoid light spilling over into residential areas.

1.1.1.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measure is listed above as MM AES-1. Metropolitan finds that the above mitigation measure is feasible, is adopted, and will reduce the potential aesthetic impacts of the proposed program to less-than-significant levels. Accordingly, Metropolitan finds that, pursuant to California Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the proposed program that will mitigate or avoid any potentially significant impacts related to aesthetics.

1.1.1.4 Facts in Support of Findings Related to Aesthetics

Implementation of Mitigation Measure MM AES-1 would reduce potentially significant program impacts related to aesthetics to a less-than-significant level. There would be no significant, unavoidable impacts related to aesthetics after implementation of this mitigation measure.

1.1.2 Impacts Related to Agriculture and Forestry Resources

As discussed in Section 4.2 (Agriculture and Forestry Resources), the proposed program would not permanently convert any farmland to non-agricultural use. The proposed program would rehabilitate existing pipelines, usually located in existing roadway rights-of-way. Even where the pipelines cross agricultural lands, they are existing underground facilities. During construction, agricultural lands may be temporarily used for access to the pipeline or for staging construction equipment. However, all land would be restored to its pre-construction condition once rehabilitation is completed. Therefore, the proposed program would not permanently convert Important Farmland to non-agricultural use and impacts would be less than significant.

Impacts related to the potential for the proposed program to conflict with existing zoning for agricultural use, areas under a Williamson Act contract, forest land, or timberland, or the potential for the proposed program to result in the loss or conversion of forest land were determined to result in less-than-significant impacts in the Initial Study and are not discussed in the PEIR.

1.1.3 Impacts Related to Air Quality

1.1.3.1 Potentially Significant Impacts Related to Air Quality

As discussed in Section 4.3 (Air Quality), air pollutants would be emitted as a result of rehabilitation activities stemming from the use of construction equipment (primarily diesel-powered), haul and materials vehicle trips, and fugitive dust. Pollutants would exceed the daily regional mass emissions thresholds as well as the localized significance thresholds identified by the South Coast Air Quality Management District (SCAQMD) and would be significant. Following the implementation of Mitigation Measure MM AIR-1, the regional mass emissions would still exceed the SCAQMD regional mass emissions thresholds, but would no longer exceed the localized significance thresholds. Thus, the program would violate an air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase in any criteria pollutant for which the region is in non-attainment, and expose sensitive receptors to substantial pollutant concentrations, and impacts would be significant and unavoidable.

The proposed program would not conflict with, or obstruct, implementation of the applicable air quality plan, or create objectionable odors that would affect a substantial number of people; impacts related to these factors would be less than significant.

1.1.3.2 Mitigation

MM AIR-1

All off-road diesel-powered construction equipment greater than 50 horsepower will meet Tier 4 emission standards. All construction equipment will be outfitted with ARB best available control technology devices. Any emissions-control device used by the contractor will achieve

emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations. A copy of each unit's certified tier specification, best available control technology documentation, and ARB or SCAQMD operating permit will be provided to Metropolitan's Construction Inspector at the time of mobilization of each applicable unit of equipment.

1.1.3.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measure is listed above as MM AIR-1. Metropolitan finds that the above mitigation measure is feasible, is adopted, and will substantially reduce the potential air quality impacts. Nonetheless, the impacts would not be reduced to a less-than-significant level. Specific economic, legal, social, technological, or other considerations make mitigation measures or alternatives that would reduce air quality impacts to a less-than-significant level infeasible.

1.1.3.4 Facts in Support of Findings Related to Air Quality

Implementation of Mitigation Measure MM AIR-1 would reduce potentially significant program impacts related to air quality, but not to a less-than-significant level. There would be significant and unavoidable impacts related to air quality after implementation of this mitigation measure.

1.1.4 Impacts Related to Biological Resources

1.1.4.1 Potentially Significant Impacts Related to Biological Resources

As discussed in Section 4.4 (Biological Resources), rehabilitation activities have the potential to result in impacts on protected species. Migratory birds, including most birds that nest in the study area, are protected by the federal Migratory Bird Treaty Act, which forbids most forms of harm to birds, including to their active nests. In addition, California Fish and Game Code Section 3503 makes it unlawful to destroy nests or eggs of any bird. Where vegetation, and especially trees, is removed as part of construction, there is the potential for violations under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code, which would be a significant impact, but the level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-2 may reduce this impact, but potentially not to a less-than-significant level.

Various rehabilitation activities could affect riparian habitats and other sensitive natural communities. Vegetation clearing, excavation, materials storage, traffic, and other activities could remove habitat, result in impacts on runoff and/or water quality, potentially affecting habitat; air quality impacts (dust, exhaust) could affect adjacent habitat; and construction-related traffic could introduce hazardous materials into habitats. These effects could result in significant impacts on riparian habitats or sensitive natural communities, but the level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measures MM BIO-3 and MM BIO-4 may reduce these impacts, but potentially not to less-than-significant levels.

Various rehabilitation activities could affect wetlands if present near work areas. Any of these effects could result in significant impacts on wetlands, but the level of impact would need to be

determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-5 may reduce these impacts, but potentially not to less-than-significant levels.

Various rehabilitation activities could also affect wildlife movement and dispersal in the vicinity of construction. Any of these effects could result in significant impacts on wildlife movement, but the level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-6 may reduce these impacts, but potentially not to less-than-significant levels.

Certain construction and maintenance activities are allowed under the Shell E&P and Metropolitan Habitat Conservation Plan (HCP) and Central and Coastal Natural Communities Conservation Plan (NCCP)/HCP, and would be allowed under the proposed North Fontana Multiple Species Habitat Conservation Plan (covered activities). However, the types of construction for the proposed program that would occur within the covered lands are not known at this time. Therefore, construction could potentially be inconsistent with the requirements of these plans, which would be a significant impact. Without knowing the location or type of rehabilitation activities in the covered lands, the level of impact and mitigation measures to address these impacts cannot be determined at this time. Also, it cannot be determined if impacts could be reduced to less-than-significant levels with mitigation. Therefore, impacts related to conflicts with the adopted Shell E&P and Metropolitan HCP and Central and Coastal NCCP/HCP and the proposed North Fontana Multiple Species Habitat Conservation Plan may be potentially significant and unavoidable. Additional project-specific analysis will be required for rehabilitation activities within the covered lands for these plans.

Many of the cities and counties along the pipelines in the proposed program have tree preservation policies or ordinances requiring permits for removal of trees or replacement of trees, or other protection for vegetation within their jurisdictions. Rehabilitation activities would require removal of some trees and other vegetation throughout the pipelines, including street trees and other landscaping. Although the program would require contractors to restore construction areas to pre-construction conditions after rehabilitation activities are completed, in some cases this restoration may not be consistent with local tree preservation policies or ordinances, which would be a significant impact. Implementation of Mitigation Measure MM BIO-7 would reduce these impacts to less-than-significant levels.

1.1.4.2 Mitigation

MM BIO-1 Take of Special-Status Species.

For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) and that contain special-status species, a qualified biologist will visit the site. If the biologist determines that special-status species may occur, preconstruction surveys for special-status plants and/or wildlife will be completed prior to any construction and consultation with the appropriate resource agency will occur (U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife), if necessary, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation.

MM BIO-2 Impacts on Nesting Birds.

For any projects within the program that require vegetation removal during the nesting season for sensitive species protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3513, including street trees and other landscaping, a qualified biologist will inspect the vegetation to be removed no more than 10 days prior to tree/vegetation removal to determine whether nesting birds are present. If a nest is found, the biologist will determine the site-specific measures necessary to avoid disturbing the nest until nesting activity has ceased. Nothing in this mitigation measure precludes the use of deterrent measures to prevent bird nesting.

MM BIO-3 Adverse Impacts on Riparian Habitat.

For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (except for landscaped developed areas) which contain riparian vegetation, a qualified biologist will visit the site to conduct pre-construction surveys. If the biologist determines that riparian vegetation is present, then habitat areas will be mapped and flagged for avoidance, or other measures will be taken, including applying for appropriate regulatory permits, as required.

MM BIO-4 Adverse Impacts on Sensitive Natural Communities.

Removal of or adverse impacts on sensitive natural communities will be minimized for rehabilitation projects in the program, except in accordance with adopted HCPs/NCCPs to which Metropolitan is a party for covered areas and covered activities. For such covered activities, Metropolitan will coordinate with the appropriate resource agencies, and Metropolitan's contractors will adhere to all requirements in the applicable plan. For any activities not covered by an adopted HCP/NCCP, the following shall apply:

For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (except for landscaped developed areas) and that contain sensitive natural communities, a qualified biologist will conduct pre-construction surveys for sensitive natural communities prior to any construction. These surveys will be conducted by a qualified biologist within 100 feet of ground-disturbing activities. If sensitive natural communities are located during the surveys, then habitat areas will be mapped and flagged for avoidance, or other measures will be taken including applying for appropriate regulatory permits, as required.

MM BIO-5 Adverse Impacts on Wetlands.

For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (including large landscaped areas, parks, and golf courses), which contain wetlands, a qualified biologist will visit the site to conduct pre-construction surveys. If the biologist determines that wetlands may be present, preconstruction wetlands jurisdictional delineations will be required prior to any construction. These delineations will be conducted by a qualified biologist within 100 feet of ground-disturbing activities. Any jurisdictional wetlands located during the

delineations will be mapped and flagged for avoidance or other measures may be taken, including applying for appropriate regulatory permits, as required.

MM BIO-6 Impacts on Wildlife Movement.

For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas), a qualified biologist will visit the site to determine if any identifiable wildlife movement corridors are present at the site. If the biologist determines that such corridors are present, then wildlife movement corridors will be mapped, flagged, and avoided, or other measures will be taken to protect wildlife movement, as appropriate.

MM BIO-7 Conflicts with Local Policies Related to Biological Resources.

For any projects within the program that require vegetation removal, Metropolitan will determine if there are any applicable local policies related to biological resources and, if so, coordinate with the affected jurisdiction as necessary to determine appropriate requirements for vegetation removal and replacement. The contractor will be required to comply with any applicable requirements. Nothing in this mitigation will require the contractor to make improvements beyond the existing condition prior to construction.

1.1.4.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measures are listed above as MM BIO-1 through MM BIO-7. Metropolitan finds that the above mitigation measures are feasible, are adopted, and will substantially reduce the potential biological resource impacts. Nonetheless, the impacts would not be reduced to a less-than-significant level. Specific economic, legal, social, technological, or other considerations make mitigation measures or alternatives that would reduce biological resource impacts to a less-than-significant level infeasible.

1.1.4.4 Facts in Support of Findings Related to Biological Resources

Implementation of Mitigation Measures MM BIO-1 through MM BIO-7 would reduce potentially significant program impacts related to biological resources, but not to a less-than-significant level. There would be significant and unavoidable impacts related to biological resources after implementation of these mitigation measure.

1.1.5 Impacts Related to Cultural Resources

1.1.5.1 Potentially Significant Impacts Related to Cultural Resources

As discussed in Section 4.5 (Cultural Resources), during rehabilitation, there is the potential for construction to result in adverse impacts on built environment resources. Specifically, ground-borne vibration from excavation and concrete cutting could potentially adversely affect nearby resources, which would be a significant impact. Implementation of Mitigation Measure MM CUL-1 would reduce this impact to a less-than-significant level.

If construction were to occur in proximity to any of the previously recorded archaeological resources, there is a potential to damage the sites and undiscovered buried components of the sites. The sediments in proximity to the pipelines have been previously disturbed by installation of the pipelines, and therefore the potential for intact archaeological resources is low, but not precluded; consequently, potential significant impacts on archaeological resources could occur. Mitigation Measure MM CUL-2 would mitigate impacts on these known resources to less-than-significant levels.

Pipelines routes that do not cross known archaeological sites and have been disturbed by previous construction have a low potential to encounter unknown buried archaeological resources, although resources could still be found intact in trench walls and other excavation areas; therefore, potential significant impacts on archaeological resources could occur. Due to this low potential, archaeological monitoring is not required. Mitigation Measures MM CUL-3 and MM CUL-4 would mitigate impacts on unknown resources to less-than-significant levels.

Areas selected for staging areas or for other activities beyond the alignments of the existing pipeline routes have not been identified and may contain archaeological resources. Staging or other rehabilitation activities could result in significant impacts on these resources. Implementation of Mitigation Measure MM CUL-5 would mitigate impacts on archaeological resources to less-than-significant levels.

The proposed program has the potential to affect paleontological resources within the pipeline alignments or in staging areas during rehabilitation activities. Paleontological resources could be inadvertently unearthed during ground-disturbing activities. Implementation of Mitigation Measure MM CUL-6 would reduce impacts on paleontological resources to less-than-significant levels.

The proposed program has the potential to disturb human remains within the pipeline alignments or in staging areas during excavations or grading. Human remains could be inadvertently unearthed during ground-disturbing activities. This could result in damage to or destruction of these human remains, including those interred outside of formal cemeteries, which would be a significant impact under CEQA. However, California State Law in Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code requires specific procedures for identification and treatment of human remains, both Native American and non-Native American. Therefore, impacts on human remains from the proposed program would be less than significant.

1.1.5.2 Mitigation

MM CUL-1 Historic Resources Protection Program.

To avoid impacts on built environment (historic) resources, prior to any rehabilitation involving excavation or concrete cutting, a qualified cultural resource specialist will determine whether there are any identified or eligible historical resources present and whether proposed construction activities could adversely affect these resources. If any resources could be adversely affected by construction, measures will be taken to prevent adverse impacts on the resource, as determined by the qualified cultural resource specialist.

MM CUL-2 Avoidance or Monitoring of Archaeological Sites.

To avoid impacts on archaeological sites, prior to construction of any program element, such as pipeline alignments, construction staging areas, laydown areas, or relocation of pipelines in new

alignments, a new record search will be conducted to determine if additional sites or resources have been recorded on or adjacent to the proposed construction section. Reports will be examined to determine the condition of each site when recorded, if the site has been evaluated, and if destruction of the site is documented. Following this review, recorded archaeological sites that are within the pipeline route will be surveyed and their present conditions assessed (see MM CUL-4). Archaeological monitoring will be required during construction-related ground-disturbing activities if within the recorded area of a significant or potentially significant site and for a 50-foot buffer beyond the site boundary. A Native American monitor may be present if the site is prehistoric. If archaeological materials are discovered during monitoring, procedures outlined in MM CUL-4 will be implemented.

If it can be demonstrated that the site has been destroyed by previous construction or other actions and there is no potential for other buried parts of the site within the construction area, or if the site has been evaluated and determined not eligible for the California Register of Historical Resources (CRHR), then monitoring will not be required.

MM CUL-3 Preconstruction Meeting for Identifying Cultural Resources.

To avoid impacts on previously unidentified cultural resources, all construction personnel will attend a preconstruction meeting that includes a discussion of cultural resources. The meeting will inform construction personnel on how to identify potential cultural resources during ground-disturbing activities and what to do if such potential resources are encountered.

MM CUL-4 Previously Unidentified Resources Encountered during Ground-disturbing Activities.

In the event that any potentially significant cultural resources are unexpectedly encountered during construction, work will be immediately halted and the discovery shall be protected in place. The contractor will halt construction within 50 feet of the exposed resource until a qualified cultural resources specialist evaluates the discovery.

If the qualified cultural resources specialist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. This additional work may include avoidance, testing, and evaluation or data recovery excavation. Work shall be prohibited in the restricted area until Metropolitan provides written authorization.

MM CUL-5 Archaeological Survey of Non-Pipeline Areas.

Prior to rehabilitation activities of any program element, each area will be subject to pedestrian survey for archaeological resources by a professional archaeologist retained by Metropolitan if ground-disturbing activities are slated to occur. If archaeological sites are recorded or found in these affected areas, the sites will be avoided to the greatest extent feasible. If a site cannot be avoided, site testing and evaluation by a professional archaeologist will be required. This may require test excavations, artifact analysis, evaluation for the CRHR and review by the State Historic Preservation Officer, and possibly data recovery excavation and reporting.

MM CUL-6 Develop a Program to Mitigate Impacts on Paleontological Resources for Each Contract Package

In order to avoid impacts on paleontological resources, the following mitigation program will be implemented for each contract package. This mitigation program will be conducted by a qualified professional paleontologist and will be consistent with the provisions of CEQA. This program will include the following:

1. Assessment of site-specific excavation areas to determine those that may be designated as highly sensitive for unique paleontological resources to be monitored during ground disturbance.
2. In these designated areas, if any, paleontological resources monitors qualified to Society of Vertebrate Paleontology standards will be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitoring may be reduced or eliminated if some of the potentially fossiliferous units are determined upon exposure and examination by qualified paleontological resources personnel to have low potential to contain fossil resources. Also in these designated areas, all unique paleontological resources, if any, will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates.
3. Unique paleontological resources, if any, will be identified and curated into an established, accredited museum repository will be required.
4. Preparation of a report of findings including a summary of field work and laboratory methods, an overview of the program work area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, a copy of the report will also be submitted to the designated museum repository.

1.1.5.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measures are listed above as MM CUL-1 through MM CUL-6. Metropolitan finds that the above mitigation measures are feasible, are adopted, and will reduce the potential cultural resources impacts of the proposed program to less-than-significant levels. Accordingly, Metropolitan finds that, pursuant to California Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the proposed program that will mitigate or avoid any potentially significant impacts related to cultural resources.

1.1.5.4 Facts in Support of Findings Related to Cultural Resources

Implementation of Mitigation Measures MM CUL-1 through MM CUL-6 would reduce potentially significant program impacts related to cultural resources to a less-than-significant level. There would be no significant, unavoidable impacts related to cultural resources after implementation of these mitigation measures.

1.1.6 Impacts Related to Geology and Soils

As discussed in Section 4.6 (Geology and Soils), all of the feeders with the exception of the Calabasas Feeder would cross at least one Alquist-Priolo Earthquake Fault Zone. Fault rupture and seismic ground shaking, if it is to occur, could affect the integrity of a pipeline and damage could occur. Although there are designated Alquist-Priolo Earthquake Fault Zones within the study area for the proposed program, the proposed program would not include construction of structures intended for human occupancy. In addition, the hazard of fault rupture at a feeder/fault crossing would exist during program operation. However, similar to construction activities, this hazard is considered to pose an acceptable level of risk for operation of a water conveyance system and would not draw a significant amount of people to the area. Risks related to seismic ground failure, including liquefaction, landslides, soil erosion or topsoil loss, lateral spreading, subsidence, liquefaction, collapse, or expansive soil, would also be considered to pose an acceptable level of risk for operation of a water conveyance system. Therefore, implementation of the proposed program would not create a substantial risk to life or property involving rupture of a known earthquake fault, and impacts would be less than significant.

1.1.7 Impacts Related to Greenhouse Gas Emissions

1.1.7.1 Potentially Significant Impacts Related to Greenhouse Gas Emissions

As discussed in Section 4.7 (Greenhouse Gas Emissions), program-related rehabilitation activities would result in greenhouse gas (GHG) emissions from fuel combustion associated with on- and off-road construction equipment and vehicles. Emissions associated with construction would result in amortized annual emissions of just over 4,700 metric tons, which exceeds the SCAQMD threshold of 3,000 metric tons. As such, impacts would be significant. With the implementation of Mitigation Measure MM AIR-1, impacts would be reduced, but would remain significant.

Although the proposed program would generate GHG emissions, net increases in GHG emissions would occur only during the construction period and would not conflict with statewide GHG reduction goals. Impacts related to the potential for the proposed program to conflict with GHG reduction plans, policies, and regulations would be less than significant.

1.1.7.2 Mitigation

See MM AIR-1 above.

1.1.7.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measure is listed above as MM AIR-1. Metropolitan finds that the above mitigation measure is feasible, is adopted, and will reduce the potential GHG impacts. Nonetheless, the impacts would not be reduced to a less-than-significant level. Specific economic, legal, social, technological, or other considerations make mitigation measures or alternatives that would reduce GHG impacts to a less-than-significant level infeasible.

1.1.7.4 Facts in Support of Findings Related to Greenhouse Gas Emissions

Implementation of Mitigation Measure MM AIR-1 would reduce potentially significant program impacts related to GHG emissions, but not to a less-than-significant level. There would be significant and unavoidable impacts related to GHG emissions after implementation of this mitigation measure.

1.1.8 Impacts Related to Hazards and Hazardous Materials

1.1.8.1 Potentially Significant Impacts Related to Hazards and Hazardous Materials

As discussed in Section 4.8 (Hazards and Hazardous Materials), rehabilitation work would involve hazardous materials typical of a construction project, and it is expected that the proposed program would be operated in compliance with applicable federal, state, and local regulations. Any release of commonly used materials would be localized and immediately contained and cleaned up. It is possible that construction activities related to the proposed program may encounter contaminated media from nearby hazardous materials sites during excavations, potentially exposing the surrounding environment, including nearby schools, to hazardous conditions. These potential impacts would be significant. Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-4 would reduce potential impacts on the surrounding environment, including school sites within 0.25 mile, to less-than-significant levels.

Rehabilitation activities would encounter numerous sites found in various environmental databases. In some cases, the existing pipelines traverse areas within or near National Priorities List sites. It is expected that most industrial and commercial facilities within 1 mile of the pipes that deal with storage, use, and disposal of hazardous materials comply with all appropriate federal, state, and local regulations to ensure safety of the surrounding public and environment. However, it is possible that construction activities may encounter contaminated media during excavations either at known or unknown sites, resulting in a significant hazard to the construction workers, the public, or the environment. This would be a significant impact. Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-4 would reduce potential impacts to less-than-significant levels.

If any aboveground rehabilitation activities were to occur in airport runway protection zones, construction equipment and/or personnel could interfere with airport operations. Also, where pipelines cross under runway or taxiway areas, there is the potential for below-ground construction activities to affect or be affected by airport operations and safety. Impacts would be significant. Implementation of Mitigation Measure MM HAZ-5 would reduce potential impacts to less-than-significant levels.

No private airstrips are in the vicinity of any of the pipelines; therefore, the program would not result in safety hazards to workers involved in the rehabilitation activities associated with the proposed program.

In some cases the proposed program pipelines are within street rights-of-way that serve as emergency response routes and/or evacuation routes. If excavation were to take place in roadways that serve as emergency/excavation routes and capacity of the affected streets was reduced during construction (such as reducing four lanes to two lanes), the ability of these streets to serve as emergency/evacuation routes may be impaired. This would be a significant impact during

construction. Implementation of Mitigation Measure MM HAZ-7 would reduce these impacts to less-than-significant levels.

Implementation of the proposed program would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

1.1.8.2 Mitigation

MM HAZ-1 Project-Level Hazardous Materials Sites Assessment Prior to Construction Activities

To avoid exposure of construction workers, the public, or the environment to previously identified hazardous materials, during design, qualified Metropolitan staff or consultant(s) specializing in hazardous materials impact assessment will conduct a project-level analysis to determine if there are existing hazardous materials sites in the vicinity of the construction site and potential for existing hazardous materials sites to affect construction. This assessment will consist of a search for environmental-related information present in publicly accessible databases. The information will be reviewed to determine if the construction footprint or adjacent properties are listed in the databases. If the construction footprint or adjacent properties are listed in the databases, qualified Metropolitan staff or consultant(s) will determine the potential risk to construction workers, the public, or the environment from rehabilitation activities and identify all necessary avoidance, abatement, remediation, cleanup, disposal, monitoring, reporting, notifications, and/or other measures to prevent significant impacts.

MM HAZ-2 Encountering Unreported Hazardous Materials

To avoid exposure of construction workers, the public, or the environment to unreported hazardous materials in the soil, contractors will be required to inspect any site to be used for excavation, work zones, staging, or other rehabilitation-related activities prior to beginning construction. If odiferous, stained, or discolored soil is encountered, qualified Metropolitan staff or consultant(s) specializing in the identification and handling of hazardous materials will be retained to assess the site. Identification of possible hazardous materials would typically involve soil samples and laboratory analysis. The suspect soil will be isolated, covered, and avoided by construction personnel until analytical results are reviewed by qualified personnel. Soils identified as hazardous or contaminated will be handled, transported, and treated in accordance with all federal, state, and local existing hazardous materials regulations.

MM HAZ-3 Engineering Controls and Best Management Practices during Construction

To minimize human exposure to potential contaminants, during construction contractors will employ the use of engineering controls and best management practices (BMPs). Engineering controls and construction BMPs will include, but are not limited to, the following:

- Contractor employees working on site handling hazardous materials on contaminated media will be certified in the Occupational Health and Safety Administration's 40-hour Hazardous Waste Operations and Emergency Response training.
- Contractors will water or mist soil as it is being excavated and stockpiled or loaded onto transportation trucks.

MM HAZ-4 Encountering Contaminated Groundwater

To avoid exposure of construction workers, the public, or the environment to contaminated groundwater, suspect water removed from excavation areas (but not including dewatering of the pipelines themselves) will be tested by a qualified laboratory specializing in the identification of hazardous materials. If groundwater is considered hazardous, Metropolitan will notify the Regional Water Quality Control Board and local Environmental Health agencies regarding assessment and remediation requirements.

MM HAZ-5 Construction Activities within Runway Protection Zones

During the design phase for any projects in the program within the runway protection zones for Long Beach Municipal Airport or Van Nuys Airport (even where all construction would be accessed from outside the runway protection zones), project engineers will coordinate with the management of Long Beach Municipal Airport (Second Lower Feeder) or Van Nuys Airport (Sepulveda Feeder), as appropriate, to determine the methods of construction that will be necessary to avoid impacts on airport operations and safety. All operations and safety requirements of the airports will be incorporated into the construction design packages. All necessary requirements will be implemented during construction.

MM HAZ-6 Aboveground Elements in Runway Protection Zones

To avoid airport operations and safety impacts, no permanent aboveground elements of the proposed program, such as manhole covers, valve boxes, or electrical panels, will be located within runway protection zones (at Long Beach Municipal Airport for the Second Lower Feeder and Van Nuys Airport for the Sepulveda Feeder) without prior approval of the management of the appropriate airport.

MM HAZ-7: Maintaining Emergency/Evacuation Routes

To avoid impacts on emergency/evacuation routes, excavation sites will typically not be placed in roadways that serve as designated emergency/evacuation routes. If such streets cannot be avoided, the contractor will work with the local jurisdiction responsible for the emergency/evacuation routes to maintain adequate capacity. This will be accomplished by utilizing unused portions of the street right-of-way for travel lanes (such as temporarily prohibiting parking, restriping medians or parkway space, or detouring bike lanes) or by detouring the emergency/evacuation route to other roadways during construction. If detours are necessary, appropriate notification of emergency personnel and temporary signage will be used to direct emergency/evacuation traffic during construction.

1.1.8.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measures are listed above as MM HAZ-1 through MM HAZ-7. Metropolitan finds that the above mitigation measures are feasible, are adopted, and will reduce the potential hazards/hazardous materials impacts of the proposed program to less-than-significant levels. Accordingly, Metropolitan finds that, pursuant to California Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been

required in or incorporated into the proposed program that will mitigate or avoid any potentially significant impacts related to hazards/hazardous materials.

1.1.8.4 Facts in Support of Findings Related to Hazards and Hazardous Materials

Implementation of Mitigation Measures MM HAZ-1 through MM HAZ-7 would reduce potentially significant program impacts related to hazards/hazardous materials to a less-than-significant level. There would be no significant, unavoidable impacts related to hazards/hazardous materials after implementation of these mitigation measures.

1.1.9 Impacts Related to Hydrology and Water Quality

1.1.9.1 Potentially Significant Impacts Related to Hydrology and Water Quality

As discussed in Section 4.9 (Hydrology and Water Quality), implementation of the proposed program could alter existing drainage patterns at each project site as a result of the presence of new aboveground facilities at each project site. The new facilities may change the extent of permeable or impermeable surfaces, which could alter the direction and volume of overland flows during both wet and dry periods. Aboveground enclosures are typically located on sidewalk median strips and house back-flow preventer valves and air vents. With the implementation of Mitigation Measure MM HYD-1, a grading and drainage plan would be developed during project design for aboveground facilities within pervious areas and implemented to ensure no increase in flooding on or off site. Impacts would be less than significant with mitigation.

Construction of each excavation area would require the use of heavy equipment and construction-related chemicals, such as fuels, oils, grease, solvents, and paints that would be stored in limited quantities on site. In the absence of proper controls, these construction activities could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters or groundwater. As construction of each of the projects under the proposed program is initiated, individual construction discharge permits would be acquired, and construction BMPs would be designed to minimize erosion and sedimentation and prevent spills such that significant impacts would not result.

The proposed program facilities would not alter the course of a stream or river. The proposed program would not involve the alteration of these channels, nor is it expected to increase the flow within these channels. As a result, there would be no increase in erosion or siltation along river or stream channels, nor would the proposed program expected to increase the flow within these channels.

With respect to the potential for the proposed program to create or contribute runoff that would exceed the capacity of stormwater systems, runoff could be generated during construction of the proposed program facilities during a storm event or from non-stormwater discharges, such as water used for dust control or hydrostatic testing of the pipelines. However, BMPs would be regularly inspected and monitored for performance during construction activities, and impacts would be less than significant.

The proposed program is not subject to tsunami, as no portion of the proposed program is within a coastal zone. Some areas in the program vicinity are adjacent to enclosed bodies of water that could be subject to seiche under extreme conditions. However, the flood inundation area is a pre-existing condition within the project area, and the placement of the proposed project facilities in the inundation area would not exacerbate this condition. The proposed program facilities consist of either subterranean improvements or low-profile features and the potential impact on structures subject to inundation by seiche would be less than significant. In general, the proposed program would be in relatively flat areas that are not susceptible to mudflows.

1.1.9.2 Mitigation

MM HYD-1 Implementation of a Grading and Drainage Plan.

Prior to construction of aboveground project facilities, Metropolitan will prepare a grading and drainage plan that identifies anticipated changes in flow that would occur on site and minimizes any potential increases in flooding, erosion, or sedimentation potential in accordance with applicable regulations and in coordination with the county and/or the city in which the facility would be located. The plan will identify and implement best management practices and other measures to ensure that potential increases in stormwater flows and erosion are minimized..

1.1.9.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measure is listed above as MM HYD-1. Metropolitan finds that the above mitigation measure is feasible, is adopted, and will reduce the potential hydrology/water quality impacts of the proposed program to less-than-significant levels. Accordingly, Metropolitan finds that, pursuant to California Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the proposed program that will mitigate or avoid any potentially significant impacts related to hydrology/water quality.

1.1.9.4 Facts in Support of Findings Related to Hydrology and Water Quality

Implementation of Mitigation Measure MM HYD-1 would reduce potentially significant program impacts related to hydrology/water quality to a less-than-significant level. There would be no significant, unavoidable impacts related to hydrology/water quality after implementation of this mitigation measure.

1.1.10 Impacts Related to Land Use and Planning

As discussed in Section 4.10 (Land Use), the proposed program would not physically divide an established community. In some cases, construction work areas, primarily for the excavation sites, may require access to certain facilities to be blocked or rerouted during construction. This could temporarily create barriers that would physically divide communities from the most direct access to community facilities. These changes would not be permanent and would only affect a given area for a duration between 6 and 9 months, and the contractors would be required to maintain access to facilities in some manner. The proposed program would not change land uses; the program's

consistency with land use plans would be the same as the existing condition. Impacts related to land use would be less than significant, and no mitigation measures are required.

1.1.11 Impacts Related to Mineral Resources

The Initial Study for the proposed program found no potential for significant impacts on mineral resources; therefore, mineral resources were not addressed in the PEIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

1.1.12 Impacts Related to Noise

1.1.12.1 Significant Impacts Related to Noise

As discussed in Section 4.11 (Noise), noise levels during rehabilitation activities, specifically during excavation and concrete sawing, would be likely to reach very high levels, generally exceeding any noise-level restrictions set by some local jurisdictions. If construction were to occur in these jurisdictions, it is likely that noise levels would exceed local standards. Because of the type of construction and its location, there is no effective mitigation that would reduce this impact below a level of significance. Therefore, impacts would be significant, at least at some locations, related to exposing persons to, or generating, noise levels in excess of standards. Mitigation Measures MM NOI-2 through MM NOI-4 would reduce impacts, but not to a less-than-significant level.

For most locations, vibration from construction activities would not be great enough to result in impacts on vibration-sensitive receptors. However, at some locations, excavation, concrete-sawing, and other construction activities could generate vibration levels that could affect adjacent activities, such as near performing arts centers, hospitals, or where residences are close to the excavation site. Implementation of Mitigation Measure MM NOI-1 would reduce any impacts to less-than-significant levels.

The proposed program would not result in any permanent changes in noise levels after rehabilitation is complete. After construction is complete, the noise levels would be the same as the existing conditions. Therefore, there would be no impact.

Some portions of the existing pipelines are within airport land use plan areas or near airports. However, because the program would not change land uses, and construction workers would be wearing noise safety gear as required by the federal Occupational Safety and Health Administration, noise impacts related to nearby airports would be less than significant. There are no private airstrips in the vicinity of the existing pipelines. Therefore, there would be no impacts associated with noise from private airstrips.

1.1.12.2 Mitigation

MM NOI-1 Locate Excavation Sites Away From Vibration-Sensitive Uses

A noise and vibration consultant will be retained during excavation site planning to determine if there are vibration-sensitive land uses that could be affected by construction. Whenever possible, excavation sites will then be located so that vibration impacts would not affect vibration-sensitive land uses or mitigation would be included to reduce vibration levels at vibration-sensitive land uses to less-than-significant levels.

MM NOI-2 Locate Excavation Sites Away From Noise-Sensitive Receptors Where Feasible.

A noise consultant will be retained during excavation site planning to determine if there are sensitive receptors that could be affected by construction. Whenever possible, the excavation sites will be located in areas that would not affect sensitive receptors or where receptors can be shielded from construction noise.

MM NOI-3 Conduct Project-Level Noise Studies at Each Excavation Site Where Noise-Sensitive Receptors Are Present.

Project-level noise studies will be required at all excavation sites where sensitive receptors are present, as required in the planning stage by MM NOI-2. Such noise studies will identify the ambient noise levels, the receptors that would be affected, the noise levels the receptors will experience during construction, and any measures that can be used to reduce noise levels. All feasible mitigation measures identified in this noise study will be implemented.

MM NOI-4 Locate Staging Areas Away from Noise-Sensitive Receptors or Provide Noise Attenuation.

Whenever feasible, staging areas will be located in areas that would not affect sensitive receptors or where receptors can be shielded from staging-area noise. Where possible, noise screening will include temporary noise barriers with openings in the barriers kept to the minimum necessary for access.

1.1.12.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measures are listed above as MM NOI-1 through MM NOI-4. Metropolitan finds that the above mitigation measures are feasible, are adopted, and will reduce the potential noise impacts. Nonetheless, the impacts would not be reduced to a less-than-significant level. Specific economic, legal, social, technological, or other considerations make mitigation measures or alternatives that would reduce noise impacts to a less-than-significant level infeasible.

1.1.12.4 Facts in Support of Findings Related to Noise

Implementation of Mitigation Measures MM NOI-1 through MM NOI-4 would reduce potentially significant program impacts related to noise, but not to a less-than-significant level. There would be significant and unavoidable impacts related to noise after implementation of these mitigation measures.

1.1.13 Impacts Related to Population and Housing

The Initial Study for the proposed program found no potential for significant impacts on population and housing; therefore, population and housing were not addressed in the PEIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

1.1.14 Impacts Related to Public Services

The Initial Study for the proposed program found no potential for significant impacts related to public services; therefore, public services were not addressed in the PEIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

1.1.15 Impacts Related to Recreation

As discussed in Section 4.12 (Recreation), portions of the proposed program pipelines are located in rights-of-way or easements within recreational facilities, such as through parks, golf courses, or schoolyards. In these locations, excavation sites and work areas could result in part or all of the facility being unavailable during construction, for a maximum of approximately 6 months.[1] Also, construction staging areas may be located in parks, school yards, golf courses, or other recreational facilities for months or longer, depending on how many excavation sites the staging area is serving. Metropolitan would work with the local jurisdictions and schools to ensure that rehabilitation would not result in significant temporary impacts on recreational activities or permanent physical deterioration of recreational facilities. Because rehabilitation activities would not permanently preclude recreational uses and would not require them to be relocated elsewhere, rehabilitation activities would not lead to increased deterioration of recreational facilities. Impacts would be less than significant.

1.1.16 Impacts Related to Transportation and Traffic

1.1.16.1 Significant Impacts Related to Transportation and Traffic

During the course of the pipeline rehabilitation work, work zones would be established within existing roadways, requiring lane closures, temporary signage, traffic cones and delineators, fencing, and barriers (i.e., concrete trapezoidal "K rail," or Caltrans Temporary Type K railing). Where work zones are located within streets, temporary impacts on transportation would occur, including increased congestion and travel times, reduced access, and impacts on transit operations, bike routes, and pedestrian routes. The disruption of local and regional traffic caused by capacity reduction would be significant at some locations. Implementation of Mitigation Measure MM TRA-1 would reduce these impacts in some locations, but would not be feasible in all circumstances. Therefore, impacts on local and regional transportation are considered significant and unavoidable.

Because the proposed program would include rehabilitation of existing pipelines, which are underground, there would be minimal impacts related to long-term congestion management plans.

If any aboveground rehabilitation activities were to occur in airport runway protection zones, construction equipment and/or personnel could interfere with airport operations. However, impacts would be less than significant with the implementation of Mitigation Measures MM HAZ-5 and MM HAZ-6.

[1] Work areas may include access areas, staging areas, parking areas, safety areas, etc.

1.1.16.2 Mitigation

MM TRA-1 Excavation Siting to Minimize Traffic Impacts

Excavation sites would be located to avoid traffic impacts to the maximum extent feasible, considering the logistical requirements for pipeline rehabilitation (e.g., adequate spacing, pipeline logistics) and other impacts such as habitat and noise. To the maximum extent feasible, the following will be considered when locating excavation sites:

- Whenever feasible, where an off-road excavation site is available that would not result in other significant environmental impacts (e.g., to habitat, land uses), the off-road location will be used.
- Whenever feasible, excavation sites in roadways will be situated within medians where available, especially if the medians are not used for left-turn lanes and do not include large street trees or other features that would be difficult to restore after rehabilitation.
- Whenever feasible, excavation sites will be situated where the existing number of travel lanes can be maintained by temporarily removing parking (where adequate parking is available in the local area), temporarily relocating bike lanes to adjacent roadways, or temporarily restriping to provide narrower lanes (where they can be safely accommodated).
- Whenever feasible, excavation sites will be situated so that adequate access to adjacent properties can be maintained, including left-turn entrances.
- Whenever feasible, excavation sites will be situated so that bicycle and pedestrian circulation can be safely maintained, either by use of barriers or other safety features, or by providing alternative bicycle and pedestrian routes, with appropriate signage. Where feasible, siting excavation near heavily used pedestrian areas, such as around schools, hospitals, and transit stops, will be avoided. Where feasible, siting excavation in areas designated as safe routes to school will be avoided, or alternative routes will be developed in coordination with the local jurisdictions and school districts and providing appropriate signage, notification, and traffic controls.

MM TRA-2 Construction Traffic Control Plans

Metropolitan and/or its contractors will coordinate with the counties of Los Angeles, Orange, and San Bernardino as well as each local jurisdiction through which the pipelines travels (see tables above) to develop construction traffic control measures and procedures prior to the start of construction on each project. Measures to reduce temporary construction traffic and transportation impacts on city streets may include, but not be limited to, the following:

- Development of traffic control plans in coordination with local jurisdictions. The traffic control plans will be implemented and revised, as necessary and applicable.
- Provision of advance written notification of construction activities to residences and businesses around each construction site.
- Identification of travel routes and establishment of optimal arrival and departure times to minimize conflicts with residents, schools, and businesses, as feasible to minimize conflicts.
- Provisions to detour pedestrians and bicyclists from project near or on the sidewalks and bike lanes.

- Implementation of safety measures, such as signs, flaggers, cones, signage, and advance notice as appropriate.
- Covering of all open trenches when not in use or at the end of each work day, as applicable.

MM TRA-3 Maintaining Adequate Parking

Whenever feasible, excavation work zones and construction staging areas will not be sited in such a way that they result in inadequate availability of parking for adjacent land uses. If work zones or staging areas are planned for parking areas, a parking study will be completed by a qualified traffic consultant prior to construction to identify if adequate parking would be available locally.

See MM HAZ-5 and MM HAZ-6 above.

1.1.16.3 Findings per State CEQA Guidelines

Consistent with State CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described above. The feasible measures are listed above as MM TRA-1 through MM TRA-3 and MM HAZ-5 and MM HAZ-6. Metropolitan finds that the above mitigation measures are feasible, are adopted, and will reduce the potential transportation impacts. Nonetheless, the impacts would not be reduced to a less-than-significant level. Specific economic, legal, social, technological, or other considerations make mitigation measures or alternatives that would reduce transportation/traffic impacts to a less-than-significant level infeasible.

1.1.16.4 Facts in Support of Findings Related to Transportation and Traffic

Implementation of Mitigation Measures MM TRA-1 through MM TRA-3 and MM HAZ-5 and MM HAZ-6 would reduce potentially significant program impacts related to transportation/traffic, but not to a less-than-significant level. There would be significant and unavoidable impacts related to transportation/traffic after implementation of these mitigation measures.

1.1.17 Impacts Related to Utilities and Service Systems

As discussed in Section 4.14 (Utilities and Service Systems), the proposed program would not generate any long-term or substantial quantities of wastewater, and it would not involve permanent structures with the potential to generate wastewater. In addition, the proposed program would not involve the construction of new water facilities or require new water supplies, and it would not increase the capacity of the Metropolitan water distribution system. The proposed program would also not generate substantial amounts of solid waste such that landfill capacity would be affected, or non-compliance with statutes and regulations related to solid waste would occur. Impacts related to utilities and service systems would be less than significant. No mitigation measures are required.

1.1.18 Impacts Related to Energy Conservation

As discussed in Section 4.15 (Energy Conservation), construction activities would require energy in the form of fuels for construction vehicles and equipment. Although the estimated fuel use would be substantial, the construction would occur over a long time horizon. As such, the annual fuel

consumption would represent a small portion of the total, a negligible increase in regional demand. In addition, all construction equipment would be maintained in accordance with manufacturers' specifications so equipment performance would not be compromised such that the inefficient use of fuel would result. Therefore, impacts related to energy use would be less than significant. No mitigation measures are required, but Mitigation Measure MM AIR-1 would reduce energy consumption.

1.2 Findings Regarding Alternatives to the Proposed Program

Section 15126.6(a) of the State CEQA Guidelines states that an EIR shall describe "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project," as well as provide an evaluation of "the comparative merits of the alternatives." Under Section 15126.6(a), an EIR does not need to consider alternatives that are not feasible, nor need it address every conceivable alternative to the project. The range of alternatives "is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The focus is on informed decision-making and public participation rather than providing a set of alternatives simply to satisfy format.

As described below, two types of alternatives to the proposed program were considered—alternative locations and alternative methods—along with a No Program Alternative. Except for the No Program Alternative, all of these potential alternatives have been rejected, as described below.

1.2.1 Alternatives Eliminated from Further Consideration

1.2.1 Alternative Locations

Potential alternative pipeline locations are program feeder improvements, including the Allen-McColloch Pipeline, the Calabasas Feeder, the Rialto Pipeline, the Second Lower Feeder, and the Sepulveda Feeder, and are substantially constrained by the need to connect the existing pipelines at their origins and terminations and to the existing service connections. Any alternative location would also be constrained by the width of the existing Metropolitan rights-of-way. Such constraints mean that there is no reasonable way to achieve the objectives of the proposed program by replacing the pipelines in other locations. Therefore, no alternative locations for the proposed program were developed.

1.2.2 Alternative Methods

The program description includes various methods for rehabilitation of the pipelines, including steel cylinder relining, steel pipe sliplining, and new pipe replacement. All of these methods were considered in the PEIR as variations within the program. There are no other feasible methods for rehabilitating the existing pipelines. Therefore, no alternative methods for the proposed program were developed.

1.2.3 Alternatives to the Proposed Program Evaluated in the Draft PEIR

The proposed program was compared to the No Program Alternative.

1.2.3.1 No Program Alternative

Under the No Program Alternative, repairs and improvements included in the proposed PCCP Rehabilitation Program would not be planned and scheduled. Because the pipelines and feeders would continue to age, there would be a continued risk for failure. Metropolitan would need to prevent failures through localized and as-needed improvements, but these activities would not occur as part of a planned program. Much of this rehabilitation would thus occur as "urgent repairs" because of the lack of a systematic planning offered by the proposed PCCP Rehabilitation Program.

1.2.3.2 Comparison of Impacts

If an alternative is considered clearly superior to the proposed project relative to identified impacts, Section 15126.6 of the State CEQA Guidelines requires that alternative to be identified as the environmentally superior alternative. By statute, if the environmentally superior alternative is the No Project Alternative, an EIR must also identify an environmentally superior alternative among the other alternatives.

Two alternatives to the proposed PCCP Rehabilitation Program, other than the No Program Alternative, were considered; however, these alternatives were not further considered and analyzed for the reasons stated in Section 1.2.1, *Alternatives Eliminated from Further Consideration*. Table 1-1 shows a comparison of the impacts of the proposed PCCP Rehabilitation Program and the No Program Alternative. As shown in the table, the impacts would have similar or worse impacts for the No Program Alternative compared with those that would occur as a result of implementation of the proposed PCCP Rehabilitation Program.

The proposed PCCP Rehabilitation Program would allow for rehabilitation of the existing water conveyance and distribution system and associated infrastructure in a streamlined manner, thus ensuring the continued reliability and security of the water supply system. The proposed PCCP Rehabilitation Program, therefore, is considered to be the environmentally superior alternative. The No Program Alternative would not meet any of the program objectives identified by Metropolitan.

Table 1-1. Summary of Impacts

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Aesthetics		
Threshold AES-A: Have a Substantial Adverse Effect on a Scenic Vista	Less than significant	Similar
Threshold AES-B: Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway	Less than significant	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Threshold AES-C: Substantially Degrade the Existing Visual Character or Quality of the Site and Its Surroundings	Less than significant	Similar
Threshold AES-D: Create a New Source of Substantial Light or Glare that Would Adversely Affect Day or Nighttime Views in the Area	Less than significant with mitigation	Similar or worse, if urgent repairs required nighttime work with lighting
Agriculture & Forestry Resources		
Threshold AGR-A: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Important Farmland) to Non-Agricultural Use	Less than significant	Similar
Threshold AGR-E: Involve Other Changes in the Existing Environment that, Because of Their Location or Nature, Could Result in the Conversion of Farmland to Non-Agricultural Use	Less than significant	Similar
Air Quality		
Threshold AQ-A: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan	Significant and unavoidable	Similar
Threshold AQ-B: Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation	Significant and unavoidable	Similar
Threshold AQ-C: Result in a Cumulatively Considerable Net Increase in Any Criteria Pollutant for Which the Region Is in Non-Attainment under an Applicable Federal or State Ambient Air Quality Standard	Significant and unavoidable	Similar
Threshold AQ-D: Expose Sensitive Receptors to Substantial Pollutant Concentrations	Significant and unavoidable	Similar
Biological Resources		
Threshold BIO-A: Have a Substantial Adverse Effect, either Directly or through Habitat Modifications, on Any Species Identified as a Candidate, Sensitive, or Special-status Species in Local or Regional Plans, Policies, or Regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Potentially significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts either by location or season
Threshold BIO-B: Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, or Regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Potentially significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location
Threshold BIO-C: Have a Substantial Adverse Effect on Federally Protected Wetlands, as Defined by Section 404 of the Clean Water Act, through Direct Removal, Filling, Hydrological Interruption, or Other Means	Potentially significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Threshold BIO-D: Interfere Substantially with the Movement of Any Native Resident or Migratory Fish or Wildlife Species or with Established Native Resident or Migratory Wildlife Corridors or Impede the Use of Native Wildlife Nursery Sites	Potentially significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location
Threshold BIO-E: Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location
Threshold BIO-F: Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan	Potentially significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts either by location or season
Cultural Resources		
Threshold CUL-A: Cause a Substantial Adverse Change in the Significance of a Historical Resource	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location or to fully implement mitigation to protect resources
Threshold CUL-B: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location or to fully implement mitigation to protect resources
Threshold CUL-C: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location or to fully implement mitigation to protect resources
Geology and Soils		
Threshold GEO-A.I: Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Rupture of a Known Earthquake Fault	Less than significant	Similar
Threshold GEO-A.II: Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Strong Seismic Groundshaking	Less than significant	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Threshold GEO-A.III: Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Seismically Related Ground Failure, Including Liquefaction	Less than significant	Similar
Threshold GEO-A.IV: Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Landslides	Less than significant	Similar
Threshold GEO-B: Result in Substantial Soil Erosion or the Loss of Topsoil	Less than significant	Similar
Threshold GEO-C: Be Located on a Geologic Unit or Soil that Is Unstable, or that Would Become Unstable as a Result of the Project, and Potentially Result in On- or Off-Site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse	Less than significant	Similar
Threshold GEO-D: Be Located on Expansive Soil, Creating Substantial Risks to Life or Property	Less than significant	Similar
Greenhouse Gas Emissions		
Threshold GHG-A: Generate Greenhouse Gas Emissions, either Directly or Indirectly, that May Have a Significant Impact on the Environment	Significant and unavoidable	Similar
Threshold GHG-B: Conflict with Any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases	Less than significant	Similar
Hazards and Hazardous Materials		
Threshold HAZ-A: Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials	Less than significant	Similar
Threshold HAZ-B: Create a Significant Hazard to the Public or the Environment through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials into the Environment	Less than significant	Similar
Threshold HAZ-C: Emit Hazardous Emissions or Involve Handling Hazardous or Acutely Hazardous Materials, Substances, or Waste within 0.25 Mile of an Existing or Proposed School	Less than significant with mitigation	Similar
Threshold HAZ-D: Be Located on a Site That Is Included on a List of Hazardous Materials Sites and, as a Result, Create a Significant Hazard to the Public or the Environment	Less than significant with mitigation	Similar
Threshold HAZ-E: For a Project Located within an Airport Land Use Plan or, Where Such Plan Has Not Been Adopted, within 2 Miles of a Public Airport or Public Use Airport, Result in a Safety Hazard for People Residing or Working in the Project Area	Less than significant with mitigation	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Threshold HAZ-F: For a Project within the Vicinity of a Private Airstrip, Result in a Safety Hazard for People Residing or Working in the Project Area	No impacts	Similar
Threshold HAZ-G: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan	Less than significant with mitigation	Similar or worse if urgent repairs prevent implantation of mitigation to avoid or reroute emergency routes and make advance notifications
Threshold HAZ-H: Expose People or Structures to a Significant Risk of Loss, Injury, or Death Involving Wildland Fires, Including Areas where Wildlands Are Adjacent to Urbanized Areas or where Residences Are Intermixed with Wildlands	Less than significant	Similar
Hydrology and Water Quality		
Threshold WQ-A: Violate Any Water Quality Standards or Waste Discharge Requirements	Less than significant	Similar
Threshold WQ-C: Substantially Alter the Existing Drainage Pattern of the Site or Area, Including through the Alteration of the Course of a Stream or River, in a Manner that Would Result in Substantial Erosion or Siltation On or Off Site	Less than significant	Similar
Threshold WQ-D: Substantially Alter the Existing Drainage Pattern of the Site or Area, Including through the Alteration of the Course of a Stream or River, or Substantially Increase the Rate or Amount of Surface Runoff in a Manner That Would Result in Flooding On or Off Site	Less than significant with mitigation	Similar
Threshold WQ-E: Create or Contribute Runoff Water that Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff	Less than significant	Similar
Threshold WQ-J: Expose People or Structures to Inundation by Seiche, Tsunami, or Mudflow	Less than significant	Similar
Land Use		
Threshold LU-A: Physically Divide an Established Community	Less than significant	Similar
Threshold LU-B: Conflict with Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	Less than significant	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Noise		
Threshold NOI-A: Expose Persons to or Generate Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance or Applicable Standards of Other Agencies	Significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location or require nighttime work
Threshold NOI-B: Expose Persons to or Generate Excessive Groundborne Vibration or Groundborne Noise Levels	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location
Threshold NOI-C: Result in a Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity, Above Levels Existing without the Project	No impact	Similar
Threshold NOI-D: Result in a Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity, Above Levels Existing without the Project	Significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location or require nighttime work
Threshold NOI-E: For a Project Located within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, within 2 Miles of a Public Airport or Public Use Airport, Expose People Residing or Working in the Project Area to Excessive Noise Levels	Less than significant	Similar
Threshold NOI-F: For a Project within the Vicinity of a Private Airstrip, Expose People Residing or Working in the Project Area to Excessive Noise Levels	No impact	Similar
Recreation		
Threshold REC-A: Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facilities Would Occur or Be Accelerated	Less than significant	Similar or worse, if urgent repairs prevent ability to avoid impacts by location
Threshold REC-B: Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities, Which Might Have an Adverse Physical Effect on the Environment	No impact	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Transportation and Traffic		
Threshold TRA-A: Conflict with an Applicable Plan, Ordinance, or Policy that Establishes Measures of Effectiveness for the Performance of the Circulation System, Taking into Account All Modes of Transportation, Including Mass Transit and Non-Motorized Travel, and Relevant Components of the Circulation System, Including, but not Limited to, Intersections, Streets, Highways and Freeways, and Pedestrian and Bicycle Paths	Significant and unavoidable	Similar or worse, if urgent repairs prevent ability to avoid impacts by location, planning and coordination with local jurisdictions, advance notifications, and provision of detours and adequate parking
Threshold TRA-B: Conflict with an Applicable Congestion Management Program, Including, but not Limited to, Level-of-Service Standards and Travel Demand Measures or Other Standards Established by the County Congestion Management Agency for Designated Roads or Highways	Less than significant	Similar
Threshold TRA-C: Result in a Change in Air Traffic Patterns, Including either an Increase in Traffic Levels or a Change in Location that Would Result in Substantial Safety Risks	Less than significant with mitigation	Similar or worse if urgent repairs occur in active runway areas
Threshold TRA-D: Substantially Increase Hazards Due to a Design Feature or Incompatible Uses	Less than significant with mitigation	Similar or worse if urgent repairs occur in locations resulting in hazardous condition
Threshold TRA-E: Result in Inadequate Emergency Access	Less than significant with mitigation	Similar or worse if urgent repairs affect emergency access
Threshold TRA-F: Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities or Otherwise Decrease the Performance or Safety of Such Facilities	Less than significant with mitigation	Similar or worse, if urgent repairs prevent ability to avoid impacts by location and provision of detours
Utilities and Service Systems		
Threshold UTIL-A: Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board	Less than significant	Similar
Threshold UTIL-B: Require or Result in the Construction of New Water or Wastewater Treatment Facilities or the Expansion of Existing Facilities, the Construction of Which Could Cause Significant Environmental Effects	No impact	Similar
Threshold UTIL-C: Require or Result in the Construction of New Stormwater Drainage Facilities or the Expansion of Existing Facilities, the Construction of Which Could Cause Significant Environmental Effects	No impact	Similar

Environmental Resource Area	PCCP Rehabilitation Program Impacts	No Program Alternative Impacts
Threshold UTIL-D: Have Sufficient Water Supplies Available to Serve the Project from Existing Entitlements and Resources, or Are New and Expanded Entitlements Needed	No impact	Similar
Threshold UTIL-E: Result in a Determination by the Wastewater Treatment Provider that Serves or May Serve the Project that it Has Adequate Capacity to Serve the Project's Projected Demand in Addition to its Existing Commitments	No impact	Similar
Threshold UTIL-F: Be Served by a Landfill with Sufficient Permitted Capacity to Accommodate the Project's Solid Waste Disposal Needs	Less than significant	Similar
Threshold UTIL-G: Comply with Federal, State, and Local Statutes and Regulations Related to Solid Waste	Less than significant	Similar
Energy Conservation		
Threshold ENE-A: Use Energy in an Inefficient, Wasteful, or Unnecessary Manner	Less than significant	Similar

1.3 General Findings

1. The potential environmental impacts of the proposed program have been analyzed, and the public has been afforded the opportunity to submit comments pursuant to CEQA requirements.
2. Any significant impacts have been substantially lessened or avoided by the mitigation measures set forth in the Draft and Final PEIR.
3. No comments regarding the Draft PEIR were received during the public review period. One comment letter was received after the public review period. Responses to the comments in that letter were provided in Chapter 9 of the Final PEIR, *Responses to Comments.* No new significant effects were identified as a result of public comments, though minor changes to some mitigation measures were made to require consultation with the appropriate agencies. Impacts have been avoided or substantially lessened by the mitigation measures described in the Draft and Final PEIR.

1.4 Legal Effects of Findings

To the extent that these findings conclude that the proposed mitigation measures outlined in the Final PEIR are feasible and have not been modified, superseded, or withdrawn, Metropolitan hereby commits to implementing these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metropolitan approves the proposed program.

The mitigation measures that are referenced in the MMRP and adopted concurrently with these findings will be effectuated through the process of construction and implementation of the proposed program.

1.5 Independent Review and Analysis

Under CEQA, the lead agency must (1) independently review and analyze the EIR; (2) circulate draft documents that reflect its independent judgment; (3) as part of the certification of an EIR, find that the report or declaration reflects the independent judgment of the lead agency; and (4) submit copies of the documents to the State Clearinghouse if there is state agency involvement or if the project is of statewide, regional, or area-wide significance (California Public Resources Code, Section 21082.1(c)).

Metropolitan independently reviewed and analyzed the PEIR and determined that it reflects its independent judgment. Moreover, upon completing this review and making this determination, Metropolitan circulated the Draft PEIR for public review. With the preparation of these findings for submittal to Metropolitan's Board of Directors for adoption, Metropolitan finds that this Final PEIR reflects its independent judgment.

1.6 References Cited

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act Guidelines, as amended.

California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.

Chapter 2
Mitigation Monitoring and Reporting Program

2.1 Introduction

The Mitigation Monitoring and Reporting Program (MMRP) for the proposed program has been prepared in accordance with Public Resources Code (PRC) Section 21081.6 and the California Environmental Quality Act (CEQA) Guidelines Section 15091(d). Metropolitan Water District (Metropolitan) will use this MMRP to track compliance with the program mitigation measures. Metropolitan's Board of Directors will consider the MMRP during the certification hearing for the Final Programmatic Environmental Impact Report (PEIR). The final MMRP will incorporate all mitigation measures adopted for the proposed program. Metropolitan makes the finding that the measures included in the MMRP constitute changes or alterations that avoid or substantially lessen the potentially significant environmental effects of the proposed project on the environment.

This MMRP summarizes mitigation commitments identified in the Prestressed Concrete Cylinder Pipe Rehabilitation Program Final PEIR. Table 2-1 provides the MMRP, which includes all mitigation measures, monitoring process, and monitoring timing. Metropolitan is the agency responsible for ensuring implementation of all mitigation measures. Impacts and mitigation measures are presented in the same order as in the Final PEIR. The columns in the table provide the following information:

- **Mitigation Measures:** The action(s) that will be taken to reduce the impact to a less-than-significant level or to the maximum extent feasible.
- **Timing of Implementation:** This column indicates the general schedule for conducting each monitoring task, either during the design phase, prior to construction, during construction, and/or after construction.
- **Implementation Party:** This column lists the party responsible for implementing the mitigation measure.

Table 2-1. Mitigation Monitoring and Reporting Program

Mitigation Measure(s)	Timing of Implementation	Implementing Party
4.1 Aesthetics		
MM AES-1: In order to prevent impacts related to spillover lighting into light-sensitive land uses, all safety and security lighting at construction work areas and staging areas will be directed downward and shielded to avoid light spilling over into residential areas.	Construction	Contractor
4.2 Agriculture and Forestry Resources[1]		
None required.		
4.3 Air Quality		
MM AIR-1: All off-road diesel-powered construction equipment greater than 50 horsepower will meet Tier 4 emission standards. All construction equipment will be outfitted with ARB best available control technology devices. Any emissions-control device used by the contractor will achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations. A copy of each unit's certified tier specification, best available control technology documentation, and ARB or SCAQMD operating permit will be provided to Metropolitan's Construction Inspector at the time of mobilization of each applicable unit of equipment.	Prior to Construction Construction	Contractor
4.4 Biological Resources		
MM BIO-1, Take of Special-Status Species: For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) and that contain special-status species, a qualified biologist will visit the site. If the biologist determines that special-status species may occur, preconstruction surveys for special-status plants and/or wildlife will be completed prior to any construction and consultation with the appropriate resource agency will occur (U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife), if necessary, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation.	Prior to Construction	Metropolitan Qualified Biologist

[1] Impacts under CEQA thresholds b, c, and d for agriculture and forestry resources were determined to be less than significant in the Initial Study and were not addressed in the Programmatic EIR.

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM BIO-2, Impacts on Nesting Birds: For any projects within the program that require vegetation removal during the nesting season for sensitive species protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3513, including street trees and other landscaping, a qualified biologist will inspect the vegetation to be removed no more than 10 days prior to tree/vegetation removal to determine whether nesting birds are present. If a nest is found, the biologist will determine the site-specific measures necessary to avoid disturbing the nest until nesting activity has ceased. Nothing in this mitigation measure precludes the use of deterrent measures to prevent bird nesting.	Prior to Construction	Metropolitan Qualified Biologist
MM BIO-3, Adverse Impacts on Riparian Habitat: For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (except for landscaped developed areas) which contain riparian vegetation, a qualified biologist will visit the site to conduct pre-construction surveys. If the biologist determines that riparian vegetation is present, then habitat areas will be mapped and flagged for avoidance, or other measures will be taken, including applying for appropriate regulatory permits, as required.	Prior to Construction	Metropolitan Qualified Biologist
MM BIO-4: Adverse Impacts on Sensitive Natural Communities: Removal of or adverse impacts on sensitive natural communities will be minimized for rehabilitation projects in the program, except in accordance with adopted HCPs/NCCPs to which Metropolitan is a party for covered areas and covered activities. For such covered activities, Metropolitan will coordinate with the appropriate resource agencies, and Metropolitan's contractors will adhere to all requirements in the applicable plan. For any activities not covered by an adopted HCP/NCCP, the following shall apply: For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (except for landscaped developed areas) and that contain sensitive natural communities, a qualified biologist will conduct pre-construction surveys for sensitive natural communities prior to any construction. These surveys will be conducted by a qualified biologist within 100 feet of ground-disturbing activities. If sensitive natural communities are located during the surveys, then habitat areas will be mapped and flagged for avoidance, or other measures will be taken including applying for appropriate regulatory permits, as required.	Prior to Construction	Metropolitan Qualified Biologist

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM BIO-5, Adverse Impacts on Wetlands: For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 100 feet of unpaved areas (including large landscaped areas, parks, and golf courses), which contain wetlands, a qualified biologist will visit the site to conduct pre-construction surveys. If the biologist determines that wetlands may be present, preconstruction wetlands jurisdictional delineations will be performed prior to any construction. These delineations will be conducted by a qualified biologist within 100 feet of ground-disturbing activities. Any jurisdictional wetlands located during the delineations will be mapped and flagged for avoidance or other measures may be taken, including applying for appropriate regulatory permits, as required.	Prior to Construction	Metropolitan Qualified Biologist
MM BIO-6, Impacts on Wildlife Movement: For any projects within the program that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or any rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas), a qualified biologist will visit the site to determine if any identifiable wildlife movement corridors are present at the site. If the biologist determines that such corridors are present, then wildlife movement corridors will be mapped, flagged, and avoided, or other measures will be taken to protect wildlife movement, as appropriate.	Prior to Construction	Metropolitan Qualified Biologist
MM BIO-7, Conflicts with Local Policies Related to Biological Resources: For any projects within the program that require vegetation removal, Metropolitan will determine if there are any applicable local policies related to biological resources and, if so, coordinate with the affected jurisdiction, as necessary, to determine appropriate requirements for vegetation removal and replacement. The contractor will be required to comply with any applicable requirements. Nothing in this mitigation will require the contractor to make improvements beyond the existing condition prior to construction.	Prior to Construction	Metropolitan Contractor
4.5 Cultural Resources		
MM CUL-1, Historic Resources Protection Program: To avoid impacts on built environment (historic) resources, prior to any rehabilitation involving excavation or concrete cutting, a qualified cultural resource specialist will determine whether there are any identified or eligible historical resources present and whether proposed construction activities could adversely affect these resources. If any resources could be adversely affected by construction, measures will be taken to prevent adverse impacts on the resource, as determined by the qualified cultural resource specialist.	Design Phase Prior to Construction	Metropolitan Qualified Cultural Resource Specialist

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM CUL-2, Avoidance or Monitoring of Archaeological Sites: To avoid impacts on archaeological sites, prior to construction of any program element, such as pipeline alignments, construction staging areas, laydown areas, or relocation of pipelines in new alignments, a new record search will be conducted to determine if additional sites or resources have been recorded on or adjacent to the proposed construction section. Reports will be examined to determine the condition of each site when recorded, if the site has been evaluated, and if destruction of the site is documented. Following this review, recorded archaeological sites that are within the pipeline route will be surveyed and their present conditions assessed (see MM CUL-4). Archaeological monitoring will be required during construction-related ground-disturbing activities if within the recorded area of a significant or potentially significant site and for a 50-foot buffer beyond the site boundary. A Native American monitor may be present if the site is prehistoric. If archaeological materials are discovered during monitoring, procedures outlined in MM CUL-4 will be implemented. If it can be demonstrated that the site has been destroyed by previous construction or other actions and there is no potential for other buried parts of the site within the construction area, or if the site has been evaluated and determined not eligible for the California Register of Historical Resources (CRHR), then monitoring will not be required.	Prior to Construction Construction	Metropolitan Qualified Archaeologist/ Native American Monitor
MM CUL-3, Preconstruction Meeting for Identifying Cultural Resources: To avoid impacts on previously unidentified cultural resources, all construction personnel will attend a preconstruction meeting that includes a discussion of cultural resources. The meeting will inform construction personnel on how to identify potential cultural resources during ground-disturbing activities and what to do if such potential resources are encountered.	Prior to Construction	Metropolitan Contractor Qualified Cultural Resource Specialist
MM CUL-4, Previously Unidentified Resources Encountered during Ground-disturbing Activities: In the event that any potentially significant cultural resources are unexpectedly encountered during construction, work will be immediately halted and the discovery shall be protected in place. The contractor will halt construction within 50 feet of the exposed resource until a qualified cultural resources specialist evaluates the discovery. If the qualified cultural resources specialist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. This additional work may include avoidance, testing, and evaluation or data recovery excavation. Work shall be prohibited in the restricted area until Metropolitan provides written authorization.	Construction	Metropolitan Contractor Qualified Cultural Resources Specialist

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM CUL-5, Archaeological Survey of Non-Pipeline Areas: Prior to rehabilitation activities of any program element, each area will be subject to pedestrian survey for archaeological resources by a professional archaeologist retained by Metropolitan if ground-disturbing activities are slated to occur. If archaeological sites are recorded or found in these affected areas, the sites will be avoided to the greatest extent feasible. If a site cannot be avoided, site testing and evaluation by a professional archaeologist will be required. This may require test excavations, artifact analysis, evaluation for the CRHR and review by the State Historic Preservation Officer, and possibly data recovery excavation and reporting.	Prior to Construction	Metropolitan Qualified Archaeologist
MM CUL-6, Develop a Program to Mitigate Impacts on Paleontological Resources for Each Contract Package: In order to avoid impacts on paleontological resources, the following mitigation program will be implemented for each contract package. This mitigation program will be conducted by a qualified professional paleontologist and will be consistent with the provisions of CEQA. This program will include the following: 1. Assessment of site-specific excavation areas to determine those areas that may be designated as highly sensitive for unique paleontological resources to be monitored during ground disturbance. 2. In these designated areas, if any, paleontological resources monitors qualified to Society of Vertebrate Paleontology standards will be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitoring may be reduced or eliminated if some of the potentially fossiliferous units are determined upon exposure and examination by qualified paleontological resources personnel to have low potential to contain fossil resources. Also in these designated areas, all unique paleontological resources, if any, will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates. 3. Unique paleontological resources, if any, will be identified and curated into an established, accredited museum repository. 4. Preparation of a report of findings including a summary of field work and laboratory methods, an overview of the program work area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, a copy of the report will also be submitted to the designated museum repository.	Prior to Construction Construction	Metropolitan Contractor Qualified Paleontologist

Mitigation Measure(s)	Timing of Implementation	Implementing Party
4.6 Geology and Soils[2]		
None required.		
4.7 Greenhouse Gas Emissions		
MM-AIR-1: (see above, under 4.3, Air Quality)		
4.8 Hazards and Hazardous Materials		
MM HAZ-1, Project-Level Hazardous Materials Sites Assessment Prior to Construction Activities: To avoid exposure of construction workers, the public, or the environment to previously identified hazardous materials, during design, qualified Metropolitan staff or consultant(s) specializing in hazardous materials impact assessment will conduct a project-level analysis to determine if there are existing hazardous materials sites in the vicinity of the construction site and potential for existing hazardous materials sites to affect construction. This assessment will consist of a search for environmental-related information present in publicly accessible databases. The information will be reviewed to determine if the construction footprint or adjacent properties are listed in the databases. If the construction footprint or adjacent properties are listed in the databases, qualified Metropolitan staff or consultant(s) will determine the potential risk to construction workers, the public, or the environment from rehabilitation activities and identify all necessary avoidance, abatement, remediation, cleanup, disposal, monitoring, reporting, notifications, and/or other measures to prevent significant impacts.	Prior to Construction	Metropolitan Environmental Consultant (Hazardous Waste)
MM HAZ-2, Encountering Unreported Hazardous Materials: To avoid exposure of construction workers, the public, or the environment to unreported hazardous materials in the soil, contractors will be required to inspect any site to be used for excavation, work zones, staging, or other rehabilitation-related activities prior to beginning construction. If odiferous, stained, or discolored soil is encountered, qualified Metropolitan staff or consultant(s) specializing in the identification and handling of hazardous materials will be retained to assess the site. Identification of possible hazardous materials would typically involve soil samples and laboratory analysis. The suspect soil will be isolated, covered, and avoided by construction personnel until analytical results are reviewed by qualified personnel. Soils identified as hazardous or contaminated will be handled, transported, and treated in accordance with all federal, state, and local existing hazardous materials regulations.	Prior to Construction Construction	Metropolitan Contractor Environmental Consultant (Hazardous Waste)

[2] Impacts under CEQA threshold e for geology and soils were determined to be less than significant in the Initial Study and were not addressed in the Programmatic EIR.

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM HAZ-3, Engineering Controls and Best Management Practices during Construction: To minimize human exposure to potential contaminants, during construction contractors will employ the use of engineering controls and best management practices (BMPs). Engineering controls and construction BMPs will include, but are not limited to, the following: • Contractor employees working on site handling hazardous materials on contaminated media will be certified in the Occupational Health and Safety Administration's 40-hour Hazardous Waste Operations and Emergency Response training. • Contractors will water or mist soil as it is being excavated and stockpiled or loaded onto transportation trucks.	Construction	Contractor
MM HAZ-4, Encountering Contaminated Groundwater: To avoid exposure of construction workers, the public, or the environment to contaminated groundwater, suspect water removed from excavation areas (but not including dewatering of the pipelines themselves) will be tested by a qualified laboratory specializing in the identification of hazardous materials. If groundwater is considered hazardous, Metropolitan will notify the Regional Water Quality Control Board and local Environmental Health agencies regarding assessment and remediation requirements.	Construction	Contractor Environmental Consultant (Hazardous Waste)
MM HAZ-5, Construction Activities within Runway Protection Zones: During the design phase for any projects in the program within the runway protection zones for Long Beach Municipal Airport or Van Nuys Airport (even where all construction would be accessed from outside the runway protection zones), project engineers will coordinate with the management of Long Beach Municipal Airport (Second Lower Feeder) or Van Nuys Airport (Sepulveda Feeder), as appropriate, to determine the methods of construction that will be necessary to avoid impacts on airport operations and safety. All operations and safety requirements of the airports will be incorporated into the construction design packages. All necessary requirements will be implemented during construction.	Design Phase Prior to Construction Construction	Metropolitan
MM HAZ-6, Aboveground Elements in Runway Protection Zones: To avoid airport operations and safety impacts, no permanent aboveground elements of the proposed program, such as manhole covers, valve boxes, or electrical panels, will be located within runway protection zones (at Long Beach Municipal Airport for the Second Lower Feeder and Van Nuys Airport for the Sepulveda Feeder) without prior approval of the management of the appropriate airport.	Design Phase Prior to Construction	Metropolitan

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM HAZ-7, Maintaining Emergency/Evacuation Routes: To avoid impacts on emergency/evacuation routes, excavation sites will typically not be placed in roadways that serve as designated emergency/evacuation routes. If such streets cannot be avoided, the contractor will work with the local jurisdiction responsible for the emergency/evacuation routes to maintain adequate capacity. This will be accomplished by utilizing unused portions of the street right-of-way for travel lanes (such as temporarily prohibiting parking, restriping medians or parkway space, or detouring bike lanes) or by detouring the emergency/evacuation route to other roadways during construction. If detours are necessary, appropriate notification of emergency personnel and temporary signage will be used to direct emergency/evacuation traffic during construction.	Design Phase Prior to Construction Construction	Metropolitan Contractor
4.8 Hydrology and Water Quality[3]		
MM HYD-1, Implementation of a Grading and Drainage Plan: Prior to construction of aboveground project facilities, Metropolitan will prepare a grading and drainage plan that identifies anticipated changes in flow that would occur on site and minimizes any potential increases in flooding, erosion, or sedimentation potential in accordance with applicable regulations and in coordination with the county and/or the city in which the facility would be located. The plan will identify and implement best management practices and other measures to ensure that potential increases in stormwater flows and erosion are minimized.	Prior to Construction Construction	Metropolitan Contractor

[3] CEQA thresholds b, g, h, and i for hydrology and water quality were determined to be less than significant in the Initial Study and were not addressed in this PEIR.

Mitigation Measure(s)	Timing of Implementation	Implementing Party
4.1 Land Use[4]		
None required.		
4.11 Noise		
MM NOI-1, Locate Excavation Sites Away From Vibration-Sensitive Uses: A noise and vibration consultant will be retained during excavation site planning to determine if there are vibration-sensitive land uses that could be affected by construction. Whenever possible, excavation sites will then be located so that vibration impacts would not affect vibration-sensitive land uses or mitigation would be included to reduce vibration levels at vibration-sensitive land uses to less-than-significant levels.	Design Phase	Metropolitan Noise/Vibration Consultant
MM NOI-2, Locate Excavation Sites Away From Noise-Sensitive Receptors Where Feasible: A noise consultant will be retained during excavation site planning to determine if there are sensitive receptors that could be affected by construction. Whenever possible, the excavation sites will be located in areas that would not affect sensitive receptors or where receptors can be shielded from construction noise.	Design Phase	Metropolitan Noise/Vibration Consultant
MM NOI-3, Conduct Project-Level Noise Studies at Each Excavation Site Where Noise-Sensitive Receptors Are Present: Project-level noise studies will be required at all excavation sites where sensitive receptors are present, as required in the planning stage by MM NOI-2. Such noise studies will identify the ambient noise levels, the receptors that would be affected, the noise levels the receptors will experience during construction, and any measures that can be used to reduce noise levels. All feasible mitigation measures identified in this noise study will be implemented.	Environmental Phase	Metropolitan Noise/Vibration Consultant
MM NOI-4, Locate Staging Areas Away from Noise-Sensitive Receptors or Provide Noise Attenuation: Whenever feasible, staging areas will be located in areas that would not affect sensitive receptors or where receptors can be shielded from staging-area noise. Where possible, noise screening will include temporary noise barriers with openings in the barriers kept to the minimum necessary for access.	Prior to Construction Construction	Metropolitan Contractor

[4] For threshold c for land use, see Threshold BIO-F in Section 4.4, *Biological Resources*.

Mitigation Measure(s)	Timing of Implementation	Implementing Party
4.12 Recreation		
None required.		
4.13 Transportation and Traffic		
MM TRA-1, Excavation Siting to Minimize Traffic Impacts: Excavation sites would be located to avoid traffic impacts to the maximum extent feasible, considering the logistical requirements for pipeline rehabilitation (e.g., adequate spacing, pipeline logistics) and other impacts such as habitat and noise. To the maximum extent feasible, the following will be considered when locating excavation sites: • Whenever feasible, where an off-road excavation site is available that would not result in other significant environmental impacts (e.g., to habitat, land uses), the off-road location will be used. • Whenever feasible, excavation sites in roadways will be situated within medians where available and feasible, especially if the medians are not used for left-turn lanes and do not include large street trees or other features that would be difficult to restore after rehabilitation. • Whenever feasible, excavation sites will be situated where the existing number of travel lanes can be maintained by temporarily removing parking (where adequate parking is available in the local area), temporarily relocating bike lanes to adjacent roadways, or temporarily restriping to provide narrower lanes (where they can be safely accommodated). • Whenever feasible, excavation sites will be situated so that adequate access to adjacent properties can be maintained, including left-turn entrances. • Whenever feasible, excavation sites will be situated so that bicycle and pedestrian circulation can be safely maintained, either by use of barriers or other safety features, or by providing alternative bicycle and pedestrian routes, with appropriate signage. Where feasible, siting excavation near heavily used pedestrian areas, such as around schools, hospitals, and transit stops, will be avoided. Where feasible, siting excavation in areas designated as safe routes to school will be avoided, or alternative routes will be developed in coordination with the local jurisdictions and school districts and providing appropriate signage, notification, and traffic controls.	Design Phase Prior to Construction Construction	Metropolitan Contractor

Mitigation Measure(s)	Timing of Implementation	Implementing Party
MM TRA-2, Construction Traffic Control Plans: Metropolitan and/or its contractors will coordinate with the counties of Los Angeles, Orange, and San Bernardino as well as each local jurisdiction through which the pipelines travels to develop construction traffic control measures and procedures prior to the start of construction on each project. Measures to reduce temporary construction traffic and transportation impacts on city streets may include, but not be limited to, the following: • Development of traffic control plans in coordination with local jurisdictions. The traffic control plans will be implemented and revised, as necessary and applicable. • Provision of advance written notification of construction activities to residences and businesses around each construction site. • Identification of travel routes and establishment of optimal arrival and departure times to minimize conflicts with residents, schools, and businesses, as feasible to minimize conflicts. • Provisions to detour pedestrians and bicyclists from project activities near or on the sidewalks and bike lanes. • Implementation of safety measures, such as signs, flaggers, cones, signage, and advance notice, as appropriate. • Covering of all open trenches when not in use or at the end of each work day, as applicable.	Design Phase Prior to Construction Construction	Metropolitan Contractor
MM TRA-3, Maintaining Adequate Parking: Whenever feasible, excavation work zones and construction staging areas will not be sited in such a way that they result in inadequate availability of parking for adjacent land uses. If work zones or staging areas are planned for parking areas, a parking study will be completed by a qualified traffic consultant prior to construction to identify if adequate parking would be available locally.	Design Phase Prior to Construction Construction	Metropolitan Contractor Traffic Consultant
MM HAZ-5: (see above in 4.8, Hazards and Hazardous Materials). **MM HAZ-6:** (see above in 4.8, Hazards and Hazardous Materials). **MM HAZ-7:** (see above in 4.8, Hazards and Hazardous Materials).		
4.14 Utilities and Service Systems		
None required.		
4.15 Energy Conservation		
None required.		

2.2 References Cited

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act Guidelines, as amended.

California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.

Chapter 3
Statement of Overriding Considerations

When a proposed project results in significant, unavoidable adverse impacts, CEQA requires the decision-making body of the Lead Agency to weigh the benefit of the proposed project against such environmental impacts in determining whether or not to approve the proposed project (*State CEQA Guidelines* Section 15043). In making this determination, the Lead Agency is guided by the *State CEQA Guidelines* Section 15093, which states:

> CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

When the Lead Agency approves a project that will result in the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The Statement of Overriding Considerations shall be supported by substantial evidence in the record.

If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, Findings required pursuant to Section 15091.

In addition, PRC Section 21081(b) requires that when a public agency finds that economic, legal, social, technological or other reasons make infeasible the mitigation measures or alternatives identified in the EIR and the project thereby continues to have significant unavoidable adverse impacts, the public agency must also find that specific overriding economic, legal, social, technological or other benefits of the project outweigh those significant unavoidable impacts of the project.

The Final Programmatic EIR identified one alternative to the proposed program: the No Program Alternative. This alternative was evaluated to the extent to which it met the basic program objectives, while avoiding or substantially lessening any significant adverse impacts of the proposed program.

By statute, if the environmentally superior alternative is the No Project Alternative, an EIR must also identify an environmentally superior alternative among the other alternatives. The reasons detailed in the Findings and the Programmatic EIR (Chapter 5 of the Final Programmatic EIR) indicate the proposed program would have similar or lesser impacts than the No Program Alternative. The sections below explain the overriding considerations Metropolitan relied on in selecting the proposed program rather than the No Program Alternative.

3.1 Significant and Unavoidable Impacts

3.1.1 Air Quality

Based on the information and analysis set forth in the Final Programmatic EIR and the record of proceedings, implementation of the proposed program would result in temporary significant impacts related to air quality. Significant and unavoidable short-term emissions of air pollutants would be emitted as a result of rehabilitation activities stemming from the use of construction equipment (primarily diesel-powered), haul and materials vehicle trips, and fugitive dust. Pollutants would exceed the daily regional mass emissions thresholds as well as the localized significance thresholds identified by the South Coast Air Quality Management District (SCAQMD) and would be significant. Following the implementation of Mitigation Measure MM AIR-1, the regional mass emissions would still exceed the SCAQMD regional mass emissions thresholds for carbon monoxide (CO) and nitrogen oxides (NO_X), but would no longer exceed the localized significance thresholds. Thus, the program would violate an air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase in any criteria pollutant for which the region is in non-attainment, and expose sensitive receptors to substantial pollutant concentrations. No additional feasible mitigation measures are available that would reduce temporary air quality impacts to less than significant levels. Impacts would be significant and unavoidable.

3.1.2 Biological Resources

Based on the information and analysis set forth in the Final Programmatic EIR and the record of proceedings, rehabilitation activities have the potential to result in impacts on protected species. Migratory birds, including most birds that nest in the study area, are protected by the federal Migratory Bird Treaty Act, which makes it unlawful to take, possess, import, export, transport, sell, barter, or offer for sale any migratory bird, or the parts, nests or eggs of any bird. In addition, California Fish and Game Code Section 3503 makes it unlawful to take, possess, or needlessly destroy nests or eggs of any bird. Where vegetation, and especially trees, is removed as part of construction, there is the potential for violations under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code, which would be a significant impact, but the level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-2 may reduce this impact, but potentially not to a less-than-significant level.

Various rehabilitation activities could affect riparian habitats and other sensitive natural communities. Vegetation clearing, excavation, materials storage, traffic, and other activities could remove habitat and result in temporary impacts to runoff and/or water quality, potentially affecting habitat; air quality impacts (dust, exhaust) could affect adjacent habitat; and construction-related traffic could introduce hazardous materials into habitats. These effects could result in potentially significant impacts on riparian habitats or sensitive natural communities, but the level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measures MM BIO-3 and MM BIO-4 may reduce these impacts, but potentially not to less-than-significant levels.

Various rehabilitation activities could also affect wetlands, if present near work areas. Any of these effects could result in significant impacts on wetlands, but the level of impact would need to be

determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-5 may reduce these impacts, but potentially not to less-than-significant levels.

In addition, various rehabilitation activities could affect wildlife movement and dispersal in the vicinity of construction. The level of impact would need to be determined at the project level when rehabilitation locations are known. Implementation of Mitigation Measure MM BIO-6 may reduce these impacts, but potentially not to less-than-significant levels.

Certain construction and maintenance activities are allowed under the Shell E&P and Metropolitan Habitat Conservation Plan (HCP) and Central and Coastal Natural Communities Conservation Plan (NCCP)/HCP, and would be allowed under the proposed North Fontana Multiple Species Habitat Conservation Plan (covered activities). However, the types of construction for the proposed program that would occur within the covered lands are not known at this time. Therefore, construction could be inconsistent with the requirements of these plans, which would be a significant impact. Without knowing the location or type of rehabilitation activities in the covered lands, the level of impact and mitigation measures to address these impacts cannot be determined at this time. Also, it cannot be determined if impacts could be reduced to less-than-significant levels with mitigation. Therefore, impacts related to conflicts with the adopted Shell E&P and Metropolitan HCP and Central and Coastal NCCP/HCP and the proposed North Fontana Multiple Species Habitat Conservation Plan may be potentially significant and unavoidable. Additional project-specific analysis will be required for rehabilitation activities within the covered lands for these plans.

For the purposes of this Programmatic EIR, the impacts identified above related to biological resources would be considered significant and unavoidable.

3.1.3 Greenhouse Gas Emissions

Based on the information and analysis set forth in the Final Programmatic EIR and the record of proceedings, program-related rehabilitation activities would result in greenhouse gas (GHG) emissions from fuel combustion associated with on- and off-road construction equipment and vehicles. Emissions associated with construction would result in amortized annual emissions of just over 4,700 metric tons, which exceeds the SCAQMD interim threshold of 3,000 metric tons. As such, impacts would be significant. With the implementation of Mitigation Measure MM AIR-1, impacts would be reduced, but would remain significant. Impacts would be significant and unavoidable.

3.1.4 Noise

Based on the information and analysis set forth in the Final Programmatic EIR and the record of proceedings, noise levels during rehabilitation activities, specifically during excavation and concrete sawing, would likely reach very high levels, generally exceeding any noise-level restrictions set by some local jurisdictions. Because of the type of construction and its location, there is no effective mitigation that would reduce this impact below a level of significance. Therefore, impacts related to exposing persons to, or generating, noise levels in excess of standards would be significant, at least at some locations. Implementation of Mitigation Measures MM NOI-2 through MM NOI-4 would reduce impacts, but not to a less-than-significant level at all locations. Impacts would be significant and unavoidable.

3.1.5 Transportation/Traffic

Based on the information and analysis set forth in the Final Programmatic EIR and the record of proceedings, during the course of the pipeline rehabilitation work, work zones would be established within existing roadways, requiring lane closures, temporary signage, traffic cones and delineators, fencing, and barriers (i.e., concrete trapezoidal "K rail," or Caltrans Temporary Type K railing). Where work zones are located within streets, temporary impacts on transportation would occur, including increased congestion and travel times, reduced access, and impacts on transit operations, bike routes, and pedestrian routes. The disruption of local and regional traffic caused by capacity reduction would be significant at some locations, but the level will need to be determined at the project level when rehabilitation locations are known. Analysis to determine the individual projects' impacts on vehicle miles traveled and/or level of service may be required. Implementation of Mitigation Measure MM TRA-1 would reduce these impacts in some locations, but would not be feasible in all circumstances. Therefore, impacts on local and regional transportation may be significant and unavoidable. Impacts would be significant and unavoidable.

3.2 Project Benefits

In September 2011, Metropolitan's Board authorized initiation of the PCCP Rehabilitation Program in order to develop a comprehensive, long-term plan for repair of Metropolitan's at-risk PCCP feeders. There were several drivers for the creation of this program: (1) the increasing number of failures of PCCP lines within the water industry, along with recognition of the risks associated with these failures; (2) trends of PCCP deterioration within Metropolitan's distribution system, based on monitoring data collected over a 14-year period; and (3) Metropolitan's experience with expensive, urgent repairs on PCCP lines. Based on this experience and on a risk assessment of Metropolitan's PCCP lines, staff concluded that approximately 100 miles of PCCP will have a reduced service life and need to be rehabilitated, especially in comparison with pipelines made of other materials.

As discussed in Chapter 3 of the Final Programmatic EIR, the following objectives of the proposed program would be achieved through program implementation:

- Reduce the risk of unplanned outages
- Extend the service life of the pipelines
- Perform the rehabilitation work in a cost-effective manner
- Minimize the effects of rehabilitation efforts on Member Agency deliveries
- Minimize the loss of hydraulic capacity due to rehabilitation
- Improve system operational and emergency flexibility

The pipelines identified for repair in the proposed program deliver drinking water to about 19 million people in Southern California. Rehabilitation of the deteriorating prestressed concrete cylinder portions in these pipelines would preserve this conveyance function and reduce the risk of pipeline failure, minimize repair costs and prevent unplanned shutdowns of the pipelines.

3.3 Statement of Overriding Considerations

After balancing the specific economic, legal, social, technological, and other benefits of the proposed program, Metropolitan has determined that the significant and unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the specific program benefits that outweigh the significant and unavoidable adverse environmental impacts of the proposed program.

Metropolitan has considered information contained in the Final Programmatic EIR, as well as comments received from public agencies and interested parties during the public review period. In addition, Metropolitan commits to the proposed mitigation measures and acknowledges that program benefits outweigh the few significant and unavoidable, temporary adverse impacts identified above. In making this determination and commitment, Metropolitan incorporates by reference the Findings and the proposed Mitigation Monitoring and Reporting Program, as well as all of the supporting evidence cited therein and in the record of proceedings and administrative record.