

## 6.0 CONSISTENCY WITH REGIONAL PLANS

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. The purpose of this section is to discuss the proposed Project’s consistency with the regional and local growth forecasts prepared by the Southern California Association of Government’s (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and to provide an analysis of the Project’s impacts on the population, housing, and job projections for the region. SCAG is the designated metropolitan planning organization, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

### 6.1 Setting

Population forecasts for the City and surrounding area are provided by SCAG, in the 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction (SCAG-A). The RTP growth forecast is updated every four years and was recently updated in 2016. The SCAG RTP Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated county areas. **Table 6-A – SCAG-City of Beaumont Growth Forecasts** depicts the SCAG population forecasts for the City, which includes the proposed Project site.

**6-A – SCAG-City of Beaumont Growth Forecasts**

Forecasts	2012	2040
Population	39,400	80,600
Households	12,400	27,200
Employment	5,900	18,000
Jobs-to-Housing Ratio <sup>1</sup>	0.48:1	0.66:1

Source: SCAG-A

Notes:

1. The total number of jobs relative to the total number of households.

Jobs-to-housing ratio is used as an indicator of a community’s jobs-rich or jobs-poor status. SCAG’s April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-B), states that “a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.”

The concept of employment/housing balance has been widely discussed by SCAG and the South Coast Air Quality Management District (SCAQMD) over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated employment/housing balance into its growth forecast, transportation, and air quality policies. The term employment/housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate employment/housing ratio for any given geographic area is area

specific, in that each locale presents differing demographic characteristics. Jobs/housing ratios are also dynamic and fluctuate over time.

Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area. (SCAG-B, p. 15). As reflected in **Table 6-A** above, the 2016 RTP/SCS growth forecast indicates that in the year 2012 the jobs-to-housing ratio the City was 0.48:1 which is considered jobs-poor. The jobs-to-housing ratio is expected to gradually increase by 2040 to 0.66:1; since this is still less than a 1 to 1 ratio of jobs to households, the City would remain jobs-poor.

## **6.2 Related Regulations**

### **Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

### **Regional Transportation Plan/Sustainable Communities Strategy**

In April 2016, SCAG adopted the *2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast* (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the RTP/SCS. The RTP/SCS is a long range plan whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably (RTP/SCS, p. 2). Further, it outlines more than \$556.5 billion in transportation system investments for the MPO region through 2040 (RTP/SCS, p. 6). The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (RTP/SCS, p. 67). The goals included in the 2016 RTP/SCS are meant to provide guidance for considering projects within the context of regional goals (RTP/SCS, p. 84).

The RTP provides an opportunity to identify transportation strategies today that address mobility needs for the future (RTP/SCS, p. 2). The SCS demonstrates the integration of land use, transportation strategies, and transportation investments within the 2016 RTP/SCS. This requirement was put in place by the passage of Senate Bill (SB) 375, with the goal of ensuring that the SCAG region can meet its regional GHG reduction targets set by the California Air Resources Board (CARB). The SCS exceeds the targets issued by CARB (which are 8 percent reductions by 2020 and 13 percent reductions by 2035), resulting in 8 percent reduction by 2020 and 18 percent by 2035, and 21 percent by 2040 (RTP/SCS, p. 15).

## Western Riverside Council of Governments

The Western Riverside Council of Governments (WRCOG) is a joint-powers agency that conducts interagency regional coordination and planning for local governments in western Riverside County and serves as the council of governments and local transportation planning agency for the western Riverside subregion of SCAG. Its member agencies are 17 cities, including the City of Beaumont; Riverside County, and the Eastern and Western Municipal Water Districts. WRCOG administers the Riverside County Measure A, a half-cent transportation sales tax that supports freeway construction projects and designates smaller revenue allocations for arterial roadway improvements in western Riverside County. WRCOG also administers western Riverside County's Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of new development on the subregion's arterial highway system identified on the Regional System of Highways and Arterials. Other areas overseen by WRCOG include housing, planning for regional growth, and planning for solid waste and hazardous waste management.

## County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

## Riverside Local Agency Formation Commission

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

## 6.3 Consistency Analysis

As discussed in Section 5.13– Population/Housing, the Beaumont 2040 Plan allocates up to 40,849 dwelling units; which is 5,352 more units than currently allowed under this existing 2007 General Plan. This allocation of dwelling units will result in a projected population of 131,949 in the buildout year of 2040; an increase of 24,749 people of the existing General Plan's buildout year 2030. Further, the Beaumont 2040 Plan is projected to generate approximately 38,224 employment opportunities by the buildout year. **Table 6-B – General Plan Buildout Comparison**, identifies the change between the existing General Plan and the Beaumont 2040 General Plan buildouts.

**Table 6-B – General Plan Buildout Comparison**

Forecast Category	Existing General Plan	Beaumont 2040 Plan	Increased Quantity	Increased Percent
Population	107,200	131,949	24,749	18.8
Employees	29,755	38,224	8,469	22.2
Households	35,497	40,849	5,352	13.1
Jobs-to-Housing Ratio	0.83:1	0.93:1	0.10	10.8

Source: GP 2007 DEIR, Tables 4.2-1 and 4.2-10, GP

The Beaumont 2040 Plan’s projected population will increase by 24,749, or 18.8 percent, over that of the existing General Plan. The total number of dwelling units allocated for the Planning Area will also increase by 5,352, or 13.1 percent.

As identified in Section 5.13 – Population/Housing, the 2016 SCAG growth forecast for buildout year 2040 projected a jobs-to-housing ratio for the City of 0.66:1, which is considered jobs-poor. Hence, the City currently suffers from an imbalance in employment to housing and is considered to be jobs poor since the jobs-to housing ratio is less than 1:1. While the Beaumont 2040 Plan will remain jobs-poor with a ratio of 0.93:1, the allocation of land uses will provide more employment opportunities than the existing general plan and brings the employment housing balance closer to 1:1; 10.8 percent higher than the 2007 General Plan. Consequently, the Beaumont 2040 Plan will increase the employment/housing balance by 29 percent over SCAG’s projections for the City.

**Table 6-C – Consistency with 2016 RTP/SCS Goals**, presents a side by side comparison of applicable 2016 RTP/SCS Goals which were provided to the City from SCAG in their April 9, 2018 Notice of Preparation comment letter. A discussion regarding the Project’s consistency or inconsistency with each of these goals is provided below.

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable:</b> This is not a project specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> As discussed in Section 5.16 – Transportation of this Draft EIR and the Beaumont 2040 Plan’s Traffic Impact Analysis (TIA), which addresses the Project’s roadway network in more detail, the Beaumont 2040 Plan includes an updated Mobility Plan which shows that transportation networks in the City that will be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs have been incorporated into the Beaumont 2040 Plan to guide development and maintenance of transportation networks, including but not limited to: <ul style="list-style-type: none"> <li>▪ Riverside County Congestion Management Program</li> <li>▪ Caltrans Traffic Impact Studies Guidelines</li> </ul>

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	<ul style="list-style-type: none"> <li>▪ Caltrans Highway Capacity Manual</li> <li>▪ SCAG RTP/SCS</li> </ul> <p>Additionally, the City is required by the California Government Code to coordinate its circulation system with regional transportation plans. The Beaumont 2040 Plan’s Mobility Plan is a comprehensive transportation management strategy that addresses infrastructure capacity. Furthermore, the Beaumont 2040 Plan is consistent with AB 1358 (the Complete Streets Act) as Complete Streets are one of the key components in the Mobility Plan. The Beaumont 2040 Plan’s Land Use and Community Design Plan sets the appropriate design parameters for future change and redevelopment as it relates to maximizing mobility and accessibility for all people and goods in the region. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance on how to improve mobility within the City:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8</li> <li>▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6</li> <li>▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20</li> </ul> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8</li> <li>▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1 through M28 and M30</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 2.</p>
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent:</b> All modes of transit are required to follow safety standards set forth by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., the City) and regional (e.g., SCAG, County of Riverside, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal 2. The Beaumont 2040 Plan’s Mobility Plan develops a street network that balances the needs of all users with importance placed on pedestrian safety as well as vehicular safety and provides both vehicular and non-vehicular circulation plans while the Land Use and Community Design Plan provide for standards in design. The</p>

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	<p>Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to ensure the travel safety and reliability for all people and goods in the region:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8</li> <li>▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6</li> <li>▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20</li> </ul> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8</li> <li>▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1 through M28 and M30</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 3.</p>
<p>Goal 4: Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent:</b> As discussed in Section 5.16 – Transportation a TIA was completed for the Beaumont 2040 Plan to determine impacts upon existing traffic capacities and to determine the need for improvements to future traffic capacities. The Beaumont 2040 Plan encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. The Beaumont 2040 Plan’s Mobility Plan develops a street network that balances the needs of all users while the Land Use and Community Design Plan provide for standards in design. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to preserve and ensure a sustainable regional transportation system:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 3.4</li> <li>▪ Policies: 3.4.1, 3.4.2, 3.4.4</li> <li>▪ Implementation Strategies: LUCD13</li> </ul> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.5, 4.8</li> <li>▪ Policies: 4.1.4, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.5.1, 4.5.2, 4.5.3, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1, M3, M5, M7, M13, M20, M22, M26</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 4.</p>

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
<p>Goal 5: Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> The Beaumont 2040 Plan’s Mobility Plan addresses the City’s transportation system which is planned to be developed and maintained to encourage efficiency and productivity. As discussed in Section 5.16 – Transportation, at buildout, the Beaumont 2040 Plan’s Vehicle Miles Traveled (VMT) per service population is 25 percent higher than the threshold of significance established by the City. However, the Planning Area will result in lower VMT per service population than adjacent cities and Riverside County as a whole as identified in <b>Table 5.16-D – VMT Comparison: Future Year</b>. Further, the Beaumont 2040 Plan’s Mobility Chapter includes roadway design recommendations for the improvement and maintenance of all aspects of the public rights-of-way that promote complete streets to maximize productivity of the region’s public transportation system (i.e., bus, bicycle) for residents, visitors, and workers coming into and out of the City. As reflected in the <b>Figure 5.16-14 – Bicycle and Pedestrian Priority Network</b>, many areas of the City will be served by trails and bikeway. Future implementing development projects will be required to implement traffic improvements outlined in the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan which will improve intersections and roadways from the existing conditions, and create more vibrant and productive areas. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the productivity of our transportation system:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8</li> <li>▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6</li> <li>▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20</li> </ul> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8</li> <li>▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1 through M28 and M30</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 5.</p>
<p>Goal 6: Protect the environment and health of our residents by improving air quality and</p>	<p><b>Consistent:</b> The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development will be encouraged through the development of</p>

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
<p>encouraging active transportation (e.g., bicycling and walking).</p>	<p>alternative transportation methods (pedestrian sidewalk and trail networks, bicycle trails, and Shared Use Roadways for Neighborhood Electric Vehicles and golf carts), green design techniques for buildings, and other energy-reducing techniques. As such, the Beaumont 2040 Plan will comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC[2015]) and the California Green Building Standards Code (CALGreen[2017]; Part 11 of Title 24). Further, the Mobility Plan and design criteria outlined by the Land Use and Community Design Plan establish requirements for future implementing projects to maximize the protection of the environment and improvement of air quality by being required to coordinate with local transit services to ensure any required transit connections are included for future implementing developments and incorporate active transportation. The Beaumont 2040 Plan includes the following goals, policies, and implementation strategies to Protect the environment and health of our residents by improving air quality and encouraging active transportation:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 3.1, 3.3, 3.4, 3.7, 3.8, 3.10</li> <li>▪ Policies: 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1-7, 3.1.8, 3.1.11, 3.3.7, 3.4.1, 3.4.2, 3.4.4, 3.7.1, 3.7.2, 3.8.1, 3.8.3, 3.8.6, 3.10.1, 3.10.2, 3.10.3, 3.10.4</li> <li>▪ Implementation Strategies: LUCD11, LUCD13, LUCD16, LUCD17, LUCD19, LUCD20</li> </ul> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8</li> <li>▪ Policies: 4.1.1, 4.1.2, 4.1.4, 4.1.5, 4.1.6, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.1, 4.5.2, 4.5.3, 4.6.1, 4.6.2, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1 through M28 and M30</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 5.</p>
<p>Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent:</b> As discussed in Section 5.19 – Energy, the Beaumont 2040 Plan will ensure that energy demand associated with growth in the Planning Area would not be inefficient, wasteful, or unnecessary. Further, the City adopted the Sustainable Beaumont Plan in 2015, which provides a comprehensive plan to use energy more efficiently, harnessing renewable energy to power buildings, recycling waste, and enhancing access to sustainable transportation modes, so the City can keep dollars in its local economy, create new green jobs, and improve community quality of life in addition to</p>

**Table 6-C – Consistency with 2016 RTP/SCS Goals**

2016 RTP/SCS Goal	Beaumont 2040 Plan Analysis
	<p>reducing greenhouse gas (GHG) emissions. The Beaumont 2040 Plan builds upon the 2015 Sustainable Beaumont Plan and includes the following goals, policies, and implementation strategies to actively encourage and create incentives for energy efficiency, where possible:</p> <p><b>Land Use and Community Design Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 8.1, 8.2, 83</li> <li>▪ Policies: 8.1.1, 8.1.2, 8.1.3, 8.1.4, 8.1.5, 8.1.6, 8.1.7, 8.1.8, 8.1.9, 8.1.10, 8.1.11, 8.2.1, 8.2.2, 8.2.3, 8.3.1, 8.3.2, 8.3.3, 8.3.4, 8.3.4, 8.3.5, 8.5.6, 8.5.7</li> <li>▪ Implementation Strategies: C1, C2, C3, C4, C5, C6, C8, C9, C10, C11, C12, C2</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 7.</p>
<p>Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>Consistent:</b> See response to RTP/SCS Goal. 6 above.                      Thus, the Beaumont 2040 Plan achieves Goal 8.</p>
<p>Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. (Note- SCAG does not yet have an agreed-upon security performance measure.)</p>	<p><b>Consistent:</b> The Beaumont 2040 Plan includes a goals, policies, and implementing strategies requiring roadways to comply with federal, state, and local designs and safety standards. As discussed in Section 5.16 – Transportation, the Beaumont 2040 Plan will not result in result in inadequate emergency access and future implementing development projects will be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. The Beaumont 2040 Plan' Mobility Plan includes the following goals, policies, and implementation strategies providing specific guidance to maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies:</p> <p><b>Mobility Plan</b></p> <ul style="list-style-type: none"> <li>▪ Goals: 4.1, 4.2, 4.6, 4.8</li> <li>▪ Policies: 4.1.6, 4.2.1, 4.2.2, 4.6.1, 4.6.2, 4.8.1, 4.8.2</li> <li>▪ Implementation Strategies: M1, M3, M5, M6, M7, M8, M11, M12, M28 and M30</li> </ul> <p>Thus, the Beaumont 2040 Plan achieves Goal 9.</p>

Source: RTP/SCS

As reflected in **Table 6-C** above, the proposed Project will be consistent with all applicable SCAG policies.

## 6.4 References

The following references were used in the preparation of this section of the DEIR:

- GP City of Beaumont, Draft General Plan Update, dated August 21, 2020. (Available at <https://www.beaumontca.gov/DocumentCenter/View/36596/Beaumont-GPU-Public-Draft>, accessed August 27, 2020).
- RTP/SCS Southern California Association of Governments, *The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy*, adopted April 2016. (Available at <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>, accessed August 26, 2020.)
- SCAG-A Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, dated April 11, 2016. (Available at [http://www.scag.ca.gov/Documents/2016\\_2040RTPSCS\\_FinalGrowthForecastbyJurisdiction.pdf](http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf), accessed August 27, 2020.)
- SCAG-B Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at <http://www.scag.ca.gov/DataAndTools/Pages/SMDL.aspx>, accessed August 27, 2020.)