

2.2.2 Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs

This section identifies applicable adopted transportation and land use plans and programs and describes how the Project is consistent with or conforms to relevant plan and program elements. The study area for analyzing the Project's consistency with federal, state, tribal, regional, and local plans and programs is the community impact study area, as shown on Figure 2.2.1-1 of Section 2.2.1, *Existing and Future Land Use*.

2.2.2.1 Affected Environment

Federal

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is capital listing of all transportation projects proposed over a 6-year period for the Southern California Association of Governments (SCAG) region. The FTIP is part of the region's strategy to improve the safety and efficiency of the transportation system. Projects listed in the FTIP are consistent with SCAG's 2024–2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), including, but not limited to, highway improvement, high-occupancy vehicle (HOV) lane, high-occupancy toll lane, and freeway ramp projects. The Project is included in the SCAG financially constrained 2025 FTIP (FTIP ID ORA131105) (SCAG 2024a).

State

California Transportation Plan 2050

California Transportation Plan 2050 provides a long-range policy framework for the state's transportation system, exploring trends that will influence travel behavior and transportation decisions in the next 25 years. California Transportation Plan 2050 outlines goals, policies, strategies, performance measures, and recommendations to meet future mobility needs and reduce greenhouse gas emissions¹ (Caltrans 2021). The California Transportation Plan is updated every 5 years.

Regional

2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2024–2050 RTP/SCS is a long-range plan that provides a vision for meeting future transportation and housing needs while balancing economic, environmental, and public health goals (SCAG 2024b). The 2024–2050 RTP/SCS was prepared to address transportation needs in the SCAG region, which includes Ventura, Imperial, Los

¹ Please note: This is a California Transportation Plan 2050 goal and is not related to the National Environmental Policy Act in any way or form.

Angeles, Orange, Riverside, and San Bernardino Counties. The Project is listed in SCAG's 2024–2050 RTP/SCS under RTP ID 2M0717.

Master Plan of Arterial Highways/Long-Range Transportation Plan

The Master Plan of Arterial Highways (MPAH) was established by the County of Orange in 1956. The purpose of this plan is to ensure that a regional highway network would be planned, developed, and preserved in order to improve the county's existing freeway system. Cities within Orange County are expected to achieve consistency with the MPAH in individual general plan circulation elements. Orange County Transportation Authority (OCTA) is responsible for administering the MPAH (OCTA 2026).

The Long-Range Transportation Plan (LRTP) established by OCTA outlines a vision for multimodal transportation improvements throughout Orange County. These projects, programs, and improvements are designed to address the transportation needs of county residents, commuters, and visitors for the next 25 years. OCTA prepares the LRTP every 4 years to account for new planning efforts, as well as changes in demographics, economic conditions, and available sources of transportation funding. The improvement of the Interstate (I-) 5/EI Toro Interchange is included in the 2022 LRTP (OCTA 2023).

Measure M Renewal Ordinance

In 1990, Orange County voters approved Measure M, a half-cent sales tax for transportation improvements that was scheduled to sunset in 2011. On November 7, 2006, the county's voters renewed Measure M for a 30-year extension through 2041 and approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). By the year 2041, the M2 program plans to deliver approximately \$15.5 billion worth of transportation improvements to Orange County. Major improvement plans target county freeways, streets and roads, and transit and environmental programs. The improvement to the I-5/EI Toro Interchange is identified as "Project D" in the M2 program and is subject to the provisions of OCTA's M2 Ordinance. Attachment B, Section II.A.4, of the M2 Ordinance contains the following language related to the design of freeway projects funded by M2 (OCTA 2006):

"Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities."

Orange County Transportation Authority Natural Communities Conservation Plan/Habitat Conservation Plan

The OCTA Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) was approved with federal and state resource agencies as signatories in June 2017. The purpose of the OCTA NCCP/HCP is to provide an effective framework to protect native biological diversity, habitat for native species, natural communities, and local ecosystems throughout Orange County, while improving and streamlining the environmental permitting process for impacts of Covered Activities on sensitive, threatened, and endangered species and their habitats. Environmental impacts will be mitigated under OCTA's M2 Environmental Mitigation Program. The goals of the program are to engage in comprehensive mitigation to provide higher-value environmental benefits such as habitat protection, wildlife corridors/linkages, and resource preservation in exchange for a streamlined project review and permitting process for the freeway program. The Project is considered a covered action and is in conformance with the OCTA NCCP/HCP, Implementing Agreement, and NCCP/HCP Agreement (OCTA 2016).

Local General Plans

City of Lake Forest

General Plan

The City of Lake Forest General Plan was adopted in June 2020 (City of Lake Forest 2020). The general plan identifies the city's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner that is consistent with the quality of life desired by the city's residents and businesses.

Land Use Element

The City of Lake Forest General Plan Land Use and Design Element (updated 2024) identifies how land will be used in the future. The purpose of the Land Use and Design Element is to prescribe existing and future land use activity and address the relationship between development and environmental quality, potential hazards, and social and economic objectives. The Land Use and Design Element also identifies the general distribution, location, mix, and extent of land uses in Lake Forest. The total planning area of Lake Forest is approximately 12.6 square miles and is made up predominantly of residential land uses.

Mobility Element

The City of Lake Forest General Plan Mobility Element (updated 2025) provides the framework for decisions concerning the city's multimodal transportation system, which includes roadway, transit, bicycle, pedestrian, and rail modes of travel.

City of Laguna Hills

General Plan

The City of Laguna Hills General Plan was first adopted in June 1994 and updated in July 2009. The general plan serves as a comprehensive strategy for the management of future growth and change within the city (City of Laguna Hills 2009).

Land Use Element

The City of Laguna Hills General Plan Land Use Element (2009) establishes land uses in an effort to promote a pattern of future development that advances the city's desire to improve the quality of life and ensure a more sustainable future. The Land Use Element is the foundation of the Laguna Hills General Plan and guides citizens, planners, and decision makers on the pattern of growth and future development in Laguna Hills.

Urban Village Specific Plan

The City of Laguna Hills Urban Village Specific Plan was adopted on November 26, 2002. The purpose of the Urban Village Specific Plan is to guide development of an existing 240-acre commercial/business/residential sector of the city into a village-like downtown district that serves community needs and provides a regional destination for surrounding cities (City of Laguna Hills 2002).

City of Laguna Woods

General Plan

The City of Laguna Woods General Plan was adopted in October 2022. The general plan is intended to reflect the city's intentions about land use and its relationship to pedestrian and vehicular circulation, housing, conservation, open space, noise, and safety.

Land Use Element

The City of Laguna Woods Land Use Element serves as a guide for future development in the city (updated 2024). The Land Use Element establishes the general locations and approximate land areas for all land uses in the city. The total planning area in Laguna Woods is approximately 3.3 square miles. The city is characterized primarily by residential development.

2.2.2.2 Environmental Consequences

Temporary Impacts

Build Alternatives

Build Alternative 1

Consistency with federal, state, tribal, regional, and local plans and programs is related to the consistency of permanent changes with those plans. Therefore, there would be no temporary adverse impacts under Build Alternative 1.

Design Variation: Build Alternative 1a

Temporary impacts related to consistency with federal, state, tribal, regional, and local plans and programs under Build Alternative 1a would be the same as those of Build Alternative 1. Refer to the discussion above.

Build Alternative 3

Temporary impacts related to consistency with federal, state, tribal, regional, and local plans and programs under Build Alternative 3 would be the same as those of Build Alternative 1. Refer to the discussion above.

No-Build Alternative

Temporary impacts related to consistency with federal, state, tribal, regional, and local plans and programs under the No-Build Alternative would be the same as those of Build Alternative 1. Refer to the discussion above.

Permanent Impacts

Build Alternatives

Build Alternative 1

Build Alternative 1 is consistent with the relevant goals, policies, and programs described in the 2024–2050 RTP/SCS, California Transportation Plan 2050, 2025 FTIP, OCTA NCCP/HCP, Urban Village Specific Plan, MPAH/LRTP, and the general plans for Lake Forest, Laguna Hills, and Laguna Woods. Table 2.2.2-1 summarizes the consistency of Build Alternative 1 with pertinent goals and policies from these plans and programs.

Build Alternative 1 would require partial acquisitions of areas within Lake Forest, Laguna Hills, and Laguna Woods. With implementation of Avoidance and Minimization Measure **LU-3** (see Section 2.2.1, *Existing and Future Land Use*), the California Department of Transportation (Caltrans) will continue to coordinate with the Cities of Lake Forest, Laguna Hills, and Laguna Woods to reflect the modification of land use designations for properties that would be acquired under Build Alternative 1 that are not currently designated for transportation uses within the land use elements of their general plans.

Build Alternative 1 would require a partial acquisition within the former Laguna Hills Mall property that is proposed as the Village at Laguna Hills development, which is within the study area of the Urban Village Specific Plan. With implementation of Avoidance and Minimization Measure **LU-1** (see Section 2.2.1, *Existing and Future Land Use*), design modifications to minimize or avoid the loss of landscaping as well as noncompliance with general development standards, including those applicable within the Urban Village Specific Plan, would be selected, if feasible. With implementation of Avoidance and Minimization Measure **COM-1** (see Section 2.2.1, *Existing and Future Land Use*), Caltrans, OCTA, and the City of Laguna Hills would work together to ensure there are no conflicts with the proposed Project's realignment of Avenida de la Carlota and the development plans for the Village at Laguna Hills. Therefore, Build Alternative 1 would

not result in adverse permanent impacts related to consistency with federal, state, tribal, regional, and local plans and programs.

Design Variation: Build Alternative 1a

Impacts related to consistency with federal, state, tribal, regional, and local plans and programs under Build Alternative 1a would generally be the same as those of Build Alternative 1. Refer to the discussion above. However, under Build Alternative 1a, a new public street is proposed that would provide access to the Village at Laguna Hills at the new southbound I-5/Avenida De La Carlota ramp terminal intersection south of El Toro Road, which would further minimize impacts related to consistency with the Urban Village Specific Plan. Therefore, Build Alternative 1a would not result in adverse permanent impacts related to consistency with federal, state, tribal, regional, and local plans and programs.

Build Alternative 3

Build Alternative 3 is consistent with the relevant goals, policies, and programs described in the 2024–2050 RTP/SCS, California Transportation Plan 2050, 2025 FTIP, OCTA NCCP/HCP, MPAH/LRTP, Urban Village Specific Plan, and the general plans for Lake Forest, Laguna Hills, and Laguna Woods. Table 2.2.2-1 summarizes the consistency of Build Alternative 3 with pertinent goals and policies from these plans and programs. No avoidance and minimization measures would be required under Build Alternative 3. Therefore, Build Alternative 3 would not result in adverse permanent impacts related to consistency with federal, state, tribal, regional, and local plans and programs.

No-Build Alternative

Under the No-Build Alternative, the I-5/El Toro Interchange would remain in its current condition and traffic operations would continue to deteriorate. As described in Table 2.2.2-1, the No-Build Alternative would result in some inconsistencies with federal, state, regional, and local plans and programs. These include the 2024–2050 RTP/SCS, California Transportation Plan 2050, 2025 FTIP, MPAH/LRTP, and some of the goals and policies in the general plans for Lake Forest and Laguna Woods. Therefore, the No-Build Alternative would result in adverse permanent impacts related to consistency with federal, state, tribal, regional, and local plans and programs.

Table 2.2.2-1. Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
Federal Transportation Improvement Program (2025)	The FTIP is a 4-year program that lists all transportation projects that will be receiving federal funding in the SCAG region. Projects listed in the FTIP are consistent with SCAG’s 2024–2050 RTP/SCS.			Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) are listed in the 2025 FTIP as FTIP ID ORA131105. Therefore, Build Alternative 1 and its design variation (Build Alternative 1a) are consistent with both the 2025 FTIP and 2024–2050 RTP/SCS.	Consistent: Build Alternative 3 is listed in the 2025 FTIP as FTIP ID ORA131105. Therefore, Build Alternative 3 is consistent with both the 2025 FTIP and 2024–2050 RTP/SCS.	Inconsistent: The No-Build Alternative would not result in any changes to existing conditions and would not implement the Project as reflected in the RTP/SCS.
California Transportation Plan 2050	The CTP 2050 Goals	Safety: Provide a safe and secure transportation system	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would reduce congestion and improve traffic circulation at the interchange, thereby directly contributing to improved safety and security of the transportation system. TSM and TDM elements would also be implemented to help manage traffic demand.	Consistent: Build Alternative 3 would implement TSM and TDM elements to help manage traffic demand.	Inconsistent: Under the No-Build Alternative, travel safety and security would continue to worsen at the interchange.
California Transportation Plan 2050	The CTP 2050 Goals	Climate: Achieve statewide GHG emissions reduction targets and increase resilience to climate change <i>*Please note: This is a California Transportation Plan 2050 goal and is not related to the National Environmental Policy Act in any way or form.</i>	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) are included in the 2024–2050 RTP/SCS, which includes goals, strategies, programs, and projects that will help the SCAG region in reducing its GHG emissions. Implementation of the 2024–2050 RTP/SCS would result in a 19-percent reduction per capita from 2005 GHG emission levels by 2035. This would meet the state’s mandated reductions for the SCAG region, which are 8 percent by 2020 and 19 percent by 2035. Build Alternative 1 and its design variation (Build Alternative 1a) would assist the region with its overall goals to reduce vehicle-related GHGs by relieving congestion and improving traffic flow, thereby reducing emissions. Build Alternative 1 and its design variation (Build Alternative 1a) would also implement TSM and TDM measures, which may also reduce GHG emissions.	Consistent: Build Alternative 3 is included in the 2024–2050 RTP/SCS, which includes goals, strategies, programs, and projects that will help the SCAG region in reducing its GHG emissions. Implementation of the 2024–2050 RTP/SCS would result in a 19-percent reduction per capita from 2005 GHG emission levels by 2035. This would meet the state’s mandated reductions for the SCAG region, which are 8 percent by 2020 and 19 percent by 2035. Build Alternative 3 would implement TSM and TDM measures, which may reduce GHG emissions.	Inconsistent: The No-Build Alternative would not result in any changes to existing conditions. The I-5/EI Toro Interchange would continue to deteriorate as traffic operations worsen. The No-Build Alternative would not help achieve statewide GHG emission-reductions targets.
California Transportation Plan 2050	The CTP 2050 Goals	Quality of Life and Public Health: Enable vibrant, healthy communities	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would reduce congestion and improve traffic circulation that would contribute to improving the quality of life for travelers and residents, businesses, and recreational users within and adjacent to the Limits of Disturbance.	Consistent: Build Alternative 3 would reduce congestion and improve traffic circulation that would contribute to improving the quality of life for travelers and residents, businesses, and recreational users within and adjacent to the Limits of Disturbance.	Inconsistent: Under the No-Build Alternative, congestion would worsen, adversely affecting all highway and non-highway users.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
California Transportation Plan 2050	The CTP 2050 Goals	<u>Environment</u> : Enhance environmental health and reduce negative transportation impacts	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) have been designed to reduce environmental impacts to the greatest extent practicable. Build Alternative 1 and its design variation (Build Alternative 1a) would reduce traffic congestion, improve traffic operations, and accommodate future traffic volumes forecasted in the Project area.	Consistent: Build Alternative 3 has been designed to reduce environmental impacts to the greatest extent practicable. Build Alternative 3 would reduce traffic congestion, improve traffic operations, and accommodate future traffic volumes forecasted in the Project area.	Inconsistent: Under the No-Build Alternative, congestion would worsen, adversely affecting all highway and non-highway users.
SCAG 2024–2050 RTP/SCS	Plan Goals	<u>Mobility</u> : Build and maintain an integrated multimodal transportation network	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and enhance freeway operations, thereby maximizing mobility. TSM and TDM elements would also be implemented including pedestrian, bicyclist, and other micromobility safety enhancements and transit signal priority and freight signal priority technology. Improvements to the I-5/EI Toro Interchange and implementation of TSM and TDM technology improvements would contribute to building and maintaining an integrated multimodal transportation network at the local level and the region as a whole.	Consistent: Build Alternative 3 would ease congestion and enhance freeway operations, thereby maximizing mobility. TSM and TDM elements would also be implemented including pedestrian, bicyclist, and other micromobility safety enhancements and transit signal priority and freight signal priority technology. Improvements to the I-5/EI Toro Interchange and implementation of TSM and TDM technology improvements would contribute to building and maintaining an integrated multimodal transportation network at the local level and the region as a whole.	Inconsistent: Under No-Build Alternative, mobility and accessibility would continue to deteriorate as traffic operations worsen.
SCAG 2024–2050 RTP/SCS	Plan Goals	<u>Communities</u> : Develop, connect and sustain communities that are livable and thriving	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and enhance freeway operations, thereby maximizing mobility. As such, Build Alternative 1 and its design variation (Build Alternative 1a) would support the goal to connect communities.	Consistent: Build Alternative 3 would ease congestion and enhance freeway operations, thereby maximizing mobility. As such, Build Alternative 3 would support the goal to connect communities.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.
SCAG 2024–2050 RTP/SCS	Plan Goals	<u>Environment</u> : Create a healthy region for the people of today and tomorrow	N/A	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and enhance freeway operations, thereby maximizing mobility and minimizing air quality impacts, and increasing energy efficiency. TSM and TDM elements would also be implemented to help manage traffic demand.	Consistent: Build Alternative 3 would ease congestion and enhance freeway operations, thereby maximizing mobility and minimizing air quality impacts, and increasing energy efficiency. TSM and TDM elements would also be implemented to help manage traffic demand.	Inconsistent: Under the No-Build Alternative, air quality and energy consumption would continue to worsen with traffic.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
SCAG 2024–2050 RTP/SCS	Regional Planning Policies	System Preservation and Resilience	01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a “Fix-It-First” principle 02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 1 and its design variation (Build Alternative 1a) would support system preservation and resilience.	Consistent: Build Alternative 3 would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 3 would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 3 would support system preservation and resilience.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.
SCAG 2024–2050 RTP/SCS	Regional Planning Policies	Transportation System Management	12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 1 and its design variation (Build Alternative 1a) would support the policies to pursue efficient use of the transportation system and increase travel time reliability.	Consistent: Build Alternative 3 would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 3 would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 3 would support the policies to pursue efficient use of the transportation system and increase travel time reliability.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.

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SCAG 2024–2050 RTP/SCS	Regional Planning Policies	Transportation Demand Management	14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.) 15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors 6. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD’s Rule 2202)	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility.	Consistent: Build Alternative 3 would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 3 would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.
Master Plan of Arterial Highways/Long Range Transportation Plan	The MPAH was established to ensure that a regional highway network would be planned, developed, and preserved in order to improve the county’s existing freeway system. Cities within Orange County are expected to achieve consistency with the MPAH in individual general plan circulation elements. The LRTP outlines a vision for multimodal transportation improvements throughout the county.			Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) are within Lake Forest, Laguna Hills, and Laguna Woods. Each of these cities includes policies in its general plan to comply with the MPAH. In addition, the improvement of the I-5/EI Toro Interchange is included in the 2022 LRTP.	Consistent: Build Alternative 3 is within Lake Forest, Laguna Hills, and Laguna Woods. Each of these cities includes policies in its general plan to comply with the MPAH. In addition, the improvement of the I-5/EI Toro Interchange is included in the 2022 LRTP.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
Measure M Renewal Ordinance	Attachment B, Section II.A.4	“Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities.”		Consistent with Implementation of Avoidance and Minimization Measures: Build Alternative 1 and its design variation (Build Alternative 1a) would improve the existing infrastructure, including local infrastructure. With implementation of Avoidance and Minimization Measure LU-1 , design modifications to minimize or avoid the loss of landscaping as well as noncompliance with general development standards would be selected, if feasible. If Build Alternative 1 would result in the loss of landscaping or other noncompliance with development standards, Caltrans will coordinate with the Cities of Laguna Hills, Laguna Woods, and Lake Forest to obtain landscaping or setback variances for properties where the Project would reduce the required amount of landscaping below the applicable municipal landscaping and setback requirements.	Consistent: Build Alternative 3 would improve the existing infrastructure, including local infrastructure, and would not introduce any new design features, because Build Alternative 3 is limited to TSM and TDM elements.	Neutral: Under the No-Build Alternative, no improvements are proposed to the I-5/ El Toro Road Interchange; therefore, it would not be necessary to implement context-sensitive design features.
OCTA Natural Communities Conservation Plan/Habitat Conservation Plan	The purpose of the OCTA NCCP/HCP is to provide an effective framework to protect native biological diversity, habitat for native species, natural communities, and local ecosystems throughout Orange County (i.e., the Plan Area), while improving and streamlining the environmental permitting process for impacts of Covered Activities on sensitive, threatened, and endangered species and their habitats.			Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) are considered a covered action and are in conformance with the OCTA NCCP/HCP, Implementing Agreement, and NCCP/HCP Agreement.	Consistent: Build Alternative 3 is considered a covered action and is in conformance with the OCTA NCCP/HCP, Implementing Agreement, and NCCP/HCP Agreement.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.
City of Lake Forest General Plan	Land Use and Design Element	<u>Goal LU-1 Land Use Mix:</u> A community with a balanced land use pattern that meets the City’s long-term housing, employment, and civic needs.	<u>Policy LU-1.1 Land Use Pattern:</u> Promote an appropriate land use plan that fosters and enhances community livability and public health; supports economic development; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses.	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would reduce congestion and improve traffic circulation that would contribute to improving the quality of life for travelers and residents, businesses, and recreational users within and adjacent to the Limits of Disturbance. Build Alternative 1 and its design variation (Build Alternative 1a) would also reduce vehicle-related GHGs by relieving congestion and improving traffic flow, thereby reducing emissions and increasing energy efficiency. Build Alternative 1 and its design variation (Build Alternative 1a) would also implement TSM and TDM measures, which may also reduce GHG emissions.	Consistent: Build Alternative 3 would reduce congestion and improve traffic circulation that would contribute to improving the quality of life for travelers and residents, businesses, and recreational users within and adjacent to the Limits of Disturbance. Build Alternative 3 would also reduce vehicle-related GHGs by relieving congestion and improving traffic flow, thereby reducing emissions and increasing energy efficiency. Build Alternative 3 would also implement TSM and TDM measures, which may also reduce GHG emissions.	Inconsistent: Under the No-Build Alternative, congestion would worsen, adversely affecting all highway and non-highway users.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
City of Lake Forest General Plan	Land Use and Design Element	<u>Goal LU-2 Compatible Development:</u> A community where new development blends harmoniously into the existing neighborhood fabric.	<u>Policy LU-2 Physical Characteristic Compatibility:</u> Ensure that new development fits within the existing community setting and is compatible with surrounding land uses and public infrastructure availability.	Consistent with Implementation of Avoidance and Minimization Measure: Build Alternative 1 and its design variation (Build Alternative 1a) would improve the existing infrastructure, including local infrastructure. Build Alternative 1 and its design variation (Build Alternative 1a) would require the modification of land use designations for acquired properties that are not currently designated for transportation uses. With implementation of Avoidance and Minimization Measure LU-3 , Build Alternative 1 and its design variation (Build Alternative 1a) would remain consistent with the City of Lake Forest General Plan.	Consistent: Build Alternative 3 would improve the existing infrastructure, including local infrastructure. Build Alternative 3 would not introduce a new or incompatible use to the surrounding land uses.	Consistent: The No-Build Alternative would not introduce new or incompatible uses.
City of Lake Forest General Plan	Mobility Element	<u>Goal M-1 Regional and Local Roads:</u> A transportation system that meets and balances local and regional mobility needs.	<u>Policy M-1.1 Master Plan of Arterial Highways (MPAH):</u> Coordinate with OCTA with respect to regional vehicular access as documented in the OCTA MPAH. <u>Policy M-1.4 Adjacent Jurisdictions:</u> Work with adjacent jurisdictions and agencies to ensure that there is cross-jurisdictional consistency in transportation facilities and coordinated implementation.	Consistent: Implementation of Build Alternative 1 and its design variation (Build Alternative 1a) is dependent on cooperation between Caltrans, OCTA, the County of Orange, and affected cities. Transportation improvements associated with Build Alternative 1 and its design variation (Build Alternative 1a) would ensure implementation of the MPAH to meet the needs of all cities within the Limits of Disturbance.	Consistent: Implementation of Build Alternative 3 is dependent on cooperation between Caltrans, OCTA, the County of Orange, and affected cities. Transportation improvements associated with Build Alternative 3 would ensure implementation of the MPAH to meet the needs of all cities within the Limits of Disturbance.	Inconsistent: The No-Build Alternative would be inconsistent with the intended build-out of I-5 as illustrated in the MPAH. Therefore, this alternative would not implement the goals of the MPAH and would not help meet the regional and local transportation needs of the cities within the Limits of Disturbance.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
City of Lake Forest General Plan	Mobility Element	<u>Goal M-2 Traffic Flow-System Efficiency:</u> Provide a vehicular transportation system with adequate levels of traffic flow and operations while maximizing efficiency.	<u>Policy M-2.1 Vehicle Level of Service (LOS):</u> Strive to maintain or improve vehicular level of service along City facilities, defined as roadway segments and intersections. Given the unique land use and operational context near the freeways and the City's commercial areas, the City acknowledges that lower LOS standards may exist in these locations. <u>Policy M-2.4 Transportation System Efficiency:</u> Continue to maximize transportation network efficiency and minimize delay and congestion by investing in Traffic System Management (TSM) and signal maintenance and coordination.	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 1 and its design variation (Build Alternative 1a) would support system preservation and resilience.	Consistent: Build Alternative 3 would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 3 would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility. As such, Build Alternative 3 would support system preservation and resilience.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.
City of Lake Forest General Plan	Mobility Element	<u>Goal M-3 Funding:</u> Ensure the utilization of various financing methods to improve and provide a fiscally sound transportation system.	<u>Policy M-10.1 Funding Sources:</u> Leverage existing available funding methods and sources to fund the transportation system in Lake Forest while also researching innovative funding sources at the federal, state, regional, and county levels.	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would be funded by OCTA with the M2 Freeway Program. OCTA would also seek federal and other funding sources, potentially including STIP funding for the Project.	Consistent: Build Alternative 3 would be funded by OCTA with the M2 Freeway Program. OCTA would also seek federal and other funding sources, potentially including STIP funding for the Project.	Neutral: Under the No-Build Alternative, no improvements are proposed to the I-5/ El Toro Road Interchange; therefore, it would not be necessary to allocate funds for infrastructure improvements to I-5.
City of Laguna Hills General Plan	Land Use Element	<u>Goal LU-5:</u> Maintain a fiscally viable and livable community that ensures a high quality of life for all Laguna Hills residents and business owners.	<u>Policy LU-5.3:</u> Allocate funds to infrastructure improvements in targeted areas.	Consistent: Implementation of Build Alternative 1 and its design variation (Build Alternative 1a) would be consistent with Policy LU-5.3 because funds from the M2 Freeway Program would be allocated to implement infrastructure improvements in this targeted area of this interchange.	Consistent: Implementation of Build Alternative 3 would be consistent with Policy LU-5.3 because funds from the M2 Freeway Program would be allocated to implement infrastructure improvements in this targeted area of this interchange.	Neutral: Under the No-Build Alternative, no improvements are proposed to the I-5/ El Toro Road Interchange; therefore, it would not be necessary to allocate funds for infrastructure improvements to I-5.

Plan	Element or Chapter	Goal	Policy	Build Alternative 1 and Its Design Variation (Build Alternative 1a) ¹	Build Alternative 3	No-Build Alternative
City of Laguna Hills Urban Village Specific Plan	Land Use Plan	The purpose of the Urban Village Specific Plan is to guide development of an existing 240-acre commercial/business/residential sector of the city into a village-like downtown district that serves community needs and provides a regional destination for surrounding cities.		Consistent with Implementation of Avoidance and Minimization Measures: Build Alternative 1 and its design variation (Build Alternative 1a) would require a partial acquisition within the former Laguna Hills Mall property that is proposed as the Village at Laguna Hills development, which is within the study area of the Urban Village Specific Plan. Under Build Alternative 1a, a new public street is proposed that would provide access to the Village at Laguna Hills at the new southbound I-5/Avenida de la Carlota ramp terminal intersection south of El Toro Road, which would minimize impacts. Build Alternative 1 and its design variation (Build Alternative 1a) would implement Avoidance and Minimization Measures LU-1 , LU-3 , and COM-1 .	Consistent: Build Alternative 3 would not impede implementation of the City of Laguna Hills Urban Village Specific Plan because no ground disturbance or acquisition of existing land uses would occur. Build Alternative 3 would improve the existing transportation network within the Urban Village Specific Plan study area.	Consistent: The No-Build Alternative would not introduce new or incompatible uses within the Urban Village Specific Plan study area.
City of Laguna Woods	Mobility Element	<u>Goal M-1.</u> Provide a public road system that balances local mobility needs with statewide and regional transportation planning requirements.	<u>Policy Objective M-1.4:</u> Maintain the public road system consistent with the requirements of the Orange County Master Plan of Arterial Highways.	Consistent: Implementation of Build Alternative 1 and its design variation (Build Alternative 1a) are dependent on cooperation between Caltrans, OCTA, the County of Orange, and affected cities. Transportation improvements associated with Build Alternative 1 and its design variation (Build Alternative 1a) would ensure implementation of the MPAH to meet the needs of all cities within the Limits of Disturbance.	Consistent: Implementation of Build Alternative 3 is dependent on cooperation between Caltrans, OCTA, the County of Orange, and affected cities. Transportation improvements associated with Build Alternative 3 would ensure implementation of the MPAH to meet the needs of all cities within the Limits of Disturbance.	Inconsistent: The No-Build Alternative would be inconsistent with the intended build-out of I-5 as illustrated in the MPAH. Therefore, this alternative would not implement the goals of the MPAH and would not help meet the regional and local transportation needs of the city.
		<u>Goal M-2.</u> Ensure that public roadways enable safe use and support mobility for all users regardless of age, ability, income, race, ethnicity, other personal characteristic, or mode of transportation	<u>Policy Objective M-2.1:</u> Manage and operate public roadways using advanced information- and communications-based technologies as part of intelligent transportation systems (ITS).	Consistent: Build Alternative 1 and its design variation (Build Alternative 1a) would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 1 and its design variation (Build Alternative 1a) would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility and travel time reliability.	Consistent: Build Alternative 3 would result in a more efficient transportation system by providing roadway improvements and implementing TSM and TDM applications to manage traffic demand. Build Alternative 3 would ease congestion and improve overall traffic flow within the Limits of Disturbance while enhancing freeway operations, thereby maximizing mobility and travel time reliability.	Inconsistent: Under the No-Build Alternative, mobility, accessibility, travel safety, and reliability would continue to deteriorate as traffic operations worsen.

Sources: Caltrans 2021; SCAG 2024a, 2024b; OCTA 2006, 2016, 2023, 2026; City of Lake Forest 2020; City of Laguna Hills 2002, 2009.

¹ Build Alternative 1 and its design variation (Build Alternative 1a) have been combined in this table because they have similar impacts.

AQMD = Air Quality Management District; CTP = California Transportation Plan; GHG = greenhouse gas; N/A = not applicable; STIP = State Transportation Improvement Program; TDM = Transportation Demand Management; TSM = Transportation System Management

2.2.2.3 Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures **LU-1**, **LU-3**, and **COM-1** would be implemented to minimize impacts related to consistency with federal, state, tribal, regional, and local plans and programs under the Build Alternatives. The full text of the above-referenced measures can be found in Section 2.2.1, *Existing and Future Land Use*.

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