P0 PREFACE TO THE FEIR

This preface has been prepared by the Massachusetts Department of Transportation (MassDOT), which is solely responsible for its content. The preface documents MassDOT's compliance with the Massachusetts Environmental Policy Act (MEPA), provides a summary of the environmental review process for the South Coast Rail project, summarizes MassDOT's civic and agency involvement process, and identifies MassDOT's Preferred Alternative. Section P7 of this Preface summarizes the requirements of the Certificate issued by the Secretary of the Executive Office of Energy and Environmental Affairs (EEA) on the Draft Environmental Impact Report (DEIR) and how the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) addresses each specific requirement.

P1 BACKGROUND

The South Coast Rail project is an initiative of MassDOT and the Massachusetts Bay Transportation Authority (MBTA) to bring public transportation to the South Coast region that will increase access to transit for an underserved area of the state, increase transit ridership, improve regional air quality, reduce greenhouse gas emissions, and support opportunities for smart growth and economic development.

This project is a priority transportation initiative for the Commonwealth of Massachusetts by the Patrick Administration, as documented in the April 2007 South Coast Rail: A Plan for Action and January 2013 The Way Forward: a 21st Century Transportation Plan.

Prior to 1958, the Middleborough, Stoughton, and Attleboro rail lines were part of the Old Colony Railroad System that provided service to Fall River and New Bedford from Boston's South Station, via Canton Junction, along the Stoughton Branch railroad. Since discontinuation of this service, commuter rail has only been available to southeastern Massachusetts along the Boston-Providence Shore Line, with stops in Attleboro and South Attleboro, and the Old Colony Middleborough Line, which terminates in Lakeville. However, none of these provide an opportunity for commuters from the Fall River or New Bedford areas to easily or efficiently access rail transportation to Boston.

The South Coast Rail project, to restore passenger rail service to the South Coast region, has been extensively studied in different configurations for almost 20 years. In 2002, a FEIR, prepared by the MBTA, concluded that the Stoughton Alternative was the most practicable and feasible of the alternatives and identified it as the preferred route. On August 30, 2002, the MEPA Secretary of Environmental Affairs issued a Final Certificate (Executive Office of Environmental Affairs [EOEA] File # 10509) stating that the FEIR adequately and properly complied with MEPA and its implementing regulations. The Certificate authorized MassDOT to proceed with planning for the South Coast Rail project as an extension of the existing Stoughton Line. However, further planning was delayed until 2007.

Section 404 of the Clean Water Act requires a Department of the Army permit for the discharge of dredged or fill material in waters of the United States. Accordingly, for the project to proceed to construction it is necessary for MassDOT to obtain a Section 404 permit from the U.S. Army Corps of Engineers (the Corps) and for the Corps to conduct a federal environmental review in accordance with the National Environmental Policy Act (NEPA).

The Commonwealth recognizes that the final determination of a recommended alternative must occur through a combined state and federal environmental review. Therefore, beginning in 2007 the Patrick-Murray Administration took a fresh look at the alternatives through a transparent and comprehensive evaluation.

The Corps and MEPA have agreed to coordinate the environmental review for the project. The Corps, the lead federal agency for the environmental review pursuant to NEPA, has prepared this federal Environmental Impact Statement (EIS), which MassDOT has reviewed and adopted as its state-required Environmental Impact Report (EIR).

The coordinated environmental review process began with a joint federal/state scoping process. MassDOT, as the lead state agency, submitted an Environmental Notification Form (ENF) to the Executive Office of EEA on November 15, 2008 for public review under MEPA, concurrent with the Corps' public scoping process under NEPA. The Secretary of the Executive Office of EEA issued a Certificate on the ENF, and a Scope for the Draft EIR, on April 3, 2009. A Draft EIR was filed with the MEPA Office on March 15, 2011 and the Secretary issued a Certificate on the DEIR, and a Scope for the Final EIR, on June 29, 2011. This Final EIR meets the requirements established in the Certificate, as described in detail in this Preface and the Response to Comments section of the FEIS/FEIR (Volume III).

P2 PROJECT GOALS

The purpose of the South Coast Rail project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, to enhance regional mobility, while supporting smart growth planning and development strategies in affected communities.

The Corps, for purposes of Section 404 review, has adopted a modification of this statement as its "overall project purpose": The purpose of the South Coast Rail project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts to enhance regional mobility. MassDOT believes that the two purpose statements are consistent, and recognizes that the Corps will not consider the relative ability of the DEIS/DEIR alternatives to support smart growth planning in its determination of the Least Environmentally Damaging Practicable Alternative (LEDPA).

P3 CIVIC AND AGENCY INVOLVEMENT

To ensure effective and inclusive outreach to stakeholders throughout the various stages of project development, MassDOT has implemented a comprehensive community involvement process for the South Coast Rail project that included an Interagency Coordinating Group, the Southeastern Massachusetts Commuter Rail Task Force (Commuter Rail Task Force), and an extensive civic engagement process. This section reports on civic engagement since the publication of the DEIS/DEIR.

P3.1 COMMUTER RAIL TASK FORCE

The MEPA process that concluded in 2002 recognized the induced growth that could result from the project and called for a growth management task force to be created. In 2004, the Commuter Rail Task Force was formed to help the region prepare for the impacts of the re-introduction of passenger rail to the South Coast. Its membership includes representatives from the MBTA, regional transit authorities, cities and towns, environmental groups, and business and economic development organizations.

Currently, the group is staffed by the Southeastern Regional Planning and Economic Development District (SRPEDD) and chaired by Interim Chair Susan Peterson Teal.

The Commuter Rail Task Force provides a forum for state officials and local representatives to review and discuss all aspects of the project and to work toward consensus on strategies and actions to plan ahead for new growth in the region. The Task Force provides advice and assistance to MassDOT and the MBTA in the design of the project and in the implementation of the South Coast Rail Economic Development and Land Use Corridor Plan.

P3.2 CIVIC ENGAGEMENT SINCE THE DEIS/DEIR

MassDOT and the MBTA have continued the robust civic engagement process to help better design the project and address the concerns of the region's residents. Outreach includes community meetings with corridor municipalities, briefings for area legislators, large civic engagement meetings for members of the public, and small focused meetings on particular aspects of the project that are of interest to individuals and community groups throughout the corridor.

During preparation of the FEIS/FEIR, MassDOT has focused on civic engagement associated with the proposed commuter rail stations and layover facilities. This outreach has included an Open House in New Bedford, an Open House in Fall River as well as presentations to the city councils and community groups.

MassDOT maintains a project website (http://www.mass.gov/southcoastrail) to provide updated project information such as news releases, fact sheets, materials from the civic engagement meetings, Interagency Coordinating Group meeting materials and minutes, and past environmental reports. The website is updated regularly.

Aside from the project website, interested parties, elected officials, and residents are notified of upcoming meetings and new information through fact sheets, newspaper announcements, flyers and posters, cable-televised meetings, and/or e-mail notifications.

P3.3 CIVIC ENGAGEMENT FOR THIS FEIS/FEIR

MassDOT is committed to ensuring comprehensive public awareness and understanding of this complex environmental document so the public and other interested parties can provide informed comments on substantive environmental issues to MEPA and the Corps. MassDOT has published a "Readers' Guide to the FEIS/FEIR" and a Fact Sheet that summarizes MassDOT's understanding of this document's main findings. These documents are available on the project website, www.mass.gov/southcoastrail. Information on public meetings will be posted on the website as well as through the local media and through the project's e-mail list. To sign up for e-mail notifications, please send an email to: jean.fox@state.ma.us.

P4 MASSDOT'S PREFERRED ALTERNATIVE

The MEPA regulations (301 CMR 11.00) and procedures require that the proponent provide a detailed analysis of "the project" in the DEIR, as well as an analysis of alternatives to the project. The intent of these regulations is for the FEIR to provide sufficient information on the project to allow state agencies to make decisions on their actions (funding and environmental permits).

MassDOT has identified the Stoughton family of alternatives as the Commonwealth's preferred corridor for the South Coast Rail project. The FEIS/FEIR presents an evaluation of the environmental consequences of four alternatives (Stoughton Diesel, Stoughton Electric, Whittenton Diesel, and Whittenton Electric) to support the Corps' decision-making process consistent with the Section 404(b)(1) guidelines.

MassDOT has chosen to identify a preferred corridor in the state portion of this FEIS/FEIR to facilitate review of the South Coast Rail project under MEPA. The Stoughton Alternatives (electric and diesel modes) would extend existing Stoughton Line commuter rail service to Fall River and New Bedford using existing commuter rail lines to Stoughton Station, restored commuter rail lines from Stoughton Station to Taunton, and existing freight rail lines from Taunton to Fall River and to New Bedford. These alternatives meet the project purpose of more fully meeting the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, to enhance regional mobility, while supporting smart growth planning and development strategies in affected communities. MassDOT believes this family of alternatives best balances transportation and environmental benefits with environmental impacts.

MassDOT understands that there are many environmental concerns about the Stoughton Alternatives, particularly because this corridor crosses the Hockomock Swamp Area of Critical Environmental Concern (ACEC) on a historic railroad bed. MassDOT has carefully studied these environmental issues and has incorporated a trestle into the design to minimize impacts to wetlands and wildlife. The analysis indicates that the Stoughton Alternatives are permittable. Adequate mitigation will need to be provided, particularly for impacts to wetlands, wildlife habitat, rare species and water quality. Although the Stoughton corridor would have environmental impacts, it provides the greatest transportation benefits and—unlike the other corridors—fully meets the project purpose.

Although the Secretary's Certificate stated that MassDOT had made the case for the Stoughton Route to be the preferred alternative in the FEIR, and further stated that, because the electric option is preferable from an air quality perspective, the Stoughton Electric should be the focus of the FEIR, MassDOT has not identified a preferred mode for the Stoughton Alternatives. Although the electric mode provides more transportation benefit and has substantial transportation, air quality, and climate benefits, it would have greater visual impacts and impacts to historic resources and would be substantially more expensive to construct.

MassDOT believes that the Stoughton Alternative would have greater benefits to the South Coast Rail communities, greater benefits with respect to air quality, and fewer noise impacts (particularly to environmental justice communities) than the Whittenton Alternative. Although the Whittenton Alternative would have slightly less impact to aquatic resources, it would have greater adverse impacts to the upland habitat of state-listed species and to ecological integrity and would have more adverse effects to archaeological resources. The comparison of impacts shows that the Whittenton Alternative would have greater adverse environmental consequences which, if balanced against the small difference in the impacts to aquatic resources, would have more adverse environmental consequences than the Stoughton Alternative.

P5 CHANGES SINCE THE DEIS/DEIR

Several elements of the South Coast Rail project have been advanced since the publication of the DEIS/DEIR, in order to better characterize the project impacts and mitigation measures. These changes are fully described in Chapter 3 of the FEIS/FEIR.

- The design of the track, stations, and layover facilities has been advanced to better address the project's impacts on wetlands and natural resources.
- Wetlands throughout the project corridor were field-delineated, reviewed and approved by the Conservation Commissions or DEP.
- The operating plan was refined to optimize train performance and ridership. New ridership estimates were calculated.
- The overnight layover facility locations were selected as the Wamsutta site in New Bedford and the Weaver's Cove East site in Fall River.
- The proposed Stoughton Station was shifted to the south, with access from Brock Street.
- The proposed Downtown Taunton Station (for the Whittenton Alternative) was shifted north, to a location on Dana Street.

P6 SMART GROWTH EVALUATION PLAN

MassDOT has retained the smart growth language in the Commonwealth's project purpose because transportation and land use planning need to be integrated in order to achieve the full benefits of the investment and to spur sustainable development. Conversely, transportation infrastructure which encourages economic and housing growth is likely to result in uncontrolled growth (sprawl) if not combined with smart growth planning and strategies.

Smart growth means concentrating development in places that are already served by infrastructure and preserving natural areas and their resources. Smart growth development is typically compact, transit-oriented, walkable, and bicycle-friendly, and can include neighborhood schools, complete streets, and mixed-use development with a range of housing choices. Smart growth values long-range, regional sustainability over short-term benefits. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health.

To manage the region's rapid growth and prepare for and maximize the benefit of the new transit service, the South Coast region needs intentional planning for smart growth development and environmental preservation. The scale and geographic reach of the South Coast Rail project offer an unprecedented opportunity to shape growth so that the project helps preserve environmental resources. By partnering with municipalities to jointly plan the transportation project along with local land use, the project can help cluster people and jobs near train stations, opening up new economic development opportunities, while directing growth away from natural areas.

To further these project goals, MassDOT and the Executive Office for Housing and Economic Development created the South Coast Rail Economic Development and Land Use Corridor Plan (the Corridor Plan). The implementation of the Corridor Plan supports the Commonwealth's sustainable development principles, including revitalizing gateway cities and focusing growth in places that make sense.

Section 5.5 of the FEIS/FEIR was prepared by MassDOT in response to requirements in the Secretary's Certificate on the DEIS/DEIR and other comments on the DEIS/DEIR related to the implementation of the Corridor Plan. Section 5.5 is focused on evaluating and monitoring smart growth development in the South Coast region, which is coordinated with the development of South Coast Rail service. The report provides performance metrics for the Corridor Plan and a plan for monitoring and reporting on the Corridor Plan implementation.

Executive Order 525, issued by Governor Deval Patrick in September 2010, provides for the implementation of the Corridor Plan. Executive Order 525 directs state agencies to make infrastructure and land protection investments consistent with the priority areas identified on the Corridor Map of the Corridor Plan. The priority areas include 33 priority development areas (PDAs), 72 priority protection areas (PPA), and two combined PDA/PPAs. Massachusetts' state agencies are now using the Corridor Plan to guide investments in infrastructure and land protection, and to target technical assistance where it is most needed. The Commonwealth is currently concluding a 5-year update of the Corridor Plan, starting with a review of the original 2008 designations and integrating changes that arose during the intervening years, which resulted in recommended changes to some of the PDAs and PPAs. The update process will conclude with a state review later in 2013. A description of the process and the updated mapping can be accessed by visiting SRPEDD's website at www.srpedd.org.

In order to facilitate smart growth planning efforts by communities in the South Coast Region, a total of $939 million in investment was targeted to South Coast cities and towns in FY 2009-2011, and nearly three-quarters of that funding was directed to the PPAs or PDAs outlined in the Corridor Plan. The Executive Order mandates policy commitments made in the Corridor Plan for "Strategic Investments" by committing the Commonwealth to use its discretionary grant funds and its investments in state buildings and infrastructure to support the recommendations of the Corridor Plan.

In order to provide technical assistance to all communities throughout the Commonwealth, the Executive Office of EEA has developed a Smart Growth/Smart Energy Toolkit that provides information and technical assistance to a variety of users, including planners, developers, and designers, who are interested in implementing smart growth principles for individual projects or communities. The Smart Growth/Smart Energy Toolkit provides examples of Massachusetts communities utilizing the individual tools identified in the toolkit to implement smart growth principles, but no examples are provided of comprehensive smart growth planning linked to specific metrics to monitor the implementation of smart growth principles.

According to the Secretary's Certificate on the DEIR, "the evaluation plan should include a monitoring component to assess the accuracy of impacts projections and allow for mid-course corrections and adaptive strategies as needed." These metrics assess impacts such as growth projections, as well as forestland, farmland and wetland impacts that were projected in the FEIR/FEIS for the business-as-usual and smart-growth scenarios with the actual impacts to these resources. The impacts associated with these scenarios would vary depending on the level of implementation of the Corridor Plan. The Evaluation Plan compares predicted impacts with actual impacts to assess the success of the Corridor

Plan. MassDOT would collect data so that it may notify other state agencies and municipalities that have the ability to make "corrections and adaptive strategies" as required by the Secretary's Certificate.

Currently Executive Order 525 mandates policy commitments made in the Corridor Plan for "Strategic Investments" by committing the Commonwealth to use its discretionary grant funds and its investments to target technical assistance and infrastructure investments to priority areas, to the maximum extent feasible. The Executive Order requires annual reporting by directing the Department of Administration and Finance (A&F) to develop a retrospective analysis to measure the consistency of state investment commitments with the Corridor Plan in addition to web-based tracking tool. More than 245 state investment commitments, made between Fiscal year 2009 and Fiscal year 2011 in the South Coast Region, were reviewed as part of A&F's retrospective analysis.

As noted in the Retrospective Report, agencies have undertaken the following implementation actions to ensure compliance:

- Developing a strategic plan, by agency, for implementing the Executive Order, which will include considerations and issues raised in this report;
- Collecting data to report the implementation of the Executive Order by agency, which will be summarized in an annual report;
- Seeking approval from other agencies for investments that are inconsistent with the Corridor Plan (for example, the Executive Office of EEA would need to justify an exception to the Executive Order 525 for land conservation in a PDA); and
- Targeting technical assistance and infrastructure investments to priority areas, to the maximum extent feasible.

In addition to the Retrospective Report and web based tracking tool, the Executive Order also directed A&F to collect and report state investment commitments each year in the region. These commitments will be used to measure consistency with the Corridor Plan. The first annual analysis will be released in Fall 2013.

As part of the monitoring and reporting program, MassDOT would be responsible for the reporting of results of performance metrics evaluation. MassDOT would draft a report, which would be published on MassDOT's website. The first report would be published approximately four years after the commencement of South Coast Rail service. Subsequent reports would be available every three years after this first report, for a maximum of 20 years. The first report would include data collected for the baseline year (the first year of construction of South Coast Rail) and for the subsequent three years. Each subsequent report would include the historical data, as well as data from the additional reporting period.

The Secretary's Certificate specifically requested that MassDOT form a Working Group devoted to the implementation of the Corridor Plan. To meet this requirement, MassDOT convened the Interagency Coordination Group (ICG) Smart Growth Working Group, a subset of the ICG and included representatives from the U.S. Environmental Protection Agency (USEPA), the Executive Office of Housing and Economic Development (EOHED), the Executive Office of EEA, MassDEP, and the RPAs. The purpose of the ICG Smart Growth Working Group was to develop evaluation indicators and metrics. MassDOT worked closely with EOHED and SRPEDD staff to develop the range of metrics. MassDOT convened a

meeting on April 16, 2012, with the Working Group, to present proposed performance metrics. Following the April meeting, MassDOT refined the performance metrics based on the feedback at that meeting and subsequent coordination with the regional planning agencies and EOHED. The Smart Growth Working Group met again on June 27, 2012. At this meeting, MassDOT proposed a monitoring and evaluation plan to assess the accuracy of impact projections and allow for mid-course corrections and adaptive strategies as needed and performance metrics to evaluate the effectiveness of smart growth plans and environmental protection strategies. The monitoring and evaluation plan is summarized in Section 5.5 of this FEIS/FEIR.

P7 REQUIREMENTS OF THE SECRETARY'S CERTIFICATE

This section of the Preface documents how the FEIS/FEIR responds to the requirements under MEPA, as set forth in the Secretary's Certificate on the DEIS/DEIR. The Certificate required that MassDOT prepare a Final EIR in accordance with the general guidance in the MEPA regulations (Section 11.07), including maps, plans and other graphics, environmental impacts, a list of permits required, and a list of all applicable MEPA review thresholds. Table P-1 identifies the major topics of the Certificate, and where specific information required by the Certificate can be found in this FEIS/FEIR. Volume III: Response to Comments provides a detailed response to each of the requirements of the Secretary's Certificate and to public comments.

Table P-1 Summary of the Requirements of the Secretary's Certificate on the DEIS/DEIR

Topic	Requirement	Addressed in FEIS/FEIR Chapter(s) and Section(s)
Wetlands and Biodiversity	Address the requirements of the Wetland Variance	4.16
	Evaluate wetland impacts	4.16
	Update the vernal pool impact assessment	4.14, 4.16
	Evaluate mitigation measures for impacts to wetlands and wildlife habitat	4.14
	Provide detailed information on stream crossings and culverts to enhance wildlife and fish passage	4.14, 4.16
	Evaluate the feasibility of the proposed trestle	4.16
Wetland Mitigation	Identify lands targeted for acquisition for mitigation to protect wildlife habitat and biodiversity	7.0
	Include a detailed wetland mitigation plan	7.0
Endangered Species	Consult with NHESP concerning additional impact analysis	4.15
	Include a detailed quantification of impacts to state-listed species, and a detailed plan for minimization and mitigation of impacts	4.15
	Include a comprehensive description of how MassDOT proposes to meet MESA regulatory requirements	4.15
Fisheries	Evaluate the potential impacts to fishery resources, and explain how the project will be designed to avoid adverse impacts to stocked trout waters.	4.14
Biodiversity	Include additional information on impacts to migratory birds, and measures to protect breeding birds.	4.14
Open Space	Include a detailed plan to avoid and minimize impacts to open space	4.10
	Include an update on consultations with the National Park Service concerning the Taunton River	4.10, 8.0

Topic	Requirement	Addressed in FEIS/FEIR Chapter(s) and Section(s)
	Describe proposed measures to avoid or minimize construction and operational noise impacts to wildlife in the Acushnet Cedar Swamp	4.10
	Demonstrate compliance with the EEA Article 97 Land Disposition Policy	4.10, 8.0
Layover Facilities	Expand on the analysis of layover facilities with detailed plans and a comparative analysis of environmental impacts.	3.0
	Identify permit requirements and compliance with applicable regulatory requirements, including Chapter 91 and requirements for work within a Designated Port Area.	3.0, 4.18
	Include clear commitments to specific measures to minimize or mitigate impacts, particularly visual impacts to the Taunton River.	3.0, 4.5, 7.0
Stations	Include additional information on feeder bus or shuttle bus service to the stations.	3.0
	Include additional information on station design, including analysis of decked parking, environmentally sensitive site design, and updated information on potential TOD.	3.0
	Update the ridership estimates as applicable.	3.0
	Provide additional information on pedestrian and bicycle access	3.0
Stormwater	Describe how the project will comply with the Massachusetts Stormwater Standards.	3.0, 4.17, 8.0
	Include a detailed evaluation of environmentally sensitive site design and low impact development practices.	3.0, 4.17
	Include information on stormwater peak runoff rates	3.0, 4.17
	Include details on proposed stormwater management along the proposed rail tracks.	3.0, 7.0
	Include a detailed description of the proposed stormwater management system for all components of the project.	3.0, 4.17
Coastal Zone	Describe project consistency with DPA uses and compatibility issues with regard to coastal zone protection.	4.18, 8.0
Chapter 91	Consult with MassDEP and provide more detailed plans concerning the Chapter 91 status of stations and layover facilities.	4.18
	Include analysis and mitigation as applicable to support a Public Benefits Determination.	4.18
	Identify and describe all components of the project requiring Chapter 91 licensing, and how the project will meet licensing standards.	4.18, 8.0
Air Quality	Include an evaluation of alternative fuels for the feeder bus services and describe specific commitments that MassDOT will make to contribute toward VMT and GHG emissions reductions through the feeder bus system.	4.9
	Reiterate the construction-related mitigation measures as part of a comprehensive mitigation plant.	4.9, 7.0
	Identify design and operational features to promote the reduction of GHG emissions associated with TOD and induced growth.	4.9
Noise and Vibration	Include a detailed evaluation of those locations that will experience noise impacts, and commitments to specific mitigation measures.	4.6, 7.0

Topic	Requirement	Addressed in FEIS/FEIR Chapter(s) and Section(s)
	Include a detailed mitigation plan.	
	Compare estimated vibration levels to existing conditions and describe the actual change in vibration that would be experienced. Include a mitigation plan with clear and specific commitments to address vibration impacts.	4.7, 7.0
Environmental Justice	Include a list of specific mitigation commitments to address noise and vibration impacts to EJ neighborhoods.	4.4, 7.0
	Include an update on the investigation of potential adverse effects on any traditional cultural properties of significance to Native American tribes.	4.8
	Include a discussion of how EJ populations may be affected by increased property values and how this will be addressed by MassDOT.	4.4
Cultural Resources	Include an update on historical and archeological studies, and an update on consultations with the MHC and local historical societies.	4.8
	Expand on the analysis in the DEIS/R with a detailed mitigation plan for impacts to significant historical and archaeological resources.	4.8, 7.0
	Include an update on consultations with Native American Tribes and describe potential impacts to properties of significance to the tribes.	4.8
Traffic and Safety	Evaluate the potential for increases in accident rates at grade crossings and identify specific measures to protect public safety.	4.1
	Revise the traffic mitigation plans as necessary based on further analysis.	7.0
Corridor Plan	Include an update on the status of implementation of the Corridor Plan and explain how it will be implemented.	5.5
	Develop a long-term Smart Growth Evaluation and Environmental Stewardship Plan, including metrics to evaluate how effective the project is in furthering social equity and environmental justice.	5.5
Section 61 Findings	Include revised Section 61 Findings.	7.0
Mitigation	Include a separate chapter on mitigation measures, which should include a table of all mitigation commitments as well as the revised Section 61 Findings.	7.0
Response to Comments	Include responses to comments to the extent that they are within MEPA jurisdiction.	Volume III
Circulation	The FEIR should be circulated in compliance with Section 11.16 of the MEPA regulations, and copies should be sent to the list of "comments received" below. A copy of the FEIR should be made available for public review at the Public Libraries in the South Coast region municipalities.	8.0, 9.0