

**ADDENDUM TO THE
ENVIRONMENTAL IMPACT REPORT -
2005 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN
State Clearinghouse No. 2004061013
Prepared for the Evaluation of Environmental Impacts Associated with Implementation of
the LOCAL TRANSPORTATION SALES TAX EXPENDITURE PLAN and the
DEVELOPMENT IMPACT FEE PROGRAM**

INTRODUCTION

The Transportation Agency for Monterey County (TAMC) is currently studying the feasibility of submitting a local transportation sales tax expenditure plan to the voters for approval on the November 2008 ballot, and establishing a regional development impact fee program to be adopted by jurisdictions in Monterey County. This Environmental Impact Report ADDENDUM (EIR ADDENDUM) provides a program-level evaluation of the types of environmental impacts which may be associated with the implementation of the transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, both developed by TAMC (the Lead Agency).

Most of the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are a subset of the transportation system improvement projects identified in the Monterey County portion of the 2005 Monterey Bay Area Metropolitan Transportation Plan. The types of environmental impacts associated with these projects were evaluated at a program level in the 2005 Monterey County Regional Transportation Plan DRAFT EIR. This EIR ADDENDUM is based on the program-level evaluation of environmental impacts presented in that previously-certified EIR.

The DRAFT EIR for the 2005 Monterey County Regional Transportation Plan was released for public review in February, 2005. The FINAL EIR (with responses to all comments received on the DRAFT EIR) was published in April, 2005. The FINAL EIR was certified as adequate and complete by the Transportation Agency for Monterey County (TAMC) Board of Directors in May, 2005.

Both the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program list transportation improvement projects to which funds generated through the sales tax and impact fee would be directed. However, as was the case for the 2005 Monterey County Regional Transportation Plan, the Plan and the Program do not provide project designs or a construction schedule, and adoption of the Plan and/or Program does not represent an approval action for any of the individual transportation system improvements projects listed. Details relating to the site-specific alignment, location, design and scheduling of the projects which are identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact

Fee Program are not fixed in, or defined by, the Plan and the Program. However, the adoption of the Plan and/or Program would represent an essential first step in obtaining the funding necessary to enable implementation of the projects identified in the Plan and the Program.

The act of adopting the Plan and/or Program, in itself, would not be sufficient to enable any of the listed projects to proceed without additional actions on the part of the Implementing Agencies. For most of the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, TAMC would not be the Implementing Agency responsible for the environmental review of individual projects or the implementation of mitigation measures related to individual projects. Implementing Agencies for listed projects include Caltrans, the County of Monterey, Monterey-Salinas Transit, and local governments within Monterey County.

The program-level environmental review provided in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan was focused on those probable environmental effects associated with the implementation of the listed financially-constrained transportation system improvement projects that could be identified at that time (see Appendix B of the DRAFT Environmental Impact Report on the 2005 Monterey Bay Area Metropolitan Transportation Plan). Program-level environmental review of those projects identified as “financially unconstrained” (projects for which funding sources have not yet been identified - see Appendix C of the DRAFT Environmental Impact Report on the 2005 Monterey Bay Area Metropolitan Transportation Plan) was conducted within the context of the analysis of alternatives in Chapter 4 of the 2005 Metropolitan Transportation Plan DRAFT EIR, but not at the same level of detail as the evaluation of the projects identified on the Financially Constrained Action Element list. The alternatives analysis presented in Chapter 4 of the 2005 Metropolitan Transportation Plan DRAFT EIR did not identify any impacts associated with implementation of the “financially unconstrained” projects that had not previously been identified in the evaluation of the projects listed in the Financially Constrained Action Element.

By necessity, the program-level DRAFT EIR on the 2005 Metropolitan Transportation Plan deferred analysis of those site-specific impacts which could not be predicted prior to the preparation of detailed design and/or construction plans for the individual projects listed. Upon submittal of formal plans for the individual projects listed, the Implementing Agency for that project will need to determine the appropriate level of additional environmental review required to define in detail how the impacts of that project might be different from those impacts identified as resulting from implementation of the 2005 Monterey County Regional Transportation Plan (as described in the program-level EIR for the 2005 Monterey County Regional Transportation Plan). The Implementing Agency will also need to determine whether the associated mitigation measures identified in that previously-certified EIR may be effectively implemented to reduce these project-specific impacts to a less than significant level.

PURPOSE OF THE EIR ADDENDUM

This EIR ADDENDUM has been prepared pursuant to CEQA (the California Environmental Quality Act, California Public Resources Code, Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3), as amended. Following consideration of the EIR ADDENDUM, the TAMC Board of Directors will be in a position to decide whether to approve the Local Transportation Sales Tax Expenditure Plan and/or the Development Impact Fee Program as proposed, to reject the Plan and/or the Program, or to modify the Plan and/or Program prior to approval.

Under CEQA Guidelines, Section 15164, a Lead Agency shall prepare an ADDENDUM to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a Subsequent EIR have occurred.

Under CEQA Guidelines Section 15162, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An EIR ADDENDUM need not be circulated for public review, but can be included in or attached to the FINAL EIR (CEQA Guidelines, Section 15164 [c]). The EIR ADDENDUM is meant to provide an objective, impartial source of information to be used by the Lead Agency, as well as by members of the public, in their considerations regarding the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

The EIR ADDENDUM itself does not determine whether or not the Local Transportation Sales Tax Expenditure Plan and/or the Development Impact Fee Program will be approved, but only serves as an informational document in the planning and decision-making process. The TAMC Board shall consider the EIR ADDENDUM with the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan prior to making a decision on the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program (CEQA Guidelines, Section 15164 [d]).

TAMC Staff has decided that preparation of the EIR ADDENDUM is the appropriate level of environmental review for the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program for the following reasons:

- Minor changes are proposed in the subset of the transportation system improvement projects identified in the Monterey County portion of the 2005 MTP Financially Constrained Action Element Programs and Projects to reflect the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program which will not require major revisions of the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan due to the involvement of any new significant environmental effects or any substantial increase in the severity of previously identified effects. Implementation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would result in similar environmental effects relative to those identified in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan.
- No substantial changes have occurred with respect to the circumstances in Monterey County under which the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would be undertaken which would require major revisions of the previously-certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time that the previous EIR was certified as complete, shows that the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would have one or more significant effects not discussed in the previously-certified EIR.

The types of significant or potentially impacts identified as being associated with implementation of the Monterey County portion of the 2005 Metropolitan Transportation Plan Financially Constrained Action Element Programs and Projects in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan would remain significant or potentially significant for the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program as defined in the EIR ADDENDUM. Also, the mitigation measures identified in the previously-certified EIR can still be applied to the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program to reduce these impacts to a level of less than significant, where feasible. Because no substantive changes in the program-level discussion of the types of environmental effects and mitigation measures identified in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan would be required to address the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, the Lead Agency has determined that preparation of an EIR ADDENDUM to provide a program-level environmental review for the Plan and Program is appropriate under CEQA.

Where effective, feasible measures to mitigate significant impacts associated with either the transportation system improvement projects identified in the Monterey County portion of the 2005 Metropolitan Transportation Plan Financially Constrained Action Element Programs and Projects in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan or in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program evaluated in the EIR ADDENDUM cannot be implemented, the *significant and unavoidable* environmental impacts identified in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan would remain *significant and unavoidable* for the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program now being evaluated in the EIR ADDENDUM.

No significant environmental impacts not previously identified in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan have been identified in the EIR ADDENDUM.

The EIR ADDENDUM has been prepared for the Lead Agency (TAMC) by Lamphier-Gregory, Urban Planning & Environmental Analysis. **The 2005 Monterey County Regional Transportation Plan, the previously certified EIR on the 2005 Monterey County Regional Transportation Plan, and the associated Findings, Statements of Overriding Consideration, and Mitigation Monitoring Plan are incorporated into this EIR ADDENDUM by reference,**

and are available for review at the TAMC offices (55-B Plaza Circle, Salinas, California, 93901-2902). The previously-certified EIR and related documents can also be viewed on the TAMC website (www.tamcmonterey.org).

ORGANIZATION OF THE EIR ADDENDUM

The environmental topic areas addressed in the EIR ADDENDUM are those evaluated in the previously-certified EIR on the 2005 Monterey County Regional Transportation Plan. These are:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The focus of this EIR ADDENDUM is on the environmental effects associated with the implementation of the transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. These projects are in large part a subset of the projects identified either in Financially Constrained Action Element Programs and Projects list or in the Financially Unconstrained Programs and Projects list presented in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan (although four projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program were not included in either of the 2005 RTP lists, as discussed below in **NEW INFORMATION**). Some of the potentially significant environmental impacts associated with some of the projects listed in the 2005 Monterey County Regional Transportation Plan that were identified in the previously-certified EIR for the 2005 Monterey County Regional Transportation Plan are not applicable to the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, and are not included in this EIR ADDENDUM. In addition, the environmental conditions that have been addressed in general terms in the portions of the

“Setting” discussions applicable to Monterey County that have been provided in the previously-certified EIR on the 2005 Monterey County Regional Transportation Plan, and the significance thresholds used in the preparation of that document, have not changed in any substantive way since certification in May 2005, and are not repeated in this EIR ADDENDUM.

PROJECT DESCRIPTION

The Local Transportation Sales Tax Expenditure Plan presents how a local sales tax combined with the Regional Development Impact Fee Program, existing fees, and state and/or federal funds will be used to complete a “Balanced Program” of transportation system improvement projects in Monterey County.

Local Transportation Sales Tax Expenditure Plan

The Transportation Agency intends to place a ½ cent sales tax measure to fund transportation system improvements in Monterey County on the November 2008 ballot. The Local Transportation Sales Tax Expenditure Plan is intended to strike a balance between regional safety and congestion relief, local road maintenance, and alternative transportation, while also geographically distributing the listed projects throughout Monterey County.

The transportation system improvement projects to which funds generated by the Local Transportation Sales Tax Expenditure Plan would be directed are included in the “Balanced Program – Sales Tax and Fee Program Projects” list, below:

- SR-1 – Sand City/Seaside Widening (2005 RTP# CT 015): Highway 1 widening from Fremont Avenue to at least Canyon Del Rey, including interchange and related local road improvements in the vicinity of Canyon Del Rey and Fremont Avenues.
- SR 68 – Widening to Community Hospital (Financially Constrained 2005 RTP# CT 017): Widen Holman Highway 68 from Community Hospital to Highway 1 to four lanes and make safety and operational improvements at the Highway 1 – Highway 68 interchange.
- SR 68 Commuter Improvements (Financially Constrained 2005 RTP# CT 018): Safety and operational improvements between Salinas and Monterey, such as auxiliary lanes, intersection improvements and truck climbing lanes. Also includes evaluation of capacity improvement alternatives.
- US 101 – San Juan Road Interchange (Financially Constrained 2005 RTP# CT 032): At the Monterey – San Benito border, to improve safety, construct an interchange at the Red Barn.

- US 101 – Harris Road Interchange (Financially Unconstrained 2005 RTP# CT 044): South of Salinas, new interchange at Harris Road/US 101 to facilitate agricultural truck traffic.
- US 101 – South County (Financially Constrained 2005 RTP# CT 031 GON 002, GON 015, SOL 016, SOL 024, and Financially Unconstrained 2005 RTP# GRN 009, GRN 020 KCY 006, SOL 004, SOL 005): Construct frontage roads and make contributions toward interchange safety improvements in Gonzales, Soledad, Greenfield and King City. Although funds to be made available to each of these jurisdictions through the Local Transportation Sales Tax Expenditure Plan would be unlikely to be sufficient to enable the complete rebuilding of any single interchange, the following U.S. 101 interchanges are currently being considered for improvements:

Gonzales:

Alta Street
 5th Street
 Gloria Road/South Alta Street

Soledad:

Camphora – Gloria Road
 North Soledad Interchange (Front Street/Moranda Road)
 South Soledad Interchange (Front Street/SR 146)
 Arroyo Seco Road

Greenfield:

Thorne Road
 Walnut Avenue
 Oak Avenue
 Elm Avenue
 El Camino Real/Patricia Lane

King City

Jolon Road
 San Antonio Street/Broadway Street
 Canal Street
 South 1st Street

- SR 156 Widening and US 101/SR 156 Interchange Improvements (2005 RTP# CT 036): Widen existing highway to four lanes and upgrade highway to Freeway status with a new interchange at Castroville Boulevard and improved access for Oak Hills. Make major interchange modifications at US 101 and Highway 156.

- Del Monte Avenue Improvements ((Financially Constrained 2005 RTP# MRY 004): In Monterey, make intersection and safety improvements between El Estero and Sloat Avenue.

- Transit Projects:

Of funds directed toward transit system improvements, 75 percent would go toward Bus Rapid Transit capital projects and operations (Financially Unconstrained 2005 RTP# MST 043, MST 044). Eligible projects include (but are not limited to):

- Lighthouse Avenue – Pacific Grove to Monterey
- Fremont Avenue – Monterey to Seaside
- Monterey Branch Line – Monterey to Marina
- 8th Street – Intergarrison Road, Marina to Salinas
- East Salinas Services

The remaining 25 percent of funds directed toward transit system improvements would go to other capital projects and operations (Financially Unconstrained 2005 RTP# MST 036). Eligible projects include (but are not limited to):

- Monterey Peninsula – Salinas Fixed Route Bus Operations Immediate Increased Frequency of Service
- Elderly and Disabled service improvements:
 - Wheelchair accessible taxi vehicles
 - Expanded transit service for the elderly and disabled community
 - Expanded taxi scrip (discount) programs for seniors
- Operating center expansion costs
- Rideshare Program
- Westside Salinas to Marina Connector (Financially Constrained 2005 RTP# MYC 151): Westside bypass with bus rapid transit improvements around Salinas from Boronda to Reservation Road:

- a) New roadway from Boronda Road to Rossi Street extension (Financially Unconstrained 2005 RTP# MYC 130);
 - b) New roadway from Rossi Street extension to Davis Road (south of SR 183), including a new overcrossing over the railroad and SR 183 (Financially Unconstrained 2005 RTP# MYC 130);
 - c) Davis Road widening to four lanes from just south of the new SR 183 bridge to Reservation Road (Financially Constrained 2005 RTP# CO 22); and
 - d) Reservation Road widening to four lanes from Davis Road to existing four-lane section adjacent to East Garrison (Financially Constrained 2005 RTP# FRA 022).
- Regional Bicycle-Pedestrian Projects:
 - Monterey Bay Sanctuary Scenic Trail (Financially Constrained 2005 RTP# AMB 001, MYC 056, MYC 058, MYC 071, MYC 017, MYC 026);
 - Carmel Valley Road Bike Path (Financially Constrained 2005 RTP# MYC 014);
 - Spreckels-Portola Bike Bridge (Financially Constrained 2005 RTP# MYC 103);
 - Carmel Hill Bike Trail (Financially Unconstrained 2005 RTP# MYC 097);
 - Recreational Trail Repairs – Pacific Grove (Financially Constrained 2005 RTP# PGV 011); and
 - Highway 218 Class II Bike Lanes – Del Rey Oaks (not listed in 2005 RTP)
 - 511 Travel Information System (not listed in 2005 RTP): Development of phone and website traffic and transit information access.
 - Eastside Bypass Study (not listed in 2005 RTP): Plan line study for new route, Salinas to Prunedale.

Development Impact Fee Program

The proposed Regional Development Impact Fee Program has been developed to provide a mechanism through which “growth pays for growth” and Monterey County’s transportation needs can be met. This Program is intended to streamline the existing ad hoc environmental review system through the analysis of regional transportation impacts associated with planned development, eliminating the need for expensive traffic analyses for each new development project (and the current lengthy negotiations over appropriate mitigations). This fee (if adopted by Monterey County and its cities) would require those building new developments to pay for the traffic such development adds to the regional road system. The development fees, when combined with a transportation sales tax and state and/or federal funds, will assist in fully funding a list of much-needed transportation projects in Monterey County.

The transportation system improvement projects to which funds generated by the Development Impact Fee Program would be directed are identified in the “Balanced Program – Sales Tax and Fee Program Projects” list, above, with the addition of the following projects (which would not utilize funds generated through the Local Transportation Sales Tax Expenditure Plan):

- G12 – South (Financially Unconstrained 2005 RTP# MYC 092): San Miguel Canyon Road widening to four lanes from Moro Road through Castroville Boulevard, climbing lane southbound just north of Strawberry Road, two-way left-turn lanes between Castroville Boulevard and Echo Valley Road, and traffic signal at Echo Valley Road.
- G12 – North (Financially Constrained 2005 RTP# MYC 038 and Financially Unconstrained 2005 RTP# MYC 027 and MYC 033): Two-way left-turn lane on Hall Road between San Miguel Canyon Road and Elkhorn Road, Elkhorn Road widening to four lanes from Hall Road to Werner Road including bridge replacement over railroad tracks.
- Marina – Salinas Corridor: a) Interchange improvements at SR 1 and 12th Street (Imjin Parkway) (Financially Unconstrained 2005 RTP# MAR 083); b) Imjin Parkway widening to four lanes from Reservation Road to Imjin Road (Financially Constrained 2005 RTP# 047).
- Salinas Eastside Corridor (not listed in 2005 RTP): South of Salinas, new arterial from US 101 near Harris Road to Williams Road.

NEW INFORMATION

The following transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program were not previously identified in the 2005 Monterey County Regional Transportation Plan, and were not evaluated in the previously-certified 2005 Monterey County Regional Transportation Plan EIR:

- Highway 218 Class II Bike Lanes – Del Rey Oaks
- 511 Travel Information System
- Eastside Bypass Study
- Salinas Eastside Corridor

In addition, there are elements of several of the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program that may not have been clearly identified as elements of projects listed in the 2005 Monterey County Regional Transportation Plan. However, the types of environmental effects that would be associated with the implementation of these previously unlisted transportation system improvements would be similar to those identified in the 2005 Monterey County Regional Transportation Plan EIR, which provides the basis for the program-level evaluation of environmental impacts presented in this EIR ADDENDUM, below. As none of the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program involve airport improvements, rail system improvements, marine transportation improvements or the development of transit centers, impacts identified in the 2005 Monterey County Regional Transportation Plan EIR related to those types of improvements would not be associated with the implementation of the Plan or Program, and are not included in the discussion of impacts and mitigation measures below.

EVALUATION OF ENVIRONMENTAL IMPACTS

The program-level environmental impacts and mitigation measures presented in this section have been previously considered by TAMC during the Agency's review and certification of the 2005 Monterey County Regional Transportation Plan EIR, adoption of the related Mitigation Monitoring Program, of EIR Findings, and of Statements of Overriding Consideration (for those impacts that have been identified as **significant and unavoidable** following implementation of all feasible mitigation measures). Where the 2005 EIR was geared toward addressing program-level environmental impacts and mitigation measures within Monterey County, Santa Cruz County and San Benito County (since that EIR was intended to provide CEQA environmental review for the 2005 Monterey Bay Area Metropolitan Transportation Plan, for the 2005 Monterey County Regional Transportation Plan, and for the 2005 Santa Cruz County Regional Transportation Plan), the text of the impact and mitigation statements from the 2005 EIR has been modified where appropriate to limit the focus of the EIR ADDENDUM to Monterey County transportation system improvement projects.

AESTHETICS

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of aesthetic impacts may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Scenic Vistas

IMPACT 1.1: Substantial Adverse Effects on Scenic Vistas. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may result in a substantial change in existing scenic vistas along roadways that are included in the California Scenic Highway System (e.g., US 101 between SR 68 and the San Luis Obispo County line, SR 156, SR 68 between SR 1 and the Salinas River), that are eligible for inclusion in the California Scenic Highway System (e.g., SR 1 from SR 68 to the Santa Cruz County line, US 101 between SR 156 and the San Benito County line), or that have been identified as Scenic Roadways/Scenic Highways/Scenic Roads by Monterey County (e.g., US 101 between SR 68 and the San Luis Obispo County line, SR 156, and SR 68 between SR 1 and the Salinas River). This could represent a **potentially significant environmental impact** associated with the implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 1.1: Visual/Scenic Resources Analysis

Implementing agencies shall, where appropriate, conduct a detailed visual assessment during the environmental review process and mitigate for significant visual impacts, where feasible. Visual assessments for improvement projects related to roadways that have been designated as part of the California Scenic Highway System shall, where appropriate, be prepared in consultation with Caltrans. Proposed median barriers and soundwalls should be carefully studied to determine if they are really needed, what alternatives may be available, and what mitigation measures (i.e., landscaping) may be appropriate.

RESULTING LEVEL OF SIGNIFICANCE

Through this process of assessment, for most projects it may be possible to identify mitigation measures or alternatives which could reduce project-specific impacts on scenic vistas to a level of less than significant for most projects. However, even with the implementation of the mitigation measures, impacts associated with a few projects may remain **significant and unavoidable**.

Scenic Resources

IMPACT 1.2: Substantial Damage to Scenic Resources. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may result in substantial damage to scenic resources, particularly in the vicinity of roadways that are included in the California Scenic Highway System (e.g., US 101 between SR 68 and the San Luis Obispo County line, SR 156, SR 68 between SR 1 and the Salinas River), that are eligible for inclusion in the California Scenic Highway System (e.g., SR 1 from SR 68 to

the Santa Cruz County line, US 101 between SR 156 and the San Benito County line), or that have been identified as Scenic Roadways/Scenic Highways/Scenic Roads by Monterey County (e.g., US 101 between SR 68 and the San Luis Obispo County line, SR 156, and SR 68 between SR 1 and the Salinas River). In addition, construction of individual projects may result in the short-term blockage of views of scenic resources by construction equipment and staging areas, disruption of views by temporary signage, exposure of slopes and removal of vegetation. This could represent a **potentially significant environmental impact** associated with the implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 1.2: Scenic Resource Avoidance by Design

A. Implementing agencies shall, where appropriate, ensure that any project that may affect scenic resources (particularly along a Scenic Roadway, Scenic Highway or Scenic Road) be designed to have the minimum possible impact on existing vegetation, landscape architecture and natural scenic views, and to avoid or minimize the removal of significant stands of trees and damage to rock outcroppings to the maximum extent possible.

B. Implementing agencies shall, where appropriate, design transportation project alignments to avoid ridgelines or slopes of 30 percent or greater, and to avoid or minimize substantial physical alteration of the land, due to large amounts of cut and fill. Where a particular improvement project would affect adjacent landforms, the implementing agency shall, where appropriate, ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade. Where hillsides cannot be totally avoided, consideration shall, where appropriate, be given to dividing the roadway to better fit the topography, or to lengthening the alignment to follow existing contours, where appropriate. Where significant cuts and fills cannot be avoided, plans should be developed and implemented to mitigate identified impacts to the surrounding scenic resources (e.g., extensive landscaping with mature plants, rounding natural portions of cut and fill areas, regrading to the approximate previous visual grade, and design and placement of landscaping and signs to preserve and create scenic views for the motorist). Visual disruption shall, where appropriate, be minimized by re-grading to the approximate natural grades, rounding natural portions of cut and fills, and using retaining walls where appropriate and compatible with existing surrounding land uses.

C. Implementing agencies shall, where appropriate, prepare grading plans which minimize the removal of scenic resources such as trees, rock outcroppings and historic buildings.

D. Implementing agencies shall, where appropriate, design roadway alignments to avoid or minimize removal of significant mature trees. Where the retention of significant mature trees is not feasible, tree replanting shall, where appropriate, be undertaken using compatible native

species in rural areas and appropriate street trees in urban areas at the completion of the construction process.

E. Implementing agencies shall, where appropriate, ensure that native, drought-tolerant plants and other landscape materials enhance landform variation, provide erosion control and blend with the surrounding natural setting. To ensure compliance with approved landscape plans, the implementing agency shall, where appropriate, provide a monetary performance security equal to the value of the landscaping/irrigation installation.

F. Where the use of soundwalls or other architectural features that could block views of scenic resources may be necessary to mitigate potential noise effects associated with specific projects, implementing agencies shall, where appropriate, ensure that such features incorporate offsets, accents and landscaping to prevent monotony, and that they be designed in accordance with the architectural review requirements of the local jurisdiction.

RESULTING LEVEL OF SIGNIFICANCE

The effective application of this type of mitigation by the implementing agencies could reduce impacts to scenic resources to a level of less than significant for most projects. However, even with the implementation of these mitigation measures, impacts associated with a few projects may remain **significant and unavoidable**.

Visual Character

IMPACT 1.3: Substantial Degradation of Visual Character. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may result in substantial degradation of the existing visual character or quality of project sites and/or surroundings, particularly in areas which are currently rural in character. This could represent a **potentially significant environmental impact** associated with the implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 1.3: Visual/Scenic Resources Analysis

A. Implementing agencies shall, where appropriate, prepare a visual assessment for any proposed project which may result in substantial degradation of the visual character of the project site and/or surroundings. Through this process of analysis and evaluation, it may be possible to identify mitigation measures or alternatives which would reduce project-specific visual impacts.

B. Implementing agencies shall, where appropriate, ensure that transportation system improvement projects are designed to minimize visual impacts through project siting and design, including minimizing vegetation removal.

C. Implementing agencies shall, where appropriate, avoid the removal of existing mature trees associated with transportation system improvement projects to the extent possible. Any trees lost shall, where appropriate, be replaced at a minimum 2:1 basis with native trees (or consistent with tree replacement ratios of the local jurisdictions in which impacts could occur) and incorporated into the landscaping design for the project.

D. Implementing agencies shall, where appropriate, minimize roadway lighting to the extent possible, and shall, where appropriate, not allow lighting fixtures to exceed the maximum height limits set by the local jurisdiction in which such projects would occur.

E. Implementing agencies shall, where appropriate, ensure that bus shelters and other ancillary transportation facilities are designed and constructed in accordance with the architectural review requirements of the local jurisdiction.

RESULTING LEVEL OF SIGNIFICANCE

The effective application of this type of mitigation by the implementing agencies could reduce impacts to scenic resources to a level of less than significant for most projects. However, even with the implementation of these mitigation measures, impacts associated with a few projects may remain **significant and unavoidable**.

Light and Glare

IMPACT 1.4: Increased Light and Glare. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may result in the creation of a new source of substantial light or glare which could adversely affect daytime or nighttime views in the immediate vicinity of the project sites. This could represent a **potentially significant environmental impact** associated with the implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 1.4: Minimize Intrusion of Lighting

Implementing agencies shall, where appropriate, ensure that all lighting associated with transportation system improvement projects is designed to minimize intrusion onto adjacent properties and meets the architectural review and lighting requirements of the local jurisdiction in which the improvements would occur. Lighting that accompanies any proposed project should

be minimized to the extent possible, consistent with safety requirements. Plans for individual projects should incorporate design features, such as hooded light shields (to direct lighting to the ground or toward the facility and away from adjacent residential and other uses), the use of dense landscaping to block light and glare from spilling over into adjacent uses, the use of unobtrusive signage that does not reflect light or glare onto nearby occupied properties, and the use of white reflective paint in lieu of reflective materials to the extent possible.

RESULTING LEVEL OF SIGNIFICANCE

The effective application of these light/glare reduction design techniques by implementing agencies could reduce project-specific impacts to a level of less than significant.

AGRICULTURAL RESOURCES

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to agricultural resources may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Farmland Conversion

IMPACT 2.1: Conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance. Construction of several of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in the conversion of prime farmlands, unique farmlands or farmlands of statewide importance to non-agricultural uses. In addition, the widening of existing roadways and the construction of new roadways have the potential to induce (or accommodate) growth in the surrounding areas by providing improved access, which could result in the conversion of additional farmland. This could represent a **potentially significant environmental impact** associated with implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 2.1: Design Modifications

In designing specific transportation system improvement projects, implementing agencies shall, where appropriate, avoid the conversion of prime farmland, unique farmland and farmland of statewide importance to the maximum extent feasible, and shall, where appropriate, consider alternative alignments that reduce or avoid the conversion of such farmlands. Where avoidance is not feasible, such projects shall, where appropriate, be designed to minimize the conversion of such farmlands. Implementing agencies will be required to evaluate the possible conversion of farmland during site-specific environmental review for each project. The Land Evaluation and

Site Assessment Model (LESA) from the California Department of Conservation shall, where appropriate, be utilized to identify the potentially significant project-related impacts resulting from changes in agricultural land use. Implementing agencies should consider the use of agricultural land conservation easements where project-related conversion of farmland is determined to be unavoidable.

RESULTING LEVEL OF SIGNIFICANCE

Although most projects could be designed by the implementing agencies to reduce the conversion of prime farmland, unique farmland or farmland of statewide importance to non-agricultural uses to a level of less than significant, implementation of a few of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in an undetermined extent of such conversion which could not be effectively mitigated. In such cases, this impact could remain **significant and unavoidable**.

Agricultural Zoning

IMPACT 2.2: Potential Conflict with Existing Zoning for Agricultural Use. In some jurisdictions, construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may conflict with existing zoning which is intended to protect land for agricultural use. This could represent a **potentially significant environmental impact** associated with implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 2.2: Project-Related Variances

In those instances where approval of a project could conflict with existing zoning intended to protect agricultural uses, the implementing agencies shall, where appropriate, first ensure that any appropriate variance is obtained.

RESULTING LEVEL OF SIGNIFICANCE

Approval of a variance to enable the construction of a transportation system improvement project to go forward despite a conflict with existing zoning regulations would indicate that the local jurisdiction has accepted the need for that improvement as being consistent with the general planning policies of that jurisdiction, in effect reducing this impact to a level of less than significant.

Williamson Act Contracts

IMPACT 2.3: Potential Conflicts with Williamson Act Contracts. In some jurisdictions, construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may be built on lands which are currently under Williamson Act contracts. As long as these contracts remain in force, this could represent a **potentially significant environmental impact** associated with implementation of these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 2.3: Avoidance/Cancellation of Contracts

In designing specific transportation system improvement projects, implementing agencies shall, where appropriate, avoid the cancellation of Williamson Act contracts to the maximum extent feasible. Where avoidance is not feasible, such projects shall, where appropriate, be designed to minimize the number of Williamson Act contracts that would need to be canceled. Implementing agencies will be required to evaluate the possible cancellation of Williamson Act contracts during site-specific environmental review for each project.

RESULTING LEVEL OF SIGNIFICANCE

Where the cancellation of current Williamson Act contracts can be avoided, potential impacts would be reduced to a level of less than significant. In those instances where project modifications to avoid cancellation of Williamson Act contracts cannot be made, it may be necessary for the jurisdiction which is a party to such contracts to take action to cancel them prior to project approval. In a few such cases, the impact could remain **significant and unavoidable**.

Fragmentation of Agricultural Land/Changes in Agricultural Uses

IMPACT 2.4: Fragmentation of Agricultural Lands and Changes in Land Uses Adjacent to Agricultural Lands. Construction of several of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in major changes in existing land uses adjacent to land currently in agricultural uses or in the fragmentation of existing agricultural operations, which could also result in land use conflicts that might ultimately cause the agricultural operators to abandon their agricultural operations. For example, the improved access which would be provided through the construction of a new roadway in an area adjacent to land which is in active agricultural use could also result in increased trespass or vandalism on these farmlands, which might discourage the continued use of that land for agricultural purposes. This could represent a **potentially significant environmental impact** associated with implementation of this type of project.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 2.4: Project-Specific Agricultural Protection

A. In designing specific transportation system improvement projects, implementing agencies shall, where appropriate, ensure that rural roadway alignments follow property lines to the maximum extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers shall, where appropriate, be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as a function of the total amount of production on the property.

B. In those instances where projects are proposed in areas adjacent to lands currently in agricultural uses (particularly lands which have been designated as prime farmland, unique farmland or farmland of statewide importance), implementing agencies shall, where appropriate, incorporate project-specific design features which would provide adequate protection for the farmland adjacent to the project site (fencing, warning notices, buffers, etc.).

RESULTING LEVEL OF SIGNIFICANCE

The effective application of this type of mitigation by the implementing agencies could reduce changes in land use adjacent to land in agricultural uses to a level of less than significant for most projects. However, even with the implementation of these mitigation measures, impacts associated with project-related fragmentation of parcels currently in agricultural uses may remain **significant and unavoidable** for a few projects.

AIR QUALITY

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of air quality impacts may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

IMPACT 3.1: Construction-Related Emissions. Construction associated with most of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in emissions from construction equipment, additional emissions from delayed vehicles, and fugitive dust. Construction projects using typical construction equipment (e.g., dump trucks, scrapers, bulldozers, compactors and front-end loaders) which temporarily emit precursors of ozone (i.e., VOC and NO_x) are accommodated in the emission inventories of State- and federally-required air plans, and would not have a significant impact on the attainment and maintenance of ozone AAQS. Using the potential thresholds identified in the MBUAPCD CEQA Air Quality Guidelines (June 2004, page 5-3, Table 5-2), construction sites involving minimal earthmoving over an area of 8.1 acres or more per day, or involving grading

and excavation over an area of 2.2 acres or more per day would be expected to entail potentially significant effects associated with the generation of PM₁₀. This could represent a **potentially significant environmental impact** associated with those projects which involve construction activity.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.1: Construction Emission Control Measures/Scheduling

A. Implementing agencies shall, where appropriate, apply MBUAPCD-recommended measures for reducing construction emissions for specific transportation system improvement projects involving minimal earthmoving over an area of 8.1 acres or more per day, or involving grading and excavation over an area of 2.2 acres or more per day. Specific measures shall, where appropriate, be approved by the MBUAPCD as part of the permitting process, and shall, where appropriate, include (but not be limited to) the following, as appropriate:

- Water all construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure;
- Prohibit all grading activities during periods of high winds (over 15 MPH);
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas;
- Haul trucks shall, where appropriate, maintain at least two feet of freeboard;
- Cover all trucks hauling dirt, sand and/or loose materials;
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land;
- Plant vegetative cover in disturbed areas as soon as possible;
- Cover inactive storage piles;
- Install wheel washers at the entrance to construction sites for all exiting trucks;
- Pave all roads on construction sites;
- Sweep street if visible soil material is carried out from the construction site;
- Post a visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall, where appropriate, be visible to ensure compliance with Rule 402 (Nuisance); and/or

- Limit the area under construction at any one time.

B. Implementing agencies shall, where appropriate, ensure that ground disturbance is phased to the extent possible to minimize the creation of fugitive dust.

C. If the use of non-typical construction equipment (e.g., grinders and portable equipment) is contemplated, implementing agencies shall, where appropriate, consult with the MBUAPCD, and shall, where appropriate, ensure that the Best Available Control Technology (BACT) is implemented to reduce short-term NOx emissions during construction activity, where appropriate. BACT measures shall, where appropriate, include two-degree timing retard, high pressure fuel injectors and reformulated diesel fuel, if available. These measures shall, where appropriate, be noted on all construction plans, and the local jurisdiction shall, where appropriate, perform periodic site inspections.

RESULTING LEVEL OF SIGNIFICANCE

The use of the dust control measures identified above could generally be expected to reduce the construction-related air quality impacts associated with the implementation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program to a level of less than significant.

Carbon Monoxide Hotspots

Although implementation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would be expected to have a generally positive effect on overall levels of carbon monoxide (since average vehicle speeds would be increased), it is possible that some of the proposed roadway improvement projects could result in local increases in carbon monoxide concentrations. Under MBUAPCD CEQA Air Quality Guidelines (June 2004, page 5-5, Table 5-3), specific projects that degrade LOS at an intersection/road segment from D or better to E or F or increases the V/C ratio at an intersection/road segment at LOS E or F by 0.05 or more or increases delay at an intersection at LOS E or F by 10 seconds or more or decreases reserve capacity at an unsignalized intersection at LOS E or F by 50 or more could have potentially significant effects associated with carbon monoxide emissions.

IMPACT 3.2: Carbon Monoxide Emissions. Individual roadway improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may have an adverse effect on local carbon monoxide levels. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.2: Prevention of Carbon Monoxide Hot Spots

Where implementing agencies propose transportation system improvement projects that may cause an exceedance of MBUAPCD thresholds for CO modeling, the local jurisdiction shall, where appropriate, improve the circulation system in which the project is proposed such that all roadways and intersections affected by the project maintain an acceptable level of service, or shall, where appropriate, conduct CO modeling to demonstrate that the concentration of CO will remain below the relevant CO AAQS. This may involve a reduction in the size of the project, relocation of the project or a reconfiguration of project elements.

RESULTING LEVEL OF SIGNIFICANCE

This mitigation measure could reduce this potential impact which may be associated with the implementation of specific transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program to a level of less than significant.

Toxic Air Contaminants

IMPACT 3.3: Toxic Air Contaminant Emissions. Implementation of some transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in increased exposure of sensitive receptors to toxic air contaminants (TACs) associated with the construction and operation of these improvements, including (but not limited to) the particulate fraction of diesel exhaust. Diesel exhaust from construction activity may have chronic and/or acute risks, depending on the duration of construction activity, proximity to sensitive receptors, and the amount and type of construction equipment to be used. The health risks associated with exposure to diesel exhaust is greatest for children, the elderly and the chronically or acutely ill, and an increase in the exposure of sensitive receptors to TACs could represent a **potentially significant environmental impact** that might be associated with projects that involve construction involving diesel-powered equipment, an increase in the use of diesel-fueled vehicles within a limited area, or along roadways that could experience an increase in diesel-fueled vehicle traffic as a result of the implementation of transportation system improvement projects. Such projects could include those involving earth-moving or the use of diesel-powered construction equipment, as well as projects that would increase roadway capacities.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.3: Reduction in Diesel Emissions

Individual transportation system improvement projects that involve construction activity requiring the use of diesel-powered equipment, or increased diesel-fueled traffic shall, where appropriate, be subject to a screening level risk assessment by the implementing agency, then to a full risk assessment where warranted following the screening risk assessment. If these project-specific assessment procedures (outlined in the MBUAPCD CEQA Guidelines, Appendix C) indicate that a project would exceed the MBUAPCD's cancer risk threshold of 10 per million, or the chronic hazard index is above one, then the following mitigation measures should be applied to such projects, where appropriate:

Construction-Related Diesel Exhaust

- Prior to initiating construction activity, the implementing agency should consult with the MBUAPCD to identify the types of grading, demolition and construction equipment that will be used for the project. Once the characteristics of specific equipment to be used have been identified, the MBUAPCD should provide recommendations for measures that can be implemented to reduce diesel emissions associated with such equipment (e.g., the substitution of diesel-powered equipment with non-diesel-powered equipment, the installation of exhaust controls, staggering construction activity at the project site, etc.).

RESULTING LEVEL OF SIGNIFICANCE

Depending on the project-specific diesel emission characteristics, this mitigation measure could be expected to reduce diesel particulate material emissions which may be associated with the implementation of specific transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program to some extent, most often to a level of less than significant. However, for a few projects where identified measures intended to reduce diesel particulate material emissions cannot be effectively implemented to reduce these emissions to a level below the MBUAPCD's cancer risk threshold or to obtain a chronic hazard index of one or less, this impact could remain **significant and unavoidable**.

Odors

IMPACT 3.4: Increased Exposure to Diesel Exhaust Fumes. Implementation of some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program involving an increase in diesel exhaust levels at construction sites, or along roadways that could experience an increase in diesel-fueled vehicle traffic as a result of the implementation of transportation system

improvement projects could result in potential exposure of sensitive receptors to objectionable odors. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

Same as **MITIGATION MEASURE 3.3: Reduction in Diesel Emissions**

RESULTING LEVEL OF SIGNIFICANCE

Depending on the project-specific diesel emission characteristics, the effective implementation of **MITIGATION MEASURE 3.3** could be expected to reduce odors associated with project-specific diesel emissions to some extent, most often to a level of less than significant. However, for a few projects where identified measures intended to reduce diesel particulate material emissions cannot be effectively implemented to reduce these emissions to a level below the MBUAPCD's cancer risk threshold or to obtain a chronic hazard index of one or less, this impact could remain **significant and unavoidable**.

BIOLOGICAL RESOURCES

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to biological resources may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Habitat

IMPACT 4.1: Modification of Habitat. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in the modification of areas which currently provide habitat for candidate, sensitive, or special status species, and could interfere with the movement of resident or migratory fish or wildlife species. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 4.1: Avoidance and Design Modification

For each project identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program where habitat modification may be anticipated, the following measures may be used by the implementing agency to reduce modification of areas which currently provide habitat for candidate, sensitive, or special status species, and interference with the movement of resident or migratory fish or wildlife species:

A. Prior to the finalization of project design, the area in which the project is proposed should be thoroughly surveyed to determine the presence or absence of habitat for candidate, sensitive, or special status species, and to determine the extent to which project construction may interfere with the movement of any resident or migratory fish or wildlife species. If special status species are known to occur or have the potential to occur, appropriate resource agency contacts shall, where appropriate, be made and mitigation developed in consultation with a qualified biologist and the resource agencies.

B. If initial biological assessments for a proposed project identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program determine the presence or potential presence of a state or federally listed species on the site, the implementing agency shall, where appropriate, consult with the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS), respectively, for guidance on whether or not the project can avoid impacts to the species. The project shall, where appropriate, avoid impacts through re-design or realignment, wherever possible.

C. During site-specific environmental review, implementing agencies shall, where appropriate, evaluate the effects of project-related noise, light and activity on any environmentally sensitive habitat areas, both during and after construction, and shall, where appropriate, identify appropriate mitigation measures, where feasible.

D. In those instances where it is not possible to avoid sensitive habitat areas through design measures, the USFWS and the CDFG may need to be contacted in order to achieve compliance with the appropriate endangered species protection regulations through the implementation of site-specific mitigation measures prior to project approval.

RESULTING LEVEL OF SIGNIFICANCE

Avoiding completely those areas identified as habitat for candidate, sensitive, or special status species of plants and animals, or those areas which are important in providing free movement for resident or migratory fish or wildlife species, would reduce this potential impact to a level of less than significant for most projects. However, depending on the location, character and purpose of a proposed project, it may not be possible to design it in such a way so as to completely avoid these areas. In these instances, this potential impact would need to be mitigated to the satisfaction of the appropriate regulatory agencies prior to the issuance of the permits necessary to allow project construction to proceed, although impacts associated with a few projects could be expected to remain **significant and unavoidable**.

Wetlands

IMPACT 4.2: Modification of Riparian Areas/Wetlands. Construction of some projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in the modification of riparian areas or wetlands. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 4.2: Avoidance/Permitting/Precautions During Construction

The following measures may be used by the implementing agencies to reduce modification of riparian areas or wetlands:

A. The proposed projects should be designed to avoid construction in riparian areas or wetlands to the extent practicable.

B. In those instances where it is not possible to avoid riparian areas or wetlands through design measures, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service and the California Department of Fish and Game shall, where appropriate, be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval. The granting of the required permits may be conditional on the implementation of site-specific measures designed to mitigate any modification of riparian areas or wetlands which may result from construction of the projects.

C. Implementing agencies shall, where appropriate, ensure that all removed and excess material is disposed of off-site and away from the flood plain, outside areas subject to U.S. Army Corps of Engineers jurisdiction.

D. Implementing agencies shall, where appropriate, ensure that construction activities in drainages occur during the dry season when channels are at low flow.

E. Implementing agencies shall, where appropriate, ensure that no fueling or maintenance of equipment takes place in any channel. Mechanical equipment shall, where appropriate, be serviced in designated staging areas located outside of any creek bed and associated wetland habitat. Water from equipment washing or concrete wash down shall, where appropriate, be prevented from entering any channel.

F. Implementing agencies shall, where appropriate, ensure that any equipment adjacent to any channel is checked and maintained daily, to prevent leaks of materials that if (eventually) introduced to water could be deleterious to aquatic life. Petroleum products and other substances

that could be hazardous to aquatic life shall be prevented from contaminating the soil and/or entering the adjacent waters. The California Department of Fish and Game shall, where appropriate, be notified immediately of any spills, and shall, where appropriate, be consulted regarding clean-up procedures.

G. Implementing agencies shall, where appropriate, ensure that construction activities minimize increases in turbidity to the maximum extent possible.

H. Implementing agencies shall, where appropriate, ensure that following construction, disturbed banks are re-vegetated using locally-occurring, drought-resistant native species and erosion control grass seed, in consultation with a qualified biologist.

RESULTING LEVEL OF SIGNIFICANCE

Avoiding completely riparian areas or wetlands through design measures would reduce this potential impact to a level of less than significant for most projects. However, depending on the character and purpose of a proposed project, it may not be possible to design it in such a way as to completely avoid these areas. In these instances, this potential impact would need to be mitigated to the satisfaction of the appropriate regulatory agencies prior to the issuance of the permits necessary to allow project construction to proceed, although impacts associated with a few projects could be expected to remain **significant and unavoidable**.

Wildlife Movement

IMPACT 4.3: Interference with Wildlife Movement. Development of projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program involving the construction of a new roadway located in previously undeveloped areas (e.g., Westside Salinas to Marina Connector, Salinas Eastside Connector) has the potential to substantially interfere with wildlife movement if established wildlife movement corridors are located within or in the vicinity of the proposed roadway improvements. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 4.3: Avoidance and Design Modification

During site-specific environmental review for projects located in wildlife movement corridors, implementing agencies shall, where appropriate, conduct biological field investigations to document existing conditions and assess site-specific impacts upon wildlife that may be affected by the project. Implementing agencies shall, where appropriate, develop new roadway alignments and extensions to avoid or minimize disturbance of wildlife movement corridors to the maximum extent feasible. If impacts cannot be avoided, project-specific mitigation measures

shall, where appropriate, be developed in consultation with responsible agencies (USFWS and/or CDFG, as appropriate).

RESULTING LEVEL OF SIGNIFICANCE

Avoiding completely wildlife movement corridors through design measures would reduce this potential impact to a level of less than significant for most projects. However, depending on the character and purpose of a proposed project, it may not be possible to design it in such a way as to completely avoid these areas. In these instances, this potential impact would need to be mitigated to the satisfaction of the appropriate regulatory agencies prior to the issuance of the permits necessary to allow project construction to proceed, although impacts associated with a few projects could be expected to remain **significant and unavoidable**.

Ordinances and Policies to Protect Biological Resources

IMPACT 4.4: Conflicts with Protective Ordinances and Policies. Depending on the specific features of local ordinances and policies which are designed to protect biological resources within each jurisdiction, it is possible that implementation of some projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could conflict with such ordinances and policies. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 4.4: Modify Design to Achieve Compliance/Tree Replacement/Tree Protection Plans

A. Where it is clear that the implementation of a specific project would result in a conflict with local ordinances or policies intended to protect biological resources, the appropriate agency responsible for the actual implementation of the proposed project should modify the design of the project to achieve compliance with the applicable ordinances or policies, where feasible.

B. Implementing agencies shall, where appropriate, ensure that trees that are removed for construction of specific projects are replaced with native tree species at a minimum 2:1 ratio, under the direction of a certified arborist. Special status trees or trees located in sensitive habitats may require higher replacement ratios to mitigate the specific function and value impacted. Tree replacement ratios shall, where appropriate, be consistent with the local jurisdictions in which impacts occur. As part of the overall revegetation and monitoring plan, these replacement tree plantings shall, where appropriate, be monitored over time based on the recommendations of a qualified revegetation specialist.

C. Implementing agencies shall, where appropriate, ensure that a tree protection plan is required for construction around trees. The plan may include (but need not be limited to) setbacks for trees, use of protective fencing, restrictions regarding grading and paving near trees, directions regarding pruning and restrictions regarding digging/trenching within root zones of trees.

RESULTING LEVEL OF SIGNIFICANCE

Depending on the character and purpose of a proposed project, it may not be possible to modify it in such a way as to completely avoid disturbing protected trees or other biological resources that may be protected within a specific local jurisdiction. In these instances, this potential impact would need to be mitigated to the satisfaction of the appropriate local jurisdiction prior to the issuance of the permits necessary to allow project construction to proceed, although impacts associated with a few projects could be expected to remain **significant and unavoidable**.

Habitat Conservation Plans

IMPACT 4.5: Conflicts with Habitat Conservation Plans. It is possible that implementation of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could conflict with the provisions of approved local, regional, or state habitat conservation plans. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 4.5: Modify Design to Achieve Compliance

For projects located within the boundaries of an HCP, the appropriate jurisdiction shall, where appropriate, ensure that the project is reviewed for consistency with the HCP, and that specific mitigation measures and/or alternative alignments are identified to avoid conflicts with the HCP and its protected species and habitats.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of this mitigation measure could reduce the impact to a level of less than significant.

CULTURAL RESOURCES

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to cultural resources may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Disturbance of Cultural Resources

IMPACT 5.1: Disturbance of Cultural Resources. Construction of some projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in the disturbance of, or in damage to, prehistoric or historic cultural resources. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 5.1: Cultural Resource Surveys/Modifications

The implementing agency for a project involving substantial earth disturbance, the removal or disturbance of existing buildings, or the construction of permanent above-ground structures or roadways shall ensure that the following elements are included in the project's environmental review:

A. A map defining the Area of Potential Effects (APE) shall, where appropriate, be prepared for transportation system improvements that involve substantial earth disturbance, the removal or disturbance of existing buildings, or construction of permanent above-ground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known cultural resources are located within the impact zone.

B. A preliminary study of each project area, as defined in the APE, shall, where appropriate, be completed to determine whether or not the project area has been studied under an earlier investigation, and to determine the impacts of the previous project.

C. If the results of the preliminary studies indicate additional studies are necessary, development of field studies and/or other documentary research shall, where appropriate, be completed (Phase I studies). Negative results would result in no additional studies for the project area.

D. Based on positive results of the Phase I studies, an evaluation of identified resources shall, where appropriate, be completed to determine the potential eligibility/significance of the resources (Phase II studies).

E. Phase III mitigation studies shall, where appropriate, be coordinated with the Office of Historic Preservation, as the research design will require review and approval from OHP. In the case of prehistoric or Native American related resources, the Native American Heritage Commission and/or local representatives of the Native American population shall, where appropriate, be contacted and permitted to respond to the testing/mitigation programs.

F. If development of a specific project requires the presence of an archaeological monitor, the implementing agency shall, where appropriate, ensure that a certified archaeologist/paleontologist monitors the grading and/or other ground altering activities. The schedule and extent of monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

G. The implementing agency shall, where appropriate, ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

H. Implementing agencies shall, where appropriate, ensure that mitigation for potential impacts to significant cultural resources includes on or more of the following:

- Realignment of the project right-of-way (avoidance - the most preferable method);
- Capping of the site and leaving it undisturbed;
- Addressing structural remains with respect to NRHP guidelines (Phase III studies);
- Relocating structures per NRHP guidelines;
- Creation of interpretive facilities; and/or
- Development of measures to prevent vandalism.

I. A qualified archaeologist shall, where appropriate, monitor all earth moving activities within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented.

J. As required under CEQA Guidelines Section 15064.5, to prepare for the possibility of an accidental discovery of significant buried cultural resources during transportation system improvement project construction, the following measures shall, where appropriate, be taken:

- Due to the possibility that significant buried cultural resources might be found during construction, the following language shall, where appropriate, be included in any permits issued for the project site, including (but not limited to) building permits for future development, subject to the review and approval of the implementing agency: "If archaeological resources or human remains are discovered during construction, work shall be halted at a minimum of 200 feet from the find and the area shall be staked off. The project developer shall notify a qualified professional archaeologist. If the find is

determined to be significant, appropriate mitigation measures shall be formulated and implemented.”

- Due to the possibility that an accidental discovery or recognition of human remains in a location other than a dedicated cemetery may occur, the implementing agency shall, where appropriate, ensure that this language is included in all permits in accordance with CEQA Guidelines Section 15064.5(e): “If human remains are found during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent of the deceased Native American. The most likely descendent may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating and disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if a) the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”

RESULTING LEVEL OF SIGNIFICANCE

These measures could reduce the potential impact to a level of less than significant.

GEOLOGY AND SOILS

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to geology and soils may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Seismic Hazards

IMPACT 6.1: Increased Exposure to Seismic Hazards. In those instances where projects are proposed in proximity to known earthquake faults (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault), construction of some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in the increased exposure of people or structures to the risk of loss, injury or death involving fault rupture or other seismic hazards. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 6.1: Building Code Compliance/Avoidance of Known Earthquake Faults

Implementing agencies shall, where appropriate, ensure that all structures, including (but not limited to) roadway improvements, are designed and constructed to the latest geotechnical standards (including the UBC Zone 4 guidelines) to limit potential hazards to the public after project completion. In most cases, this will necessitate site-specific geologic and soils engineering investigations to exceed the code for high groundshaking zones.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of these mitigation measures could reduce the impact to a level of less than significant.

Landslides

IMPACT 6.2: Increased Exposure to Landslides. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in the increased exposure of people or structures to the risk of loss, injury or death involving landslides. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 6.2: Project-Specific Geotechnical Investigations

A. The implementing agency shall, where appropriate, require that design-level geotechnical analyses are prepared for all transportation system improvement projects, and that all recommendations contained in the geotechnical reports are incorporated into project design.

B. If a particular transportation system improvement project involves cut slopes over 20 feet in height, or is located in an area of bedded or jointed bedrock, the implementing agency shall, where appropriate, ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls and soldier piles.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of site-specific slope stabilization measures and incorporation of other geotechnical recommendations could be expected to reduce potential impacts to a level of less than significant.

Soil Erosion

IMPACT 6.3: Increased Erosion and Loss of Topsoil During Construction. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in increased soil erosion and loss of topsoil during construction. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 6.3: Grading and Erosion Control Plans

If a particular transportation system improvement project involving deep foundations or underground areas is located in an area of moderate or high erosion potential, the implementing agency shall, where appropriate, prepare a grading and erosion control plan that minimizes erosion and sedimentation prior to the issuance of grading permits. The grading and erosion control plan must include the following:

A. Methods such as retention basins, drainage diversion structures, spot grading, silt fencing/coordinated sediment trapping, straw bales and sand bags shall, where appropriate, be used to minimize erosion on slopes and siltation into waterways during grading and construction activities.

B. Graded areas shall, where appropriate, be revegetated within four weeks of grading activities with deep-rooted, native, drought-tolerant species to minimize slope failure and erosion potential. Geotextile binding fabrics shall, where appropriate, be used, if necessary, to hold slope soils until vegetation is established.

C. Exposed areas shall, where appropriate, be stabilized to prevent wind and water erosion using methods approved by the MBUAPCD. These methods may include the importation of topsoil to be spread on the ground surface in areas having soils that can be transported by the wind, and/or the mixing of highly erosive sand with finer-grained materials (silt or clay) in sufficient quantities to prevent its ability to be transported by wind. As a minimum, six inches of topsoil or silt/clay mixture is to be used to stabilize wind-erodible soils.

D. Landscaped areas adjacent to structures shall, where appropriate, be graded so that drainage is away from structures.

E. Grading on slope steeper than 5:1 shall, where appropriate, be designed to minimize surface water runoff.

F. Fills placed on slopes steeper than 5:1 shall, where appropriate, be properly benched prior to placement of fill.

G. Brow ditches and/or berms shall, where appropriate, be constructed and maintained above all cut and fill slopes, respectively.

H. Cut and fill benches shall, where appropriate, be constructed at regular intervals.

I. Retaining walls shall, where appropriate, be installed to stabilize slopes where there is a 10-foot or greater difference in elevation between the base of the proposed structure and adjacent lots.

J. Excavation and grading shall, where appropriate, be limited to the dry season of the year (typically April 15 to November 1, allowing for variations in weather) unless an approved erosion control plan is in place and all measures identified therein are in effect.

Additional measures which may be applied to reduce erosion during the construction of transportation system improvement projects include (but are not limited to) the following:

K. Limiting disturbance of soils and vegetation removal to the minimum area necessary for access and construction.

L. Confining all vehicular traffic associated with construction to the right-of-way or to designated access roads.

M. Limiting access routes and stabilizing access points.

N. Adhering to construction schedules designed to avoid periods of heavy precipitation or high winds.

O. Ensuring that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods.

P. Stabilizing denuded areas as soon as possible with seeding, mulching or other effective methods.

Q. Protecting adjacent properties with vegetative buffer strips, sediment barriers or other effective methods.

R. Delineating clearing limits, easements, setbacks, sensitive areas, vegetation and drainage courses by marking them in the field.

S. Stabilizing and preventing erosion from temporary conveyance channels and outlets.

T. Using sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction.

U. Informing construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the grading and erosion control plans.

RESULTING LEVEL OF SIGNIFICANCE

The effective implementation of grading and erosion control plans could reduce this impact to a level of less than significant.

Unstable Soils

IMPACT 6.4: Construction on Unstable Soils. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program on soils that are unstable (or that could become unstable as a result of such construction) could result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, possibly resulting in substantial risks to life and property. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 6.4: Project-Specific Soils Analysis

A. If a particular transportation system improvement project is located in an area of moderate to high liquefaction potential, the implementing agency shall, where appropriate, ensure that such improvements are designed based upon appropriate soil studies. Possible design measures include deep foundations, removal of liquefiable materials and dewatering.

B. If a particular transportation system improvement project is located in an area of highly expansive, collapsible or compressible soils, the implementing agency shall, where appropriate, ensure that a site-specific investigation and appropriate design factors are implemented.

C. If a particular transportation system improvement project involving deep foundations or underground areas is located in an area of high groundwater potential, the implementing agency shall, where appropriate, ensure that appropriate construction techniques (i.e., dewatering, special water proofing and deeper foundations) are included in the design of the facility.

RESULTING LEVEL OF SIGNIFICANCE

Site-specific soil studies should be able to recommend appropriate mitigation measures which may reduce potential impacts to a level of less than significant.

HAZARDS AND HAZARDOUS MATERIALS

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to hazards and hazardous materials may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Exposure to Hazardous Materials

IMPACT 7.1: Potential to Create a Significant Hazard to the Public or Environment. The development of some transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may have the potential to be affected by Department of Toxic Substances Control (DTSC) Calsites, aerial deposited lead, naturally occurring asbestos and other hazardous materials. In the absence of appropriate precautions and/or cleanup efforts, such projects may create the potential for exposing construction workers, the public or the environment to hazardous materials, a **potentially significant environmental impact.**

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 7.1: Site-Specific Analysis for Hazardous Materials/Remediation/Cleanup

Implementing agencies shall, where appropriate, investigate the potential for transportation system improvement projects to be located at, or in the vicinity of, identified Department of Toxic Substances Control (DTSC) hazardous material sites, or to be located in areas that contain aerial deposited lead, naturally occurring asbestos or other hazardous materials. Site-specific evaluation should include a historical assessment of past uses, and soil sampling should be conducted when determined appropriate by the implementing agency. In those instances where a specific project site is found to be contaminated by hazardous materials, the site shall, where appropriate, be cleaned up to the standards of the appropriate regulatory agency, and appropriate remediation measures to ensure worker safety during construction shall, where appropriate, be

identified prior to the commencement of earthmoving activities, subject to the review and approval of DTSC.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of this mitigation measure could reduce potential impacts to a level of less than significant.

Transport of Hazardous Materials

IMPACT 7.2: Potential Hazards Associated with Roadway Design and the Transport of Hazardous Materials. Although the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would generally be expected to improve roadway safety for the transport of hazardous materials, proper design of roadway improvements is necessary to minimize potential safety impacts associated with the transport of hazardous materials. The possible effects of unsafe roadway design on hazardous material transport could be considered a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 7.2: Design Roadway Improvements along Designated Hazardous Materials Transfer Routes for Enhanced Safety

For roadway improvements along designated hazardous materials transfer routes, implementing agencies shall, where appropriate, ensure that such projects are designed to allow for safe traveling, merging and passing of hazardous materials haul trucks. Design considerations should include: wider “slow” lanes, longer approach ramps and merger lanes, and more gradually-inclined interchanges.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of the above mitigation measure could reduce this impact to a level of less than significant.

HYDROLOGY AND WATER QUALITY

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to hydrology and water quality may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Water Quality

IMPACT 8.1: Construction-Related and Operational Water Quality Effects. During construction, some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may introduce pollutants to local bodies of water and groundwater through storm water runoff. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 8.1: Water Pollution Prevention Measures

A. Prior to final design approval, implementing agencies shall, where appropriate, evaluate potential increases in surface water runoff volume for each transportation system improvement project with the potential to have significant effects on drainage ways. If it is found that increased runoff volumes will significantly affect drainage capacities or increase flood hazards, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) should be implemented.

B. Implementing agencies shall, where appropriate, ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of chemicals.

C. Implementing agencies shall, where appropriate, ensure that transportation system improvement projects direct runoff into subsurface percolation basins and traps which would allow for the removal of sediment, urban pollutants, fertilizers, pesticides and other chemicals.

D. For transportation system improvement projects that would disturb at least one acre, a Storm Water Pollution Prevention Plan (SWPPP) shall, where appropriate, be developed by the implementing agency prior to the initiation of grading. The measures identified in the SWPPP shall, where appropriate, be implemented for all construction activity on the project site. The SWPPP shall, where appropriate, include specific BMPs to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include (but would not be limited to) the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers and native erosion control grass seed.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of the above measures could reduce potential impacts to a level of less than significant.

Water Supply

IMPACT 8.2: Depletion of Groundwater Supplies and Interference with Groundwater Recharge. Construction and maintenance of transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could incrementally increase demand for water within Monterey County, and several of the projects could be expected to reduce groundwater recharge. Since many local water supply systems are reliant on groundwater resources, and since many local groundwater basins are being overdrafted, increased water demand combined with reduced groundwater recharge capability could be considered a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.8.2: Reduce Water Demand/Increase Permeability

A. Implementing agencies shall, where appropriate, ensure that, where economically and technically feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities.

B. Implementing agencies shall, where appropriate, ensure that low water use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed.

C. Implementing agencies shall, where appropriate, ensure that, where economically and technically feasible, landscaping associated with transportation system improvement projects is maintained using reclaimed and/or desalinated water.

D. Implementing agencies shall, where appropriate, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of the above measures could reduce potential impacts to a level of less than significant.

Storm Water Runoff

IMPACT 8.3: Increased Impervious Surface/Storm Water Runoff. Construction of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in an increase in the area of impervious surface and/or modifications in local drainage/groundwater recharge patterns, which could result in increased flood risk on- or off-site. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 8.3: Evaluation/Design/Permitting

The following measures may be used by implementing agencies to limit the area of impervious surface and/or modifications in local drainage/groundwater recharge patterns resulting from project construction:

A. Prior to the finalization of project design, the drainage and groundwater recharge characteristics of the area for which the project is proposed should be thoroughly evaluated. In those instances where the capacity of the existing or planned storm water drainage systems may be exceeded, it will be necessary to identify appropriate site-specific measures to control surface runoff, and to detain surface water runoff on-site, if possible.

B. Implementing agencies shall, where appropriate, ensure that adequate drainage infrastructure is in place to accommodate runoff from each transportation system improvement project prior to the issuance of grading permits. If adequate drainage infrastructure is not available, the implementing agency shall, where appropriate, pay utility mitigation fees or otherwise provide improvements to the drainage facilities of the jurisdiction in which the project is located such that drainage facilities affected by the project in question maintain an acceptable level of service.

C. Based on the results of the drainage/groundwater recharge evaluation, the proposed project should be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.

D. In those instances where a streambed would be altered as a result of project construction, it will be necessary to enter into a Streambed Alteration Agreement with the California Department of Fish and Game prior to the start of construction.

RESULTING LEVEL OF SIGNIFICANCE

Although it may be possible to limit the area of impervious surface associated with roadway improvement projects to some extent, it will generally not be possible to avoid increasing impervious surfaces as new roadways are built or as existing roadways are widened, and this potential impact could remain **significant and unavoidable** in those cases. It may not be possible to design some projects in such a way so as to completely avoid significant alteration of existing drainage/ groundwater recharge patterns, and in such cases these potential impacts could remain **significant and unavoidable**. In those instances where a specific project would require a Streambed Alteration Agreement, compliance with the conditions of such an agreement could be expected to reduce streambed impacts to a level of less than significant.

Flood Hazards

IMPACT 8.4: Increased Exposure to Flood Hazards. Some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may be located in low-lying areas that could be subject to flood hazards. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 8.4: All Structures Above the 100-Year Flood Zone Elevation/Stabilization Along Creek Crossings/Avoid Encroachment of Designated Flood Areas

A. If a particular transportation system improvement project is located in an area with high flooding potential, the implementing agency shall, where appropriate, ensure that the structure is elevated at least one foot above the 100-year flood zone elevation, is designed to minimize damage to the physical improvement and ensure public safety, and that feasible stabilization and erosion control measures are implemented along creek crossings.

B. Implementing agencies shall, where appropriate, ensure that projects located in areas with high flooding potential are designed to keep designated floodways free from encroachment as much as possible. Encroachment into the flood plain can be accommodated with proper design, planning and mitigation, as long as the resulting shift of flood waters does not increase adjacent floodways or flood plains.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of the above measures could reduce potential impacts to a level of less than significant.

Tsunami and Seiche

IMPACT 3.8.5: Increased Exposure to Tsunami Hazards and MITIGATION MEASURE 3.8.5: Incorporate Features to Minimize Tsunami Damage, as discussed on pages 3-67 and 3-68 of the 2005 Monterey County Regional Transportation Plan DRAFT EIR, are not applicable to the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

LAND USE AND PLANNING

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to land use and planning may be associated with

implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Land Use Compatibility

IMPACT 9.1: Potential Land Use Conflicts. Construction and operation of some transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in potential land use conflicts with existing sensitive uses such as residences, schools, parks, etc. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 9.1: Enhancing Land Use Compatibility

A. In order to minimize safety hazards, implementing agencies shall, where appropriate, require adequate traffic controls such as signs, striping, crosswalks and warning lights to slow traffic on streets in residential, school or park areas where new roadways are proposed, or where projected traffic volumes will substantially increase, to reduce safety and noise impacts.

B. Implementing agencies shall, where appropriate, ensure that roadways and other transportation system improvements are designed to minimize potential impacts to pedestrians and bicyclists, particularly those living in adjacent residential areas, or attending schools.

C. Street lighting, where necessary, shall, where appropriate, be minimized to the extent possible in areas adjacent to sensitive land uses. Street lights shall be shielded, and oriented away from residential development. No street light shall exceed the maximum height limit established by Caltrans or local ordinance, as applicable.

D. Implementing agencies shall, where appropriate, require that all transportation system improvement projects provide appropriate setbacks, barriers, fences or other appropriate means of buffering proposed improvements with the potential to generate land use conflicts from adjacent sensitive land uses.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of these measures could reduce the potential impact to a level of less than significant.

Land Use Policy/Program/Regulation Compatibility

IMPACT 9.2: Conflicts with Land Use Plans/Policies/Regulations. It is possible that implementation of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the project that have been adopted for the purpose of avoiding or mitigating an environmental impact. This could represent a **potentially significant adverse environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 9.2: Design Modifications to Achieve Consistency

Where it is clear that the implementation of a specific project could result in a conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the project which have been adopted for the purpose of avoiding or mitigating an environmental impact, the implementing agency should modify the design of the project to achieve consistency with the applicable plans, policies or regulations.

RESULTING LEVEL OF SIGNIFICANCE

In those instances where it would be possible to modify the design of a transportation system improvement project to meet the intent of plans, policies or regulations of the jurisdictions where such projects are proposed, this mitigation measure could reduce the impact to a level of less than significant for most projects. However, for a few projects, it may not be possible to make such design changes and still achieve the project objectives. In these cases, the potential conflict with established plans, policies and regulations could remain **significant and unavoidable**.

MINERAL RESOURCES

Implementation of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would not be expected to result in the loss of availability of any known mineral resource or mineral resource recovery site.

NOISE

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of noise impacts may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Traffic Noise

IMPACT 11.1: Increased Noise Related to Increased Traffic Volumes. Major roadway widenings which increase capacity, or transportation system improvements which create new roadways in previously unaffected areas, may permanently affect ambient noise levels by substantially increasing traffic volumes, possibly exceeding established standards for noise exposure. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 11.1: Acoustical Analysis/Site-Specific Mitigation

A. Acoustical analyses shall, where appropriate, be conducted by the implementing agency as part of new roadway construction and/or widening projects for existing roads. The noise study shall, where appropriate, identify existing noise sensitive receptors, determine existing ambient noise levels, project future noise levels, make appropriate findings with respect to appropriate criteria, and recommend mitigation/abatement measures. Specific noise mitigation or abatement measures to be considered include alternative alignments, sound barrier walls and earthen berms where space is available. Determination of appropriate noise attenuation or abatement measures shall, where appropriate, be assessed on a case-by-case basis pursuant to the regulations of the applicable agency.

B. Various sound attenuation techniques shall, where appropriate, be considered where transportation system improvement projects are found to expose sensitive receptors to noise exceeding normally acceptable levels. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials, where feasible. In instances where the use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) will be considered. Determination of appropriate noise attenuation measures will be assessed on a case-by-case basis during a project's individual environmental review pursuant to the regulations of the applicable agency.

RESULTING LEVEL OF SIGNIFICANCE

Although noise mitigation or abatement measures may be expected to reduce potential traffic noise impacts to a level of less than significant in most instances, this impact may not be mitigable in a few cases, resulting in an environmental impact that could remain **significant and unavoidable**.

Rail Noise

IMPACT 3.11.2: Increased Noise Levels along Rail Corridors and **MITIGATION MEASURE 3.11.2: Acoustical Analysis/Site-Specific Mitigation**, as discussed on page 3-78 of the 2005 Monterey County Regional Transportation Plan DRAFT EIR, are not applicable to the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

Construction Noise

IMPACT 11.3: Construction-Related Noise. Construction activity associated with some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could temporarily result in noise levels which might exceed established standards for noise exposure. This could represent a **potentially significant environmental impact** associated with those projects which involve construction activity.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 11.3: Noise Abatement

In order to reduce potential construction-related noise impacts, the implementing agency shall, where appropriate, ensure that, where residences or other noise sensitive uses are located adjacent to construction sites, appropriate measures shall be implemented, where appropriate, to ensure consistency with local noise ordinance requirements relating to construction activity. Specific techniques may include (but are not limited to) restrictions on construction timing, the use of sound blankets on construction equipment, and the use of temporary noise walls and noise barriers to block and deflect noise. All construction equipment in active use at project sites should be appropriately muffled and properly maintained. Limiting truck access routes and establishing maximum allowable noise limits for construction equipment should also be considered as measures which would reduce construction-related noise at specific sites.

RESULTING LEVEL OF SIGNIFICANCE

These noise abatement measures could generally be expected to reduce construction-related noise impacts to a level of less than significant.

Groundborne Noise/Vibration

IMPACT 11.4: Exposure to Excessive Groundborne Noise/Vibration. Construction associated with some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program might involve activities (such as pile-driving) which could result in the temporary exposure of persons

living or working near the construction area to excessive groundborne noise and/or vibration during construction activity. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 11.4: Restrictions on Construction Activities

In order to reduce the potential noise and/or vibration impacts associated with certain construction activities such as pile-driving, the implementing agency shall, where appropriate, ensure that, to the maximum extent feasible, all such activity which would take place in the vicinity of sensitive receptors be limited to the hours of 7:00 AM to 7:00 PM, Monday through Friday. If a particular project located adjacent to sensitive receptors requires pile driving, the local jurisdiction may require the use of pile driving techniques that would reduce physical impacts and associated noise generation from such activity.

RESULTING LEVEL OF SIGNIFICANCE

These restrictions could generally be expected to reduce noise and/or vibration impacts associated with such construction activity to a level of less than significant.

POPULATION AND HOUSING

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to population and housing may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Growth Inducement

IMPACT 12.1: Indirect Growth Inducement. Implementation of some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could indirectly induce growth within Monterey County by increasing transportation system capacity. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 12.1: Prioritization of Transportation System Improvement Projects

To minimize possible growth inducement, implementing agencies should prioritize transportation system improvement projects by deemphasizing pursuit of those projects that would allow land development to occur in areas where such development has not yet been planned for, or where such development is not anticipated to occur in the future.

RESULTING LEVEL OF SIGNIFICANCE

This approach could reduce the growth-inducing potential of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. However, to the extent that the increases in transportation system capacity associated with projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may indirectly contribute to population growth within Monterey County, this impact could remain **significant and unavoidable**.

Displacement of Existing Housing Units/Businesses

IMPACT 12.2: Permanent Displacement of People and/or Existing Housing Units/Businesses. Implementation of some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program might result in the permanent displacement of people and/or existing housing units, as well as business enterprises. As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to displace people or existing housing units or businesses. In those cases where such displacement would be regarded as substantial, this could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 12.2: Avoidance/Relocation

A. Implementing agencies shall, where appropriate, assure that project-specific environmental reviews for transportation system improvement projects with the potential to permanently displace existing residences and businesses consider alternative alignments that avoid or minimize impacts to nearby residences and businesses.

B. Where project-specific reviews identify unavoidable displacement impacts, the implementing agency shall, where appropriate, ensure that appropriate relocation programs are used to assist eligible persons to relocate, in accordance with local, state and federal requirements. Owners

shall, where appropriate, be compensated for acquired property based on fair market values. In addition, implementing agencies shall, where appropriate, review and, if necessary, modify construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of these measures could reduce potential impacts associated with the displacement of existing homes, residents and businesses to a level of less than significant.

PUBLIC SERVICES

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to public services may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Emergency Services Access

Implementation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would generally not be expected to result in any substantial physical impacts which would require new or altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection or police protection, although temporary delays in emergency response time could be anticipated during the construction period associated with some projects (see **IMPACT 15.4: Temporary Interference with Emergency Access** and **MITIGATION MEASURE 15.4: Notification/Designated Detours** in discussion of **TRANSPORTATION/TRAFFIC**, below).

School Facilities and Access

IMPACT 13.1: Temporary Interference with School Access. Proposed roadway construction and other transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could temporarily impede access to public school facilities, and could create pedestrian traffic hazards. As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to interfere with access to schools. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 13.1: Notification/Designated Detours

A. If construction is to take place in the vicinity of a school, or on roadways that could affect access to a school facility, then the implementing agency shall, where appropriate, notify the school district superintendent or other appropriate representative of the affected school district prior to any road construction and road closures. School officials shall also be consulted, where appropriate, to determine if any critical access routes would be affected, or if construction would create specific safety problems.

B. For roadway construction projects that involving temporary lane or road closures, the implementing agency shall, where appropriate, post advance warning signs no more than 100 feet from the project site indicating when disruption would occur for a period of at least one week prior to project construction through the completion of construction, and provide clearly marked detours. Adequate access to all schools shall be maintained, where appropriate, during school hours throughout the construction period. During implementation of transportation system improvements that necessitate partial or total road closure, at least one lane shall, where appropriate, remain open to vehicles at all times, and/or alternative routes/detours around improvement areas with appropriate signage shall be provided, where appropriate.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of these measures could reduce the impact to a level of less than significant.

Parks/Recreational Facilities and Access

IMPACT 13.2: Temporary Interference with Park/Recreation Access. Although implementation of some transportation system improvements would ultimately result in enhanced access to parks and recreational facilities within Monterey County, implementation of several of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could temporarily affect access to park and recreational facilities if road construction or other activities were to occur in the vicinity of these facilities. Road construction could also generate noise that could disrupt the quiet atmosphere of parklands, which could detract from the recreational experience of visitors. As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to interfere with access to parks or recreational facilities. These could represent **potentially significant adverse environmental impacts** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 13.2: Consultation/Site-Specific Mitigation

A. Although potential impacts to recreational facilities which may be associated with the implementation of projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are not generally expected to be significant, park authorities shall be consulted, where appropriate, if construction is to occur in the vicinity of park or recreational facilities. The implementing agency and park authorities shall, where appropriate, jointly participate in project planning to include measures to reduce project-related impacts to park users, when possible.

B. For roadway construction projects that involving temporary lane or road closures, the implementing agency shall, where appropriate, post advance warning signs no more than 100 feet from the project site indicating when disruption would occur for a period of at least one week prior to project construction through the completion of construction, and provide clearly marked detours. During implementation of transportation system improvements that necessitate partial or total road closure, at least one lane shall, where appropriate, remain open to vehicles at all times, and/or alternative routes/detours around improvement areas with appropriate signage shall be provided, where appropriate.

RESULTING LEVEL OF SIGNIFICANCE

These measures could reduce potential impacts to a level of less than significant.

Transportation Facilities Maintenance

IMPACT 13.3: Increased Transportation System Maintenance. The completion of transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would increase maintenance demands. Due to uncertainties regarding the availability of adequate maintenance staffing and equipment to address increased maintenance needs, this is considered a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 13.3: Adequate Maintenance Funding

The implementing agency shall, where appropriate, ensure that adequate funds are budgeted to maintain proposed transportation facilities as well as existing transportation facilities.

RESULTING LEVEL OF SIGNIFICANCE

With implementation of the proposed measure, impacts could be reduced to a level of less than significant.

RECREATION

Parks and Recreational Facilities

Implementation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would not be expected to result in any significant increase in the use of existing neighborhood and regional parks or other recreational facilities. A number of projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, such as the construction of bicycle paths and recreational trail improvements, would provide enhanced recreational opportunities in addition to transportation system improvements. Some of these projects may entail potentially significant environmental impacts, which are addressed within the context of the discussion of environmental impacts throughout this document.

Coastal Zone

Some transportation system improvement projects located in the Coastal Zone could have the potential to disrupt coastal access by foot or bicycle, either temporarily during construction or permanently. Although this is not identified as a significant environmental impact under the criteria above, implementing agencies should ensure that access to coastal areas will be maintained during construction activity through the development and implementation of temporary access plans, and through the incorporation of site-specific design features that will enhance permanent coastal access.

TRANSPORTATION/TRAFFIC

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of transportation/traffic impacts may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Traffic Congestion (Operational)

IMPACT 15.1: Deterioration in Traffic Operations. Although they would likely reduce traffic congestion in Monterey County, implementation of some projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in localized traffic congestion. This could represent a **potentially significant environmental impact** associated with this type of project.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 15.1: Project-Specific Traffic Studies/Mitigation

A. Implementing agencies that propose transportation system improvement projects that are demonstrated to significantly impact local roadways shall, where appropriate, design such projects so that impacts are reduced or eliminated. Project-specific mitigation should provide a range of mitigation options, including (but not limited to) the following:

- Reduction in project size;
- Relocation of project route or alignment;
- Modification of project to provide additional lane capacity;
- Modification of project to provide additional turning lanes;
- Provision of additional transit services in lieu of, or in addition to, roadway capacity increases;
- Designation of Peak Hour HOV lanes in lieu of mixed-flow lanes;
- Additional carpool and vanpool incentives;
- Expanded intermodal transportation facilities, including secure bicycle parking, bicycle carriers on buses, and Park & Ride lots; and
- Use of Transportation Demand Management (TDM) measures to reduce traffic demand instead of increasing roadway capacity.

B. If physical changes to such projects are not feasible due to physical, economic, technological or other constraints, the implementing agencies may be required to pay in lieu traffic mitigation fees such that roadways and/or intersections affected by these projects maintain acceptable levels of service.

C. Implementing agencies that propose transportation system improvement projects that are demonstrated to significantly impact local roadways shall, where appropriate, incorporate facilities that encourage the use of alternative forms of transportation (e.g., provision of bike storage facilities, pedestrian facilities, etc.) into the design of the projects, as feasible. In addition, such facilities shall, where appropriate, provide additional carpool or vanpool incentives, as feasible.

RESULTING LEVEL OF SIGNIFICANCE

Depending on the outcome of project-specific traffic analysis, implementation of some combination of these and/or other traffic mitigations could be expected to reduce this impact to a

level of less than significant in most cases. However, in a few instances, such mitigation may not be feasible, and impacts could be expected to remain **significant and unavoidable**.

Construction-Related Traffic Congestion

IMPACT 15.2: Temporary Increase in Traffic Congestion during Construction. Construction associated with the implementation of some transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could be expected to result in temporary lane closures, equipment maneuvering and rerouting, which could result in temporary traffic congestion and other access restrictions that could disrupt existing homes, businesses and pedestrian, bicycle and transit routes. This could represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 15.2: Development of Detour and Access Plans

Implementing agencies shall, where appropriate, ensure that transportation system improvement projects that could affect traffic flow and access prepare detour and access plans, subject to review and approval by the permitting agency. In addition, signs and safety measures shall be installed during construction, where appropriate, to ensure continued safe access for affected cyclists, pedestrians, businesses and homes.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of this mitigation measure could reduce potential impacts to a level of less than significant in most instances, although in a few cases these impacts could remain **significant and unavoidable**.

Design Hazards

IMPACT 15.3: Hazardous Design Features. Although some projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are aimed at reducing existing hazardous features, in the absence of project-specific designs, it is possible that some of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program might incorporate design features which could result in a substantial increase in hazards (e.g., sharp curves or dangerous intersections). As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to create such hazards. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 15.3: Project-Specific Safety Review/Mitigation

As part of the environmental review for each proposed project identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, a comprehensive safety analysis should be conducted by the implementing agency to ensure that implementation of the project as proposed would not result in any significant increase in hazards. If potential project-related hazards are identified, appropriate mitigation should be implemented to reduce or eliminate the potentially hazardous situation as part of the project design process. This may involve realignment, redesign or reconfiguration of roadway improvements.

RESULTING LEVEL OF SIGNIFICANCE

This measure could generally be expected to reduce potential hazards associated with the design of specific transportation system improvement projects to a level of less than significant.

Emergency Access

IMPACT 15.4: Temporary Interference with Emergency Access. Proposed roadway construction and other transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could temporarily interrupt traffic, and could impede emergency access in some instances. Emergency response vehicles could be delayed as a result of proposed construction activities. A review of the projects currently listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program failed to identify any project which would definitely interfere with emergency access. However, as the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to interfere with emergency access. This could represent a **potentially significant environmental impact** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 15.4: Notification/Designated Detours

Emergency access to major critical transportation facilities (e.g., state or federal highway) or other critical facilities (e.g., hospitals, fire stations, etc.) should not be disrupted without first coordinating with the Monterey County Office of Emergency Preparedness. Prior to construction, the appropriate agency responsible for the actual implementation of each individual project listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program should notify all public safety agencies and affected property owners of any pending road construction activities and road closures. Detours should be designated and

adequate access and circulation provided at construction sites to permit emergency vehicles to safely and effectively navigate in these areas, even during construction activity.

RESULTING LEVEL OF SIGNIFICANCE

The implementation of these measures could reduce the impact to a level of less than significant.

Parking

IMPACT 15.5: Insufficient Parking Capacity and MITIGATION MEASURE 15.5: Project-Specific Parking Review/Mitigation, as discussed on page 3-109 of the 2005 Monterey County Regional Transportation Plan DRAFT EIR, are not applicable to the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

UTILITIES AND SERVICE SYSTEMS

EIR ADDENDUM Impacts and Mitigation Measures: Consistent with the previously-certified EIR, the following types of impacts related to utilities and service systems may be associated with implementation of transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program:

Water Supply

The construction and maintenance of some transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could incrementally increase the demand for water within Monterey County (see **IMPACT 8.2: Depletion of Groundwater Supplies and Interference with Groundwater Recharge** and **MITIGATION MEASURE 8.2: Reduce Water Demand/Increase Permeability** in the discussion of **HYDROLOGY AND WATER QUALITY** above).

Storm Drainage

Some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would require project-related storm drainage improvements which could entail significant environmental impacts (see **IMPACT 8.3: Increased Impervious Surface/Storm Water Runoff** and **MITIGATION MEASURE 8.3: Evaluation/Design/Permitting** in the discussion of **HYDROLOGY AND WATER QUALITY**, above).

Construction-Related Disruption of Utility Services

IMPACT 16.1: Temporary Disruption of Utility Services/Installation. Proposed roadway construction and other transportation system improvement projects identified in the Local

Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program could result in short-term, temporary disruption of utility services and/or could conflict with planned utility installation. Construction activities could disrupt services through both accidental and scheduled interruption of services. In addition, utility installation could disrupt newly constructed or resurfaced roadways if not properly coordinated between the agency responsible for the implementation of the proposed transportation system improvement and the local public works department or utility provider. As the physical characteristics of each project become more clearly defined, it is possible that some of these projects may be found to have the potential to disrupt utility services. These disruptions could represent **potentially significant environmental impacts** associated with these types of projects.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 16.1: Consultation/Notice/USA

Prior to construction, the appropriate agency responsible for the actual implementation of individual projects should consult with affected utility companies to ensure adequate protection of all existing utilities. Advance notice should be given to affected residents and businesses of any scheduled utility disruption. Underground Service Alert (USA) should be contacted at least one week prior to the initiation of any construction activities, to allow utility companies and affected agencies adequate response time.

RESULTING LEVEL OF SIGNIFICANCE

Implementation of these measures could reduce these impacts to a level of less than significant.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Some of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may be expected to entail one or more of the following potentially significant environmental impacts originally identified in the 2005 Monterey County Regional Transportation Plan DRAFT EIR which may prove to be unavoidable. These impacts have been previously considered by TAMC during the Agency's review and certification of the 2005 Monterey County Regional Transportation Plan EIR and adoption of the related Statements of Overriding Consideration (for those impacts that have been identified as **significant and unavoidable** following implementation of all feasible mitigation measures):

IMPACT 1.1: Substantial Adverse Effects on Scenic Vistas

IMPACT 1.2: Substantial Damage to Scenic Resources

IMPACT 1.3: Substantial Degradation of Visual Character

IMPACT 2.1: Conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance

IMPACT 2.3: Potential Conflicts with Williamson Act Contracts

IMPACT 2.4: Fragmentation of Agricultural Lands and Changes in Land Uses Adjacent to Agricultural Lands

IMPACT 3.3: Toxic Air Contaminant Emissions

IMPACT 3.4: Increased Exposure to Diesel Exhaust Fumes

IMPACT 4.1: Modification of Habitat

IMPACT 4.2: Modification of Riparian Areas/Wetlands

IMPACT 4.3: Interference with Wildlife Movement

IMPACT 4.4: Conflicts with Protective Ordinances and Policies

IMPACT 8.3: Increased Impervious Surface/Storm Water Runoff

IMPACT 9.2: Conflict with Land Use Plans/Policies/Regulations

IMPACT 11.1: Increased Noise Related to Increased Traffic Volumes

IMPACT 12.1: Indirect Growth Inducement

IMPACT 15.1: Deterioration in Traffic Operations

IMPACT 15.2: Temporary Increase in Traffic Congestion during Construction

IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

The act of adopting the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would not, in and of itself, entail any significant environmental impacts, since this action alone would not be sufficient to enable any of the individual transportation system improvement projects listed in the Plan or the Program to be implemented. However, the program-level evaluation of potential impacts which may be associated with implementation of the projects identified in the Plan and the Program indicates that implementation of these projects would not be expected to:

- Conflict with or obstruct the implementation of the Air Quality Management Plan.
- Result in any exposure of sensitive receptors to substantial pollutant concentrations.
- Create any objectionable odors affecting a substantial number of people.

- Result in development in an area which has been identified as a native wildlife nursery.
- Result in the destruction of any unique paleontological resource.
- Result in the destruction of any unique geological feature.
- Result in any development in areas where soils are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Create a significant hazard to the public or the environment through the routine transportation, use or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Result in hazardous emissions within one-quarter mile of an existing or proposed school.
- Result in the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
- Result in development located in an area covered by an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use airport), if it would result in a safety hazard for people residing or working in the project area.
- Result in development within the vicinity of a private airstrip, if it would result in a safety hazard for people residing or working in the project area.
- Impair or physically interfere with the implementation of an adopted emergency response plan. Impair or physically interfere with the implementation of an adopted emergency evacuation plan.
- Expose people or structures to significant risk of loss, injury or death involving wildland fires (including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands).
- Place housing within a 100-year flood hazard area as mapped on the federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Result in inundation by seiche, tsunami or mudflow.
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
- Result in development located in an area covered by an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use

airport), which would result in exposure of people residing or working in the project area to excessive noise levels.

- Result in development within the vicinity of a private airstrip, which would result in exposure of people residing or working in the project area to excessive noise levels.
- Result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.
- Change air traffic patterns, resulting in substantial safety risks.
- Conflict with adopted policies, plans or programs supporting alternative transportation.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Result in the construction of new water or wastewater treatment facilities (or the expansion of existing facilities) which could cause significant environmental effects.
- Require new or expanded entitlements to water supply resources.
- Result in a determination by the wastewater treatment provider which serves (or may serve) the project sites that it would not have adequate capacity to serve the projects' anticipated demand in addition to the provider's existing commitments.
- Result in development which could not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Fail to comply with federal, state, and local statutes and regulations related to solid waste.

SIGNIFICANT IRREVERSIBLE MODIFICATIONS IN THE ENVIRONMENT

Adoption of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would not, in and of itself, result in any irreversible environmental changes. However, full implementation of the projects identified in the Plan and Program would result in the completion of a number of transportation system improvement projects, some of which would be built in areas where transportation facilities do not currently exist. The significance of the potential environmental impacts which may be associated with each of the projects listed in the Plan and Program will need to be evaluated on a project-level, site-specific basis by TAMC as it is proposed. However, the completion of some of the proposed transportation system improvement projects could result in irreversible environmental changes (which were previously considered by TAMC during the Agency's review and certification of the 2005 Monterey County Regional Transportation Plan EIR, adoption of the related Mitigation Monitoring Program, of EIR Findings, and of Statements of Overriding Consideration), including:

- The permanent modification of scenic vistas, scenic resources and the existing visual character of certain areas within the Monterey County.
- The permanent conversion of land currently in agricultural use to non-agricultural, transportation-related uses.
- The permanent modification of habitats, riparian areas and/or wetlands and wildlife migration routes.
- The disturbance of cultural resources.
- The permanent modification of existing drainage patterns.

Any and all of these effects could be considered irreversible adverse impacts associated with such projects, to the extent to which they would be unable to be mitigated.

Construction and operation of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would irreversibly commit construction materials and non-renewable energy resources to the purposes of the projects. These energy resources would be used for construction, the heating and cooling of buildings, the transportation of people and goods, as well as lighting and other associated energy uses. Non-renewable and slowly renewable resources used by transportation system improvement projects would include (but are not limited to) lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, water, etc. A marginal increase in the commitment of facility maintenance services would also be required. Primary project impacts related to the consumption of non-renewable and slowly renewable resources are considered less than significant, because implementation of transportation system improvement projects would not be expected to require unusually high levels of energy or unusually large quantities of construction materials.

GROWTH-INDUCING IMPACTS

Much of the anticipated growth within Monterey County is likely to occur regardless of the extent to which the transportation system improvement projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are implemented. Implementation of the projects identified in the Program and the Plan are intended to provide a transportation system which can accommodate the projected level of travel more effectively than would be possible through the maintenance of the existing transportation system. While individual transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program might, if completed, exert some influence on the location of projected residential and non-residential development within Monterey County, adoption of the Plan and/or Program, in itself, would not be expected to alter the projected magnitude of residential and non-residential growth within Monterey County.

Although the implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program will not directly generate population (since the projects listed do not involve the construction of residential units), it does have the potential to facilitate population growth. Transportation system improvement projects identified in the Plan and Program are expected to respond to growth anticipated by adopted local General Plans, but some of them may indirectly increase growth pressure by increasing transportation system capacity. Some projects identified in the Plan and Program could also remove obstacles to growth if they were to provide the capacity to accommodate growth beyond that already planned for (in local General Plans or the Fort Ord Reuse Plan), if they were to be constructed before they are actually needed, or if they were to significantly improve vehicular access in areas where development is not currently anticipated.

CUMULATIVE IMPACTS

Although the adoption of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, in and of itself, would result in no direct cumulative impacts, the implementation of the transportation system improvement projects listed in the Plan and Program would contribute to:

- A cumulative reduction in the total area within Monterey County that currently provides visual features associated with rural land uses;
- A cumulative reduction in the acreage within Monterey County in active agricultural uses;
- A cumulative reduction in the total area within Monterey County that may currently provide wildlife habitat;
- A cumulative increase in the amount of paved surface area within the Monterey County; and
- A cumulative increase in traffic-related noise in the vicinity of some existing or proposed transportation facilities.

As indicated above, some of the transportation system improvement project identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program may indirectly contribute to a cumulative increase in growth pressure within Monterey County by increasing transportation system capacity, or by removing existing growth constraints (particularly in areas where future development may currently be constrained by traffic congestion).

ENVIRONMENTAL JUSTICE

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low Income Populations) directs all federal agencies to identify and address the effects of all programs, policies and activities on minority and low-income populations. The Federal Highway Administration (FHWA) requires that all federally-funded transportation planning and actions involve an assessment of environmental justice issues that considers potential adverse effects on minority and low-income populations. TAMC, as a recipient of federal transportation funds, is required to comply with this FHWA requirement.

The FHWA environmental justice policy has three major elements:

- To avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects, including social and economic effects on minority populations, and low-income populations;
- To ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and;
- To prevent the denial of reduction in, or significant delay in, the receipt of benefits by minority populations and low-income groups.

As part of the transportation planning process, planners must: determine the benefits to, and potential negative impacts on, minority populations and low-income populations from proposed investment or actions; quantify the expected effects (total, positive, and negative); and determine the appropriate course of action, whether avoidance, minimization, or mitigation.

Under Executive Order 12898, minority populations include Hispanics (persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race), Blacks (persons having origins in any of the black racial groups of Africa), Asian Americans (persons having origins in any of the original peoples of the Far East, Southeast Asia, and the Indian Subcontinent, or the Pacific Islands, and American Indians (persons having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition).

Low-income populations are defined in Executive Order 12898 as those households earning a combined income at or below the current U.S. Department of Health and Human Services poverty guidelines.

Through public noticing, the Staff and Board of TAMC has attempted to make contact with all residents of Monterey County in their outreach and planning efforts.

Transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are located in most of the settled areas of Monterey County, most frequently in areas where transportation infrastructure already exists. Adoption of the Plan and/or Program, in itself, would not result in disproportionately high adverse health or environmental effects on minority or low-income populations, as this action would not result in any direct physical changes in the environment. For this reason, the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program are considered to be consistent with the objectives of Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low Income Populations). However, some individual transportation system improvement projects identified in the Plan and/or Program could have adverse effects on these populations, depending on the demographic characteristics of the area surrounding the proposed improvements at the time they are formally brought forward for environmental review. Potentially disproportionate adverse effects on minority or low-income populations would need to be evaluated on the project-by-project basis as appropriate during the environmental review process for each of the individual transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

ALTERNATIVES

The California Environmental Quality Act (CEQA, 1970, as amended, Section 151.26.6) requires an EIR to include a discussion of a reasonable range of alternatives to the proposed project. CEQA also requires that the EIR specifically address a “no project” alternative within this discussion, and that the “environmentally superior” alternative be identified (Section 15126.6 [e]). Where the “no project” alternative identified as the “environmentally superior” alternative, another alternative which would represent the “environmentally superior” alternative in the absence of the “no project” alternative should then be identified.

The 2005 Monterey County Regional Transportation Plan DRAFT EIR evaluated three alternatives to the “Financially Constrained” Regional Transportation Plan. The “No Build” alternative (consistent with a “No Project” alternative, required by CEQA) represented a scenario in which no new construction on transportation system improvement projects would take place in the absence of the Regional Transportation Plan, although maintenance of the existing transportation infrastructure would continue. The “Financially Unconstrained” alternative represented a more extensive range of transportation system improvements than anticipated under the Regional Transportation Plan, since it would encompass all of the transportation system improvement programs and projects identified in the financially constrained Action Elements of the Regional Transportation Plan, as well as all of the transportation system improvement programs and projects identified in the Financially Unconstrained Project Lists of the Regional Transportation Plan. A third alternative represented the “Financially Constrained” projects that would be listed in the event that new local revenue sources (such as funds generated by a proposed 2005 local sales tax measure in Monterey County), did not realize future funding.

For the purposes of the EIR ADDENDUM, only one alternative is evaluated in conjunction with the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. It is similar to the third alternative evaluated in the 2005 Monterey County Regional Transportation Plan DRAFT EIR, which would represent a delay in the completion of listed transportation system improvement projects in the event that the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program do not realize future funding (No New Revenues Alternative). Since most of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program remain listed within the Monterey County Regional Transportation Plan, they will ultimately be pursued regardless of whether or not the Plan and/or Program are approved. However, failure to obtain the funds that would be made available through the Plan and/or Program would result in delays in implementing these projects. For this reason, a variant of the “No Build” alternative as presented in the 2005 Monterey County Regional Transportation Plan DRAFT EIR is not relevant to the evaluation of the Plan and/or Program.

No New Revenues Alternative

Under the No New Revenues Alternative, no funds would be generated either through the proposed sales tax or the proposed development impact fee, and implementation of a number of listed projects in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would be delayed or postponed indefinitely. Unless additional funding is secured, this alternative would scale back or postpone projects identified in the Plan and/or Program.

While the types of potential environmental impacts associated with this alternative would be identical to those associated with the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program (which assumes new revenues will become available), delays in transportation system improvement project implementation could be expected to result in fewer major projects being pursued at any given time in Monterey County. This might be expected to result in some reduction in the potential cumulative environmental impacts associated with project-specific construction activity when listed projects might otherwise be expected to be completed simultaneously within the same general areas (e.g., construction-related water quality impacts, construction-related air quality impacts, construction-related noise impacts, etc.). However, any delays in anticipated project completions resulting from funding constraints in the absence of the new revenues could also be expected to result in some delays in obtaining the anticipated traffic congestion relief and related air quality benefits that may be associated with such projects.

Aesthetics

With a reduced level of construction activity than would be anticipated under the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program the No

New Revenues Alternative would entail less potential to affect scenic vistas, visual resources and visual character within Monterey County adversely, although some projects may entail **significant and unavoidable** impacts even after mitigation. This alternative would also be expected to have somewhat fewer light and glare impacts than those which might be associated with the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, although the application of the identified mitigation measures could be expected to reduce these impacts to a level of less than significant.

Agriculture Resources

Completion of the transportation system improvement projects associated with the No New Revenues Alternative would be likely to result in somewhat less extensive conversion of land now in agricultural uses to roadways or other transportation uses, relative to the projects associated with the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. With fewer transportation system improvement projects likely to be completed, this alternative might have less potential for conflicts with existing Williamson Act contracts and zoning intended to protect agricultural lands. The No New Revenues Alternative would have the potential to fragment somewhat less acreage currently in agricultural use and to jeopardize the viability of current agricultural operations to a lesser extent than would be expected under the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. For some projects, impacts related to agricultural resources could remain **significant and unavoidable** even after the implementation of identified mitigation measures.

Air Quality

With fewer transportation system improvement projects likely to be completed under the No New Revenues Alternative, it is likely that there would be somewhat fewer temporary construction-related air quality impacts anticipated than would be associated with those projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. Delaying or scaling back roadway improvement projects identified in the Plan and Program that are intended to reduce traffic congestions might increase the likelihood of creating some adverse project-specific carbon monoxide impacts at a local level. In addition, with a number of major roadway improvement projects identified in the Plan and Program either postponed or scaled back, traffic congestion along several heavily used corridors in Monterey County (e.g., Highway 156) could be expected to worsen over time, which could adversely affect regional air quality.

Biological Resources

Although project-specific effects on biological resources would still require evaluation during project-level environmental review, with fewer transportation system improvement projects likely to be completed, the No New Revenues Alternative might be expected to entail fewer

potentially significant effects on habitats, riparian areas/wetlands and wildlife migration corridors relative to the implementation of those projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. The reduced number of projects that might be completed under this alternative could also reduce the risk of conflict with local policies or ordinances intended to protect biological resources, or conflicts with existing habitat conservation plans. For some projects, impacts related to biological resources could remain **significant and unavoidable** even after the implementation of identified mitigation measures.

Cultural Resources

The reduced level of construction associated with this alternative might be expected to have a potentially somewhat less effect on Monterey County archaeological, paleontological and/or historical resources than would be the case with the implementation of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. However, implementation of the identified mitigation measures would be expected to reduce these impacts to a level of less than significant.

Geology and Soils

With fewer transportation system improvement projects likely to be completed within an area which is already subject to geotechnical hazards, under the No New Revenues Alternative there might be a slightly reduced risk of exposure to geologic hazards such as earthquake fault rupture, strong seismic shaking, seismic-related ground failures or landslides relative to the risk associated with implementation of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. Under this alternative, transportation system improvement projects may be proposed on soils identified as unstable. Reduced construction activity could also be expected to result in reduced erosion under this alternative. The implementation of the identified mitigation measures would be expected to reduce these impacts to a level of less than significant.

Hazards and Hazardous Materials

The No New Revenues Alternative could be expected to result in the construction of transportation system improvement projects on fewer sites where hazardous materials might be present than would be the case under the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. With fewer roadway projects to be completed during the planning period, the potential for increasing safety hazards through flawed design would also be reduced under this alternative. These impacts could be reduced to a level of less than significant through the implementation of the identified mitigation measures. This alternative would not result in any interference with existing emergency response plans or emergency evacuation

plans, and would not be expected to have any significant effect on the existing level of wildland fire hazards in those portions of Monterey County which are already subject to such hazards.

Hydrology and Water Quality

The No New Revenues Alternative could be expected to entail fewer changes in current drainage and groundwater recharge patterns than those which might be associated with the implementation of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, due to the reduced level of construction which would be anticipated. Reduced construction activity could create a reduced potential for possible construction-related violations of existing water quality standards relative to implementation of the projects listed in the Plan and Program. For some projects, environmental effects associated with an increase in impervious surfaces may prove **significant and unavoidable**, and there would be fewer of these projects completed under the No New Revenues Alternative than under the Plan and Program. Fewer new structures might be placed within a 100-year flood hazard area or in areas that might be subject to tsunami than under the Plan and Program, and implementation of the some of the projects identified in this alternative could also result in an increase in flood hazards (although both of these impacts could be reduced to a level of less than significant through implementation of the identified mitigation measures).

Land Use and Planning

Implementation of fewer transportation system improvement programs and projects under the No New Revenues Alternative would result in a Monterey County transportation system with less capacity and a decreased ability to accommodate projected growth and anticipated changes in land use. The reduction in the improvements to be completed would be expected to worsen traffic congestion in Monterey County relative to congestion levels anticipated with the implementation of the projects listed in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. The Plan and Program, and the No New Revenues Alternative, would be generally consistent with the General Plans of jurisdictions within Monterey County, with the Congestion Management Plans of Monterey County, and with the 2005 Monterey County Regional Transportation Plan. Implementation of some of the transportation system improvement projects which may be completed under the No New Revenues Alternative may divide areas currently supporting agricultural operations, but none would result in the physical division of established residential areas. With fewer projects to be completed, the likelihood of a specific project coming into conflict with local plans, policies and regulations would be less than anticipated under the Plan and Program. Generally, these potential impacts could be reduced to a level of less than significant through changes in project design. However, for some projects, it may not be possible to make such design modifications and still achieve the project objectives. In these cases, the potential conflict with established plans, policies and regulations could remain **significant and unavoidable**.

Mineral Resources

There would be no anticipated effects on mineral resources within Monterey County under the No New Revenues Alternative.

Noise

With fewer transportation system improvement projects likely to be completed under the No New Revenues Alternative, there would be fewer construction-related noise impacts anticipated than would be expected with the implementation of those projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. Noise levels associated with existing rail and aviation operations/facilities would be expected to deteriorate to some extent under this alternative, since a number of projects would be implemented to expand existing facilities and/or service. With fewer roadway and rail construction projects likely to be completed than under the Plan and Program, noise levels associated with the projects might be expected to become problematic in a more limited number of locations. Although specific projects may be able to incorporate noise reduction measures to reduce these impacts to a level of less than significant, the noise impacts associated with other projects involving road traffic may remain **significant and unavoidable** even after implementation of identified mitigation measures.

Population and Housing

To the extent that transportation system improvements that would increase system capacity may indirectly induce population growth, the No New Revenues Alternative would be expected to induce less such growth than would implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, because it fewer such projects would be completed. With the construction of fewer transportation system improvement projects, this alternative might be expected to have a potentially less chance of displacing people, existing housing units or businesses than would be anticipated with the implementation of the projects identified in the Plan and Program.

Public Services

There would be no increase in demand for public services resulting from implementation of the No New Revenues Alternative. However, with the construction of fewer transportation system improvement projects, this alternative might be expected to have a potentially smaller chance of temporarily impeding access to schools, parks and recreational facilities than would be anticipated with the implementation of the projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. Under this alternative, the level of effort required to maintain an expanded transportation system could be expected to decrease relative to what would be required following implementation of the Plan and Program.

Recreation

The No New Revenues Alternative would not be expected to have any significant adverse effects on existing parks and recreational facilities within Monterey County. With a smaller number of transportation system improvement projects expected to be completed than under the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, this alternative might be expected to result in more limited transportation-related recreational opportunities for area residents (i.e., through a reduction in the number of additional bicycle routes or pedestrian trails that might be completed)

Transportation/Traffic

With fewer transportation system improvement projects to be completed within Monterey County during the period for which the proposed sales tax would be authorized, the No New Revenues Alternative would not be expected to provide improved transportation and access in Monterey County relative to the implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. This alternative would provide more limited opportunities for the public to choose alternatives to the single-occupant vehicle as a mode of transportation, while making travel by private automobile less efficient along a number of roadway segments within Monterey County, relative to what could be achieved through implementation of the Plan and/or Program. Under this alternative, projects to expand transit services, rail operations and multimodal transportation improvements would be delayed or scaled back. However, the decrease in the number of roadway improvement projects to be completed during the planning period could be expected to result in an decreased chance of deterioration in traffic operations along other roadways in the vicinity of these projects (for some projects, this could ultimately prove to be a **significant and unavoidable** impact), a decreased chance that some projects may incorporate design features which could result in a substantial increase in hazards, and decreases in temporary interruptions of traffic which could impede emergency access. Implementation of the No New Revenues Alternative would generally be consistent with (and not in conflict with) the adopted policies, plans or programs of Monterey County which support alternative transportation modes.

Utilities and Service System

To the extent that transportation system improvements that would increase system capacity may indirectly induce population growth, the No New Revenues Alternative would be expected to induce less such growth than would implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program, because a smaller number of such projects would be completed. This alternative would not result in any direct increase in the demand for additional wastewater treatment in Monterey County, and would not place any significant additional demands on the existing landfill capacity within Monterey County. With less construction than anticipated under the Plan and/or Program, fewer projects could be

expected to require project-related irrigation and storm drainage improvements which could entail significant environmental impacts, although implementation of the mitigation measures identified could be expected to reduce these impacts to a level of less than significant. The reduction in construction activity associated with the No New Revenues Alternative could also be expected to result in a decreased level of temporary disruptions in utility service relative to that anticipated with the implementation of the projects identified in the Plan and/or Program.

Summary of No New Revenues Alternative Evaluation

The term “environmentally superior” is not defined within the CEQA Guidelines, and as a result, may be subject to different interpretations. In evaluating alternatives, different people may assign different values, or weights, to the relative importance of specific environmental impacts. For example, some might “give more weight” to potential land use plan consistency impacts in the alternatives analysis than to traffic-related impacts, while others may feel that traffic-related impacts should “carry more weight” in the analysis than air quality or noise impacts.

Implementation of transportation system improvement projects under the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program or under the No New Revenues Alternative would entail the same types of potential environmental impacts. However, the potential environmental impacts which may be associated with these alternatives are not identical.

The No New Revenues Alternative would result in the implementation of all of the transportation system improvement projects identified in the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program. However, due to reduced availability of funding, it would be expected to take longer to complete these projects than currently anticipated. Although the type and magnitude of impacts associated with this alternative would be identical to those associated with the Plan and/or Program, delays in project implementation might be expected to result in some reduction in the potential cumulative environmental impacts associated with project-specific construction activity when listed projects would otherwise be expected to be completed simultaneously within the same general areas (e.g., construction-related water quality impacts, construction-related air quality impacts, construction-related noise impacts, etc.). However, the delay in project completion resulting from funding constraints in the absence of new revenues could also be expected to result in some delays in obtaining the anticipated traffic congestion relief and related air quality benefits that may be associated with such projects. For this reason, the No New Revenues Alternative would not be regarded as being “environmentally superior” to the full implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program.

In the absence of the “No Build” alternative, the implementation of the Local Transportation Sales Tax Expenditure Plan and the Development Impact Fee Program would be considered the “environmentally superior” alternative.