

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Assembly Bill 3180, Table 4.1 in this section presents the Mitigation Monitoring and Reporting Program for the Caltrain Extension to Monterey County Passenger Rail Stations project.

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
3.1 Visual Resources				
<p>Impact VR-2: Will the Project substantially damage scenic resources along a designated scenic highway?</p>	<p>Mitigation Measure VR-2: Conduct Final Design Review and Analysis</p> <p>In compliance with Policy ER-9.1 Development Review of the Monterey County General Plan Update and Monterey County Community General Plan, a Visual Impact Analysis Report, the applicant shall submit final design and development plans for the proposed Castroville Site #2 to the Monterey County Planning and Building Inspection Department for review and approval at the time of final design of the project. The Visual Impact Analysis Report final design review submittal will include a visual impact analysis and graphic representation to determine how the proposed development would impact affect the scenic quality of the site, and facilities would be designed in a manner to minimize visual impacts. Application of sensitive treatment provisions such as placement of utilities underground, architectural and landscape controls (such as landscaped, vegetative barriers), and appropriate signage and roadway design would be explored in the report as mitigation measures to effective in minimizing visual impacts of the proposed station.</p>	TAMC	At the time of final design of the project.	<p>Monterey County General Plan 1982</p> <p>North County Area Plan 1985</p> <p>North County Land Use Plan/LCP 1982</p> <p>City of Salinas General Plan</p>
<p>Impact VR-3: Will the Project substantially degrade the existing visual character or quality of the site and its surroundings?</p>	<p>Mitigation Measure VR-3a: Incorporation of design standards to preserve historic visual character of the area.</p> <p>Pajaro Station Site: The proposed station would be designed to be consistent with the site's surrounding built environment, which could include elements of the original station's 1870s Victorian style station.</p> <p>Castroville Station Site No. 1: No mitigation is necessary.</p> <p>Castroville Station Site No. 2: No mitigation is necessary.</p> <p>Salinas ITC and Layover Facility: With Options 17A and 18A, the project proposes to restore the historic freight depot for use as a functioning passenger train and intercity bus facility. The integrity of the freight station will be preserved by the removal of previous alterations and restoring the building to its original form while rehabilitating the building for reuse as a building supporting passenger and package goods transportation. Therefore, the project would be compatible with the existing historical character and integrity of the historic railroad buildings. The Secretary of the Interior encourages rehabilitation and reuse of historic structures.</p> <p>Under Option 17B and Option 18B the reuse of the building has not been determined, but it is expected that the building would be preserved and restored by the City of Salinas. Views of the depot will be more prevalent since there will be no buses to obstruct views of the building.</p> <p>Design elements and features of buildings that are removed for the extension of Lincoln Avenue would be incorporated into new structures proposed for the site.</p> <p>Mitigation Measure VR-3b: Design parking to be compatible with surrounding character and setting.</p> <p>The Salinas Design Review Board shall review and approve all designs for either a parking structure or parking lots to ensure that the selected configuration is compatible with the scale and character of the surrounding area. Aesthetic features such as materials and design, landscaping, and decorative lighting and fencing shall be incorporated consistent with City design guidelines in order to create a pedestrian friendly space and compatibility with the surrounding historic area.</p>	TAMC	At the time of final design of the project.	<p>State Historic Preservation Office</p> <p>Monterey County General Plan 1982</p> <p>North County Area Plan 1985</p> <p>North County Land Use Plan/LCP 1982</p> <p>City of Salinas General Plan</p>

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<p>Impact VR-4: Will the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<p>Mitigation Measure VR-4: Prepare an Exterior Lighting Design</p> <p>In compliance with Policy ER-9.8: Exterior Lighting of the Monterey County General Plan Update and Monterey County Community General Plan, Policy 26.1.7 of the 1982 Monterey County General Plan and Policy 26.1.6.1 of the North County Area Plan, all platform and station exterior light sources shall be controlled and/or shielded to the downward direction so as not to glare beyond the limits of the parcel or be directly visible from common public viewing areas wherever feasible, and consistent with standards set by the County Planning & Building Inspection Department.</p> <p>In addition, lighting impacts and appropriate lighting design features would be identified in the Visual Impact Analysis Report prepared for the Castroville Station Site #2 submitted to the County Planning & Building Inspection Department at the time of final design approval, as described in Mitigation Measure VR-2.</p>	<p>TAMC</p>	<p>At the time of final design of the project.</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan</p>
<p>3.3 Biological Resources</p>				
<p>Impact BIO-1: Will the project cause loss of individuals or occupied habitat of endangered, threatened, or rare fish, wildlife or plant species?</p>	<p>Mitigation Measure BIO-1: Conduct floristically-based special-status plant surveys for Congdon's tarplant at Castroville sites and if found, redesign the project to avoid the plants or provide compensation and habitat restoration.</p> <p>A botanist shall conduct a round of special-status plant surveys to coincide with the bloom period for Congdon's tarplant on the Castroville sites as a specific provision of mitigation. The surveys shall be floristically based to follow the CNPS guidelines (Nelson 1987). If special-status plants are detected, CDFG rare plant protection measures and provisions of the Native Plant Protection Act and CNPS guidelines shall be adopted as mitigation. Specific mitigation would entail:</p> <p>(i) The project will attempt avoidance of the Congdon's tarplant population, if detected, through design and reconfiguration, or if this is infeasible;</p> <p>(ii) Reduce impacts by moving projects away from sensitive areas or if this is infeasible;</p> <p>(iii) Create new Congdon's tarplant habitat through habitat restoration and transplantation of the seed bank to include fencing or staking and/or providing offsite compensation.</p>	<p>TAMC</p>	<p>Prior to start of grading activities</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982</p>
<p>Impact BIO-8: Will the Project destroy wetlands or waters of the U.S. or waters of the State?</p>	<p>Mitigation Measure BIO-8: Avoid wetlands</p> <p>The project has been designed to avoid fill of wetlands associated with the ditch on the western edge of the site. Buildings and other infrastructure shall be sited to avoid wetlands. Wetlands shall be protected from trespass by fencing installed at a specified distance (e.g., 100-foot buffer) around the ditch and associated wetlands, as specified in the North County Land Use Area Plan (Monterey County 1982). Signs shall be posted that identify the area as a no-entry "environmentally sensitive area." Project designs would provide a drainage system to prevent surface storm water or landscaping irrigation runoff from flowing into nearby wetlands areas, unless adequately filtered by new wetlands or grasslands.</p>	<p>TAMC</p>	<p>Prior to final design approval</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982</p>

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3.4 Cultural Resources				
<p>Impact CR-1: Will the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?</p>	<p>Mitigation Measure CR-1: Adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).</p> <p>The historic character of the Salinas Freight Depot will be retained and preserved by implementation of the Secretary of the Interior's Standards for the Treatment of Historic Properties. The following mitigation measures shall be implemented at the Salinas site:</p> <ul style="list-style-type: none"> • Photo documentation of the restoration/rehabilitation process, and • A preservation architect shall be present on site to supervise the actual process and construction. 	<p>TAMC State Historic Preservation Officer</p>	<p>Prior to grading or demolition activities</p>	<p>Design guidelines</p>
<p>Impact CR-2: Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	<p>Mitigation Measure CR-2: Protection of Archaeological Resources</p> <p>It is recommended that a qualified archaeological monitor be present during initial phases of ground disturbing activities at each of the three project areas. A qualified archaeological monitor can ensure that if any subsurface archaeological deposits are encountered during construction related activities, that the find can be evaluated and it can be determined if the find has the potential to meet the criteria established in the CRHR and NRHP.</p> <p>Construction personnel shall be made aware of indicators of cultural resources and shall report any encounters. In the event that buried cultural resources are discovered during the course of project activities, construction operations shall immediately stop in the vicinity of the find and TAMC shall consult with the appropriate local, state, or federal entities and a qualified archaeologist to determine whether the resource requires further study. The archaeologist would consult with the State Historic Preservation Officer (SHPO) and, if the resource is prehistoric, the Native American Most Likely Descendent to determine the nature of the resource, its integrity and potential for NRHP eligibility.</p> <p>If previously undiscovered significant (NRHP-eligible) resources are unearthed during construction they shall be avoided if possible. If avoidance is not possible, TAMC shall pursue data retrieval through excavation. All archaeological work on NRHP eligible and potentially-eligible properties shall be conducted in accordance with Treatment of Archaeological Properties: A Handbook (ACHP 1990) and Archaeology and Historic Preservation: the Secretary of the Interior's Standards and Guidelines (48FR44716-44742). Mitigation programs for addressing potential impacts shall be prepared within that context, based on specific finds, circumstances and potentials for NRHP eligibility. Specific field methodologies shall be developed for specific resources within the context of a research design/ treatment plan. Investigations shall be performed under the supervision of experienced professionals whose education and experience meet or exceed the Secretary of the Interior's Professional Qualifications Standards (48FR44738-44739).</p>	<p>TAMC SHPO Native American Heritage Commission</p>	<p>Prior to construction activities</p>	<p>Cultural Resources Surveys</p>

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	<p>In dealing with prehistoric sites, the project sponsor and consulting archaeologist shall ensure that all Federal and State laws and regulations regarding Native American concerns are strictly adhered to. A Native American consultant (Most Likely Descendant) shall monitor prehistoric archaeological excavation programs.</p> <p>Upon completion of field investigations for both prehistoric and historic resources, comprehensive technical reports shall be prepared that describe the archaeological project's goals and methods, and present its findings and interpretations. The report should integrate the important archaeological data recovered through excavation with the information gathered through archival research, and address relevant research considerations. The final report(s) shall include the following elements: executive summary; statement of scope; project location and setting; previous research summary; research goals and the strategies that guided research, testing and data recovery; field and lab methods; archival research; archaeological context; artifact descriptions; consideration of research problems and questions; conclusions and additional recommendations; references cited; and appendices (reports of technical analyses).</p>			
<p>Impact CR-4: Will the project disturb any human remains, including those interred outside of formal cemeteries?</p>	<p>Mitigation Measure CR-4: Protection of Human Remains</p> <p>If human burials are encountered, all work in the area will stop immediately and the county coroner's office shall be notified within 48 hours. If the remains are determined to be Native American in origin, both the NAHC and any identified descendants must be notified by the coroner and recommendations for treatment solicited (CEQA Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98). The Commission shall immediately notify those persons it believes to be the most likely descendants of the deceased Native American. Treatment of the remains will be dependent on the views of the most likely descendent.</p>	<p>TAMC Native American Heritage Commission</p>	<p>During construction or grading activities</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan</p>
<p>3.5 Geology and Seismicity</p>				
<p>Impact GEO-3: Will the Project be located in areas with soils and groundwater conditions that are susceptible to liquefaction during an earthquake?</p>	<p>Mitigation Measure GEO-3: Minimize risk of liquefaction damage by applying standard design and construction practices.</p> <p>All structures proposed for the Project would be designed and constructed in compliance with the Uniform Building Code requirements for Seismic Zone 4. High liquefaction susceptibility areas would be delineated and avoided or corrected to the extent possible through set-backs and other geotechnical design measures per CGS guidelines (CDMG 1997). In areas having Moderate liquefaction susceptibility, standard engineering design and construction practices would also be employed to minimize the risk of soil instability.</p>	<p>TAMC</p>	<p>Prior to occupancy</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan Uniform Building Code</p>
<p>Impact GEO-4: Will earthquake-induced strong ground shaking damage Project facilities?</p>	<p>Mitigation Measure GEO-4: Minimize damage due to ground shaking by applying standard structural engineering design and construction practices.</p> <p>All structures proposed for the Project must be constructed in compliance with seismic requirements stipulated by the current Uniform Building Code (UBC) for Seismic Zone 4.</p>	<p>TAMC</p>	<p>Prior to occupancy</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan Uniform Building Code</p>
<p>3.6 Hazardous Materials and Hazardous Wastes</p>				
<p>Impact HM-4: Will the Project expose workers or the public to hazards from a known hazardous waste site as identified pursuant to Government Code Section</p>	<p>Mitigation Measure HM-1a: Update Phase I Site Assessment summarizing reported releases of hazardous materials within the project area prior to construction.</p> <p>Because site conditions can change over time (new releases may occur and remedial</p>	<p>TAMC</p>	<p>During construction</p>	<p>Construction documents</p>

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65962.5 (Cortese List)?	<p>activities may be initiated or completed) an updated Phase I Site Assessment that summarizes the reported releases of hazardous materials within the project area shall be prepared by TAMC within one year of the start of construction. Additional investigations (e.g., Phase II Site Investigation) shall be performed, as necessary, to determine the nature and extent of any suspected contamination identified by the Phase I study. The Phase I Site Assessment may include a review of regulatory agency case files, a site survey of the project area and contacting property owners, property operators, or the lead agency providing oversight of the ongoing investigations or remediation to determine the site's current status. A Phase II Site Investigation (e.g., collection of soil or groundwater samples) shall be performed in areas where the Phase I Site Assessment indicates that contaminants may be present in soil or groundwater.</p>			
	<p>Mitigation Measure HM-1b: Monitor soil and groundwater during construction for evidence of hazardous waste.</p> <p>During construction the excavation or exposure of soil in areas suspected of containing soil or groundwater contamination shall be monitored by the contractor for subsurface contamination in compliance with the California Department of Occupational Safety and Health Administration (Cal/OSHA). This monitoring would, at a minimum, include visual observation by personnel with appropriate hazardous materials training, including 40 hours of Hazardous Waste Operations and Emergency Response (HAZWOPER) training as required by Cal/OSHA for workers engaged in hazardous waste operations.</p>	TAMC	Prior to construction	Site Safety and Health Plan
	<p>Mitigation Measure HM-1c: Containerize and test suspect soil and groundwater prior to disposal.</p> <p>In areas where contamination of soil and groundwater is suspected, groundwater brought to the surface as a result of construction dewatering shall be contained by the construction contractor in Baker tanks or similar containment devices. At a minimum, this would allow the suspended solids associated with dewatering to settle out before discharge, if discharge is allowable. Depending on the proximity to known contaminated plumes, and the probability of groundwater being contaminated based on visual or other evidence, samples shall be collected and analyzed. A State of California certified hazardous waste laboratory using EPA-approved analytical methods shall perform the laboratory analyses. The types of analyses shall be based on the likely contaminant(s) and on local permitting requirements. All discharges of dewatered groundwater will be subject to waste discharge requirements (WDR) set by the RWQCB.</p> <p>TAMC shall obtain any required WDR permits and incorporate permit requirements in the construction documents so that groundwater discharge restrictions can be included in contractor's scope of work.</p> <p>All potentially contaminated materials encountered during project construction activities shall be evaluated in the context of applicable local, state and federal regulations and/or guidelines governing hazardous waste. All materials deemed to be hazardous shall be remediated and/or disposed of following applicable regulatory agency regulations and/or guidelines. All evaluations, remediation, treatment and/or disposal of hazardous waste shall be supervised and documented by qualified hazardous waste personnel (having received a minimum of 40 hours HAZWOPER training).</p>	TAMC	Prior to construction	Site Safety and Health Plan

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	<p>Mitigation Measure HM-1d: Inspect and Test for ACM and lead-based paint.</p> <p>Prior to construction, TAMC shall inspect (and test as necessary) all buildings subject to demolition and/or remodeling for ACM and lead-based paint. Certified inspectors and consultants shall perform the work. The applicant shall notify the Monterey Bay Unified Air Pollution Control District before demolition commences if the asbestos survey identifies ACM exceeding threshold amounts specified in state regulations. Certified contractors shall perform any required remediation in accordance with best management practices.</p>	TAMC	Prior to construction	Site Safety and Health Plan
3.8 Land use and Planning				
<p>Impact LU-1: Will the Project be inconsistent with County or city zoning ordinances?</p>	<p>Mitigation Measure LU-1: Amend the General Plan and Rezone the Site.</p> <p>The LCP shall be amended to incorporate Castroville Station Site #2 as a compatible land use, and shall be rezoned to public/quasi-public. Prior to development on this site, individual LCP amendments must be approved by the County and certified by the California Coastal Commission.</p>	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
<p>Impact LU-2: Will the Project increase potential for conflict as a result of incompatible land uses?</p>	<p>Mitigation Measure LU-2: Design project to be compatible with surrounding land use.</p> <p>The applicant shall design and install a landscaped buffer between the Castroville Site #2 Passenger Rail Station facility, parking area, and access roads, consistent with the recommendations in the Land Use Plan of the LCP. The project includes a proposed LCP amendment to Castroville Site #2 to change the zoning from Agricultural Conservation to Public/Quasi-Public. Both in accordance with the Coastal and Inland Zoning Ordinances (Sections 20.144.080 [D] [6] [a] and 21.66.030, respectively), new development adjacent to agricultural areas but within zoning districts other than Coastal Agricultural Preservation or Agricultural Conservation are required to establish buffer zones under an easement of no less than 50 feet wide as a condition of project approval.</p>	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
3.9 Agriculture				
<p>Impact AG-1: Will the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?</p>	<p>Mitigation Measure AG-1: Purchase of development rights, conservation easements or transfer of development rights.</p> <p>The Transportation Agency for Monterey County shall compensate for the loss of prime agricultural land at Castroville Passenger Station Site #2 by purchasing development rights or conservation easements for agricultural land elsewhere, or by obtaining a transfer of development rights from a landowner of agricultural land elsewhere in the County prior to any development of the site.</p>	TAMC Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
<p>Impact AG-2: Will the Project conflict with existing zoning for agricultural use or a Williamson Act?</p>	<p>Mitigation Measure AG-2: Rezoning of Castroville Passenger Station Site #2.</p> <p>TAMC shall request a revision to the existing zoning (Agricultural Preservation CZ/Farmland at Castroville Passenger Station Site #2 from Monterey County and the LCP to public/quasi public use to be consistent with the proposed land use.</p>	Monterey County	Prior to approval of project	North County Land Use Plan/LCP 1982 North County Area Plan 1985

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3.10 Noise				
<p>Impact NO-1: Would the Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of lead or responsible agencies?</p>	<p>Mitigation Measure NO-1: Utilize special horn designs or establish quiet zones.</p> <p>In order to meet safety requirements of the FRA, a minimum sound level of a horn on each lead locomotive shall be 96 dBA at 100 feet forward of the locomotive in its direction of travel. Various treatment and mounting options of the train horn can minimize horn noise impact while achieving FRA's safety requirements. Such options include:</p> <ul style="list-style-type: none"> • Use of a specially designed, unidirectional, shrouded and muffled on-board warning horn, if not already in use. This would require a system-wide design configuration and require coordination between TAMC and Peninsula Corridor Joint Powers Board. • Evaluation and designation by local jurisdictions (i.e., Monterey County and City of Salinas) of "quiet zones" along the corridor throughout the entire project area. Establishing a quiet zone throughout the commuter rail corridor would address not only horn noise from proposed commuter trains, but could reduce or eliminate existing horn noise from existing freight trains as well. In a quiet zone, because of improvements at the at-grade crossings, train operators would sound warning devices only in emergency situations rather than as a standard operational procedure. 	<p>Monterey County City of Salinas TAMC</p>	<p>Ongoing</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan</p>
<p>Impact NO-4: Would the Project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity?</p>	<p>Mitigation Measure NO-4: Implement Best Management Practices during construction of the project.</p> <p>The following Best Management Practices (BMPs) shall be implemented during construction of the project:</p> <ul style="list-style-type: none"> • Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Perform all construction in a manner to minimize noise. Utilize construction methods or equipment that will provide the lowest level of noise. The contractor should be required to select construction processes and techniques that create the lowest noise levels. • Perform independent noise and vibration monitoring to demonstrate compliance with the noise limits, and especially in particularly sensitive areas. Require contractors to modify and/or reschedule their construction activities if monitoring determines that maximum limits are exceeded at residential land uses. • Conduct truck loading, unloading, and hauling operations so that noise and vibration are kept to a minimum by carefully selecting routes to avoid going through residential neighborhoods to the greatest possible extent. • Select construction lay-down or staging areas in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise sensitive land use such as residences, hotels, and motels. Ingress and egress to and from the staging areas should be on collector streets or greater (higher street 	<p>TAMC</p>	<p>Prior to and during construction</p>	<p>Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan</p>

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	<p>designations are preferred).</p> <ul style="list-style-type: none"> • Turn off idling equipment. • Minimize construction activities during evening, nighttime, weekend, and holiday periods. Permits may be required in some cities before construction can be performed in noise sensitive areas between 9:00 PM and 7:00 AM. • Require the construction contractor by contract specification to comply with all local noise and vibration ordinances and obtain all necessary permits and variances. • Temporary noise walls and curtains can be constructed to mitigate impacts. These walls and curtains are readily deployable and can be moved from site to site with relative ease. • Temporary noise enclosures can be constructed to mitigate the noise from heavy equipment during evening hours. 			
3.11 Socio-economics				
<p>Impact PH-1: Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>	<p>Mitigation Measure PH-1A: Implement Existing County and City of Salinas Growth Management Policies.</p> <p>The Monterey County General Plan includes policies for managing growth. The County would designate growth areas only where there is provision for an adequate level of services and facilities such as water, sewerage, fire, and police protection, transportation and schools. Phasing of development shall be required as necessary in growth areas in order to provide a basis for long-range services and facilities planning. Future growth would be managed to minimize impacts to the existing communities and surrounding agricultural lands by maintaining a compact city form and directing urban expansion to the North and East, away from the most productive agricultural land (Monterey County, 2004).</p> <p>TAMC supports transit-oriented development (TOD) because the population of Monterey County is projected to grow by 30% in the next 20 years. The form that growth takes will have a critical impact on how well our transportation system functions and the quality of life in our communities. Developing transit-oriented town centers and neighborhoods will help Monterey County accommodate this growth, while maintaining its rural heritage. Increasing the supply of affordable housing in existing communities close to jobs, services, and transit reduces the demand on regional road and freeway networks and increases transit ridership and transit service to bring Monterey County residents closer to the places they want to be. To encourage TOD types of projects, TAMC adopted a Transportation for Livable Communities Grant program, modeled after the Metropolitan Transportation Commission (MTC).</p> <p>TAMC is working to establish a Regional Development Impact Fee program in Monterey County to account for the proportional impact of new development on regional transportation infrastructure, and further streamline the existing system for analyzing and mitigating transportation impacts. The proposed Regional Development Impact Fee program is being developed to provide a mechanism through which “growth pays for growth” and the county’s projected transportation needs can be met.</p> <p>Transportation impacts of new development are currently analyzed and addressed on a piecemeal, project-by-project basis through the CEQA environmental review process. Projects are analyzed individually by each of the county’s 13 land use jurisdictions and regional traffic mitigation’s assessed on an ad hoc basis, making this process time consuming, expensive, and inconsistent. The TAMC Regional Development Impact Fee program would streamline the existing ad hoc environmental review system. Regional transportation impacts of planned development across the county will be</p>	<p>Monterey County City of Salinas</p>	<p>Ongoing TAMC Growth policies</p>	<p>Monterey County Growth policies City of Salinas Growth policies</p>

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	<p>analyzed through the program, eliminating the need for expensive traffic analyses from each new development project, and the current lengthy negotiations over appropriate mitigations. In instances where a local traffic impact fee is already assessed, the local and cumulative traffic impacts of development would be accounted for through payment of fees. No additional analysis is required aside from that which is needed to address the localized, project-specific impacts of new development on surrounding transportation infrastructure.</p>			
	<p>Mitigation Measure PH-1B. Implement TAMC Transportation-Related Principles.</p> <p>TAMC aims to develop and maintain a multimodal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County.</p> <p>The purpose of the transportation-related principles is to reduce future impacts to Monterey County's regional transportation system, reduce the cost of transportation infrastructure, and improve TAMC's ability to meet Monterey County's regional transportation needs. TAMC recommends that new land use development in the county adhere to the following set of principles, which emphasize developing a land use pattern that is supportive of non-single occupant auto modes of transportation so as to maximize the carrying-capacity of Monterey County's existing regional transportation infrastructure.</p> <p>1. Land Use</p> <ul style="list-style-type: none"> 1.a Encourage mixed use developments to accommodate short trips by non-auto modes 1.b Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend 1.c Encourage a balance of employment and housing to reduce regional commute demands 1.d Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region 1.e Encourage land use jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own when analyzing the impacts of growth on the regional transportation system. 1.f Require new development to pay for its proportional impact to the transportation system, preferably via regional and local fee programs, or on-street project construction. <p>2. Street Network Design</p> <ul style="list-style-type: none"> 2.a Provide an interconnected street system for new development to facilitate short trips by non-auto modes of transportation. 2.b Incorporate traffic calming features into the street network to slow the flow of traffic and enhance the pedestrian environment. 2.c Design streets to accommodate all modes of transportation. <p>3. Site Design</p> <ul style="list-style-type: none"> 3.a Orient buildings to face the street in new development to improve access for pedestrians from sidewalks 	<p>Monterey County City of Salinas</p>	<p>Ongoing TAMC Growth policies</p>	<p>Monterey County Growth policies City of Salinas Growth policies</p>

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	<p>3.b Incorporate residential uses over commercial uses in commercial areas to encourage trips by foot, bike, or transit and improve access by each of these modes</p> <p>3.b Incorporate reduced building setbacks, especially in commercial areas, to reduce the length of pedestrian trips and facilitate easy access</p> <p>3.c Locate on-site parking to the rear of structures or underground</p> <p>3.d Provide pedestrian facilities connecting building entrances with the street where parking is not provided to the rear of structures to enhance pedestrian access and safety</p> <p>3.f Incorporate bicycle storage facilities into site plans to accommodate access by bicyclists</p> <p>4. Transportation Demand Management</p> <p>4.a Encourage telecommuting in non-residential development as a traffic mitigation measure</p> <p>4.b Encourage flexible work schedules for employees as a traffic mitigation measure</p> <p>4.c Encourage employers to utilize available rideshare programs or create their own</p> <p>4.d Encourage employers to offer transit incentives to employees to mitigate traffic impacts</p> <p>4.e Provide preferential carpool or vanpool parking in non-residential developments</p> <p>4.e Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources</p> <p>4.f Locate child care facilities near employment centers</p>			
<p>Impact PH-2: Would the Project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?</p>	<p>Mitigation Measure PH-2: Implement procedures for residential acquisition and relocation consistent with City of Salinas Redevelopment Agency requirements and the federal Uniform Act (49 CFR 24C Section 24.205).</p> <p>During Project implementation, procedures for all residential acquisition and relocation will be identical to those now employed by the City of Salinas Redevelopment Agency in accordance with the Uniform Act. Residential tenants will be provided relocation assistance, moving expenses and possibly compensation to account for rent differentials in neighborhoods with comparable housing stock.</p> <p>TAMC will follow provisions of all applicable Federal and State regulations for property acquisitions and relocations. In accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act (Chapter 16, Section 7260 et seq of the Government Code), TAMC will provide relocation assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use. These acts establish uniform and equitable procedures for land acquisition and provide for uniform and equitable treatment of persons displaced from their homes, businesses or farms by government assisted programs.</p>	<p>TAMC City of Salinas</p>	<p>Prior to start of construction</p>	<p>City of Salinas Zoning Preliminary Property Acquisition and Relocation Plan</p>

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	<p>A final relocation plan for all residences shall be developed prior to condemnation of the residential buildings. This document would be based on the information gathered in the survey of owners and residents, as described in the Preliminary Property Acquisition and Relocation Plan (Parsons, 2005) and would set forth the procedures, payments, special considerations and other elements of the process.</p>			
<p>Impact PH-3: Would the Project displace substantial numbers of existing businesses or jobs, requiring relocation of businesses or employees elsewhere?</p>	<p>Mitigation Measure PH-3: Implement procedures for business property acquisition and relocation consistent with City and County requirements and the federal Uniform Act (49 CFR 24C Section 24.205).</p> <p>During Project implementation, procedures for all business acquisition and relocation for sites within the City of Salinas or County of Monterey will be identical to those now employed by the City of Salinas Redevelopment Agency and the County of Monterey in accordance with the federal Uniform Act. Business owners will be provided relocation assistance, moving expenses and possibly compensation to account for rent differentials in areas with comparable business locations. To the extent feasible, the applicant will diligently attempt to relocate businesses within the County of Monterey or the City of Salinas in order to retain the region's economic base.</p> <p>Records from the City of Salinas indicate there are several vacant properties of 5 acres or more currently available within the city limits (City of Salinas Redevelopment Agency, 2005) where industrial or commercial businesses can be relocated.</p> <p>TAMC will follow provisions of all applicable Federal and State regulations for property acquisitions and relocations. In accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act (Chapter 16, Section 7260 et seq of the Government Code), TAMC will provide relocation assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use. These acts establish uniform and equitable procedures for land acquisition and provide for uniform and equitable treatment of persons displaced from their homes, businesses or farms by government assisted programs.</p> <p>A final relocation plan will be developed during Project implementation. This document would be based on the information gathered in the survey of business owners and tenants, as described in the Preliminary Property Acquisition and Relocation Plan (Parsons, 2005) and would set forth the procedures, payments, special considerations and other elements of the process.</p>	<p>TAMC City of Salinas</p>	<p>Prior to start of construction</p>	<p>City of Salinas Zoning Preliminary Property Acquisition and Relocation Plan</p>
<p>3.13 Parks and Recreation</p>				
<p>Impact PR-3: Would the project preclude or substantially limit the use of existing park and recreational facilities by the general public?</p>	<p>Mitigation Measure PR-3: Prepare a Traffic Management Plan to Accommodate Parking around the Harvey-Baker House during Project Construction.</p> <p>To mitigate impacts to recreation that may result from a loss of onsite parking during the construction period, the TAMC will prepare a Traffic Management Plan (TMP) that will ensure sufficient parking is present throughout the project construction period to support patrons of the Harvey-Baker House and adjacent historic railroad features, and existing Amtrak patrons who may utilize the existing rail service to visit parkland and recreation facilities throughout the County. This mitigation can be accommodated on the site of the expanded ITC by constructing the Phase 1 replacement and expanded (300 space) parking supply in advance of the MST Transfer Center.</p>	<p>TAMC</p>	<p>Prior to construction</p>	<p>City of Salinas General Plan; zoning</p>

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
3.14 Traffic and Circulation				
<p>Impact TC-1: Will the Project cause the existing or cumulative no project LOS at Salinas Road in Pajaro, Castroville Boulevard in Castroville, or rural roads operating at LOS C or better to worsen to LOS D or worse?</p>	<p>Mitigation Measure TC-1: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro. The Pajaro Valley Station project description shall include the installation of a traffic signal at Salinas Road and Railroad Avenue. This traffic signal will allow for gaps in traffic flows to facilitate traffic exiting the station site.</p>	<p>TAMC Caltrans Monterey County</p>	<p>Prior to project operation.</p>	<p>Monterey County TAMC Caltrans</p>
<p>Impact TC-2: Will the Project cause the existing or cumulative no project LOS at an analysis location within the City of Salinas (Market Street and Main Street) or unincorporated Monterey County to worsen from LOS D or better to LOS E or worse?</p>	<p>Mitigation Measure TC-2: The Pajaro Valley Station project description shall include the installation of a traffic signal at Salinas Road and Railroad Avenue (see Mitigation Measure TC-1). This traffic signal will allow for gaps in traffic flows to facilitate traffic exiting the station site.</p>	<p>TAMC Caltrans Monterey County</p>	<p>Prior to project operation.</p>	<p>Monterey County TAMC Caltrans</p>
<p>Impact TC-3: Will the Project worsen already (or projected) unacceptable operations at an analysis location?</p>	<p>Mitigation Measure TC-3: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro, and reroute MST bus routes as needed to avoid congestion at Salinas Road and West Market Street.</p>	<p>TAMC Caltrans Monterey County</p>	<p>Prior to project operation.</p>	<p>Monterey County TAMC Caltrans</p>