

## **MITIGATION MONITORING AND REPORTING PROGRAM**

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment. The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Final Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).



2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<b>AESTHETICS</b>							
<b>AES-1(a)</b> Where a particular RTP improvement affects adjacent landforms, the local jurisdiction in which the project is located shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Place conditions of approval on the project to ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade.	During individual environmental review	Once	Local jurisdiction			
<b>AES-1(b)</b> The local jurisdiction in which a particular RTP project is located shall ensure that associated landscape materials enhance landform variation, provide erosion control and blend with the natural setting. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review. To ensure compliance with approved landscape plans, the implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation.	Place conditions of approval on the project to ensure that associated landscape materials enhance landform variation, provide erosion control and blend with the natural setting; provide a performance security equal to the value of the landscaping/irrigation installation.	During individual environmental review	Once	Local jurisdiction			
<b>AES-1(c)</b> The local jurisdiction or lead agency of a particular RTP project shall ensure that a project in a scenic view corridor will have the minimum possible impact, consistent with project goals, upon foliage, existing landscape architecture and natural scenic views. This requirement shall be	Place conditions of approval on the project to ensure that specific design considerations to ensure that a project in a scenic view	During individual environmental review	Once	Local jurisdiction, lead agency, and SBCAG			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
accomplished through the placement of conditions on the project by the lead agency during the project specific environmental review and by ensuring that specific design considerations to achieve this mitigation are enacted at each stage of design by the lead agency, local jurisdictions and SBCAG personnel.	corridor will have the minimum possible impact upon foliage, existing landscape architecture and natural scenic views are enacted at each stage of design.						
<b>AES-1(d)</b> Potential noise impacts arising from increased traffic volumes associated with adjacent land development shall be preferentially mitigated through the use of setbacks and the acoustical design of adjacent proposed structures. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents, and landscaping to prevent monotony, as described in Mitigation Measure N-2(c).	Development plans shall preferentially mitigate noise impacts through the use of setbacks and the acoustical design of adjacent proposed structures, discouraging the use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors to the extent possible.	During individual environmental review	Once	Local jurisdiction			
<b>AES-2(a)</b> Roadway extensions and widenings shall avoid the removal of existing mature trees to the extent possible. Any trees lost shall be replaced at a minimum 1:1 basis and incorporated into the landscaping design for the roadway (note: the oak tree replacement rate may be higher than 1:1 in some jurisdictions, including the County of Santa Barbara).	Development plans shall avoid the removal of existing mature trees to the extent possible; replace lost trees at a minimum 1:1 ratio.	During individual environmental review; during roadway extensions and widening	Once during plan review; periodically during construction	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<b>AES-2(b)</b> Roadway lighting shall be minimized to the extent possible, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed.	Development plans shall minimize lighting and not exceed local minimum height requirements.	During design review	Once	Local jurisdiction			
<b>AES-2(c)</b> Bus shelters and other ancillary facilities constructed under the RTP shall be designed in accordance with the architectural review requirements of the local jurisdiction in which the project is proposed. Bus shelters shall incorporate colors and wood materials complementary of the natural surroundings.	Development plans shall conform to local architectural review requirements.	During individual design review	Once	Local jurisdiction			
<b>AIR QUALITY</b>							
<b>AQ-1(a)</b> The local jurisdiction in which a particular RTP project is located shall ensure that Santa Barbara County APCD's standard dust control measures are implemented. The measures shall be noted on all construction plans and the local jurisdiction shall perform periodic site inspections.	Construction plans shall show Santa Barbara County SPCD's standard dust control measures; local jurisdictions shall ensure implementation.	Prior to issuance of grading permits; periodically during construction	Once during plan review; periodically during construction	Local jurisdiction			
<b>AQ-1(b)</b> The local jurisdiction in which a particular RTP project is located shall ensure that any haul trucks associated with the project are covered during the transportation of fill material. This requirement shall be noted on all construction plans and the local jurisdiction shall perform periodic site inspections.	Construction plans shall ensure that haul trucks associated with the project are covered during the transportation of fill material; local jurisdictions shall ensure implementation.	Prior to issuance of grading permits; periodically during construction	Once during plan review; periodically during construction	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<b>AQ-1(c)</b> The jurisdiction in which a particular RTP project is located shall ensure that ground disturbance is phased to the extent possible to minimize the creation of fugitive dust. This shall be accomplished through review and approval by the local jurisdiction of the construction schedule submitted in association with the project's environmental review.	Construction plans shall ensure that ground disturbance is phased to the extent possible to minimize the creation of fugitive dust; local jurisdictions shall review and approve construction schedule submitted with the project's environmental review.	During individual environmental review	Once	Local jurisdiction			
<b>AQ-1(d)</b> The jurisdiction in which a particular RTP project is located shall ensure that the Best Available Control Technology is implemented to reduce short-term NO <sub>x</sub> emissions. BACT measures shall include 2 degree timing retard, high pressure fuel injectors and reformulated diesel fuel, if available. These measures shall be noted on all construction plans and the local jurisdiction shall perform periodic site inspections.	Construction plans shall ensure that the Best Available Control Technology is implemented to reduce short-term NO <sub>x</sub> emissions; BACT measures shall include 2 degree timing retard, high pressure fuel injectors and reformulated diesel fuel, if available perform periodic site inspections; local jurisdictions shall ensure implementation.	Prior to issuance of grading permits; periodically during construction	Once during plan review; periodically during construction	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<b>AQ-1(e)</b> The jurisdiction in which a particular RTP project is located shall ensure that the implementing agency contributes monies for off-site mitigation in addition to performing the listed measures. Examples of current off-site mitigation programs include school bus replacement/conversion and the SBCAPCD Clean Air Express. This mitigation shall be accomplished through the application of this condition by the responsible jurisdiction during the individual project's environmental review.	Place condition of approval to ensure that the implementing agency contributes monies for off-site mitigation in addition to performing the listed measures; local jurisdiction shall ensure application of this condition.	During individual environmental review	Once	Local jurisdiction			
<b>AQ-1(f)</b> The jurisdiction in which a particular RTP project is located shall ensure that the removal of underground storage tanks is a permitted activity in accordance with SBCAPCD rules and regulations. This shall be accomplished through the submittal of SBCAPCD permits to the local jurisdiction prior to issuance of a grading permit.	Local jurisdiction shall ensure that the removal of underground storage tanks is a permitted activity in accordance with SBCAPCD rules and regulations; SBCAPCD permits shall be submitted to the local jurisdiction.	Prior to issuance of grading permit	Once	Local jurisdiction			
<b>BIOLOGICAL RESOURCES</b>							
<b>BIO-2(a)</b> The local jurisdiction in which an RTP project with potentially significant long-term effects to biological resources is located shall assure that project-specific environmental reviews consider specific mitigation measures and/or alternative alignments that avoid or minimize impacts to biological resources.	Project plans shall include project-specific mitigation measures and/or alternative alignments that avoid or minimize impacts to biological resources.	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<b>CULTURAL RESOURCES</b>							
<p><b>CR-1(a)</b> The local jurisdiction in which an RTP project involving earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures or roadways is located shall ensure that the following elements are included in the RTP project's individual environmental review:</p> <ol style="list-style-type: none"> <li>1. A map defining the Area of Potential Effects (APE) shall be prepared for RTP improvements which involve earth disturbance, the installation of pole signage or lighting, 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.</li> <li>2. A preliminary study of each project area, as defined in the APE, shall 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.</li> <li>3. If the results of the preliminary studies indicate additional studies are necessary; development of field studies and/or other documentary research shall be developed and completed (Phase I studies). Negative results would result in no additional</li> </ol>	Project plans shall include required components to limit impacts to cultural resources.	During individual environmental review	Once	Local jurisdiction			

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<p>studies for the project area.</p> <p>4. Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/ significance of the resources (Phase II studies).</p> <p>5. Phase III mitigation studies shall be coordinated with the Office of Historic Preservation, as the research design will require review and approval from the 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 be contacted and permitted to respond to the testing/mitigation programs.</p>							

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<b>CR-1(b)</b> If development of the proposed improvement requires the presence of an archaeological monitor, the local jurisdiction shall ensure that a certified archaeologist/paleontologist monitors the grading and/or other ground altering activities. The schedule and extent of the 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.	Place conditions of approval on the project to ensure that a certified archaeologist/paleontologist monitors the grading and/or other ground altering activities.	Apply conditions during individual environmental review; monitoring will depend on the schedule and extent of the monitoring will depend on the grading schedule and/or extent of the ground alterations.	Once During individual environmental review; monitor as needed during construction	Local jurisdiction			
<b>CR-1(c)</b> The local jurisdiction shall 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.	Place conditions of approval on project to ensure that materials recovered are adequately cleaned, labeled, and curated at a recognized repository.	During individual environmental review	Once	Local jurisdiction			
<b>CR-1(d)</b> Local jurisdictions shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following: <ul style="list-style-type: none"> <li>• Realignment of the project right-of-way (avoidance; the most preferable method);</li> <li>• Capping of the site and leaving it undisturbed;</li> <li>• Addressing structural remains with respect to NRHP guidelines (Phase III studies);</li> <li>• Relocating structures per NRHP</li> </ul>	Place applicable conditions of approval on project.	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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guidelines; • Creation of interpretative facilities; and/or • Development of measures to prevent vandalism.  This can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.							
<b>ENERGY</b>							
<b>E-1(a)</b> Use alternatively fueled construction equipment, where feasible, such as natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.	Construction plans shall specify the use of alternatively fueled construction equipment where feasible.	Prior to issuance of grading permits	Once	Local jurisdiction			
<b>E-1(b)</b> Recycled construction materials shall be used whenever feasible.	Construction plans shall specify the use of recycled construction materials whenever feasible.	Prior to issuance of grading permits	Once	Local jurisdiction			
<b>E-1(c)</b> Waste materials from construction or demolition shall be recycled whenever feasible. Materials that can be recycled include but are not limited to asphalt, concrete, brick, lumber, gypsum wallboard (drywall), cardboard and other packaging, roofing material, ceramic tile, carpeting, plastic pipe and steel. Asphalt removed from roads and paved structures shall be recycled.	Waste materials from construction or demolition shall be recycled when feasible; asphalt removed from roads and paved structures shall be recycled.	Prior to issuance of grading permits	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<b>E-2(a)</b> New facilities shall be designed with energy-efficient equipment and passive solar design (e.g., orientation of building to maximize natural heating and cooling, solar water heating, use of daylighting, and placement of trees to aid passive cooling, protection from prevailing winds, and maximum year-round solar access), provided that additional capital costs are offset by estimated energy savings during the first 5 years of operation. Other improvements with longer payback periods should be considered.	Development plans shall be designed with energy-efficient equipment and passive solar design provided that additional capital costs are offset by estimated energy savings during the first 5 years of operation; development plans should also consider improvements with longer payback periods.	During individual design review	Once	Local jurisdiction			
<b>E-2(b)</b> All lighting shall be energy efficient and designed to use the least amount of energy to serve the purpose of the lighting. Lighting shall utilize solar energy wherever feasible.	Development plans shall be energy efficient and designed to use the least amount of energy to serve the purpose of the lighting; development plans shall utilize solar energy wherever feasible.	During individual design review	Once	Local jurisdiction			
<b>E-2(c)</b> New landscaping design and irrigation systems shall be water efficient.	Development plans shall specify that new landscaping design and irrigation systems shall be water efficient	During individual design review	Once	Local jurisdiction			

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<b><i>FACILITY MAINTENANCE</i></b>							
<b>FM-1(a)</b> The local jurisdiction or airport district in which a particular RTP project is located shall ensure that adequate funds are budgeted to maintain the proposed transportation facility as well as existing facilities. This can be accomplished during the project's individual environmental review phase, at which time an assessment of the facility's specific maintenance needs and budget requirements can be made.	Ensure that adequate funds are budgeted to maintain the proposed transportation facility as well as existing facilities.	During individual environmental review	Once	Local jurisdiction or airport district			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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<b><i>GEOLOGIC PROCESSES AND FLOODING</i></b>							
<b>G-1(a)</b> In areas subject to tsunami/seiche effects, the local jurisdiction shall ensure that RTP projects involving the construction of new roadways or other structures are elevated above the 10-foot elevation by an appropriate margin. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review. In addition, the local jurisdiction shall ensure that early warning systems and evacuation plans for tsunami/ seiche events are developed and implemented.	Place conditions of approval on the project to ensure that RTP projects involving the construction of new roadways or other structures are elevated above the 10-foot elevation by an appropriate margin; local jurisdiction shall ensure that early warning systems and evacuation plans for tsunami/ seiche events are developed and implemented.	During individual environmental review	Once	Local jurisdiction			
<b>G-1(b)</b> If a particular RTP bridge, airport facility, or passenger station project is located in an area of moderate to high liquefaction potential, the local jurisdiction in which this project is located shall ensure that these structures are designed based upon appropriate geology, soils and earthquake engineering studies. Possible design measures include deep foundations, removal of liquifiable materials and dewatering. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual	Place conditions of approval on the project, when applicable, to ensure that structures located in an area of moderate to high liquefaction potential are designed based upon appropriate geology, soils and earthquake	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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environmental review.	engineering studies.						
<b>G-1(c)</b> If a particular RTP road widening or bridge project involves cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the local jurisdiction in which the project is located shall ensure that specific slope stabilization studies are conducted. Possible stabilization methods include buttresses, retaining walls and soldier piles. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Place conditions of approval on the project, when applicable, to ensure that specific slope stabilization studies are conducted and stabilization methods are applied.	During individual environmental review	Once	Local jurisdiction			
<b>G-1(d)</b> If a particular RTP bridge, airport facility, or passenger station project is located in an area of highly expansive, collapsible or compressible soils, the local jurisdiction in which the project is located shall ensure that a specific investigation and appropriate design factors are implemented. This requirement can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Place conditions of approval on the project, when applicable, to ensure that a specific investigation and appropriate design factors are implemented.	During individual environmental review	Once	Local jurisdiction			
<b>G-1(e)</b> If a particular RTP roadway, runway or fixed facility project involving deep foundations or underground areas is located in an area of high groundwater potential, the local jurisdiction in which the project is located shall ensure that appropriate construction techniques (such as de-watering, special water proofing, and deeper foundations) are included. This requirement	Place conditions of approval on the project, when applicable, to ensure that appropriate construction techniques are included.	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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can be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.							
<b>LAND USE</b>							
<b>LU-1(a)</b> Setbacks, fences, or other appropriate means shall be used to separate transportation facilities with the potential to generate land use conflicts from adjacent sensitive land uses. Roadways shall be designed to minimize potential impacts to pedestrians and bicyclists, particularly those living in adjacent residential areas, or attending nearby schools. Adequate striping, signs and signalization shall be installed to slow traffic where appropriate, and to reduce safety and noise impacts. The jurisdiction through which the proposed impacting roadway traverses would be responsible for implementing this measure, which may in part be based on project-specific noise and safety studies required by the local agency.	Transportation facilities with the potential to generate land use conflicts shall be separated from adjacent sensitive land uses; roadways shall be designed to minimize potential impacts to pedestrians and bicyclists; adequate striping, signs and signalization shall be installed to slow traffic where appropriate, and to reduce safety and noise impacts.	During individual environmental review	Once	Local jurisdiction			
<b>LU-1(b)</b> Street lighting, where necessary, shall 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 minimum height requirement as dictated by Caltrans or local ordinance, as applicable.	Development plans shall minimize street lighting to the extent possible in areas adjacent to sensitive land uses; shall specify that street lights be shielded, and oriented away from residential	During individual design review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
	development; and shall specify that no street light exceed the minimum height requirement as dictated by Caltrans or local ordinance, as applicable.						
<b>LU-2(a)</b> The local jurisdiction in which an RTP project with the potential to displace residences or businesses (as indicated in Table 4.2-1) is located shall assure that project-specific environmental reviews consider alternative alignments that avoid or minimize impacts to nearby residences and businesses.	Assure that project-specific environmental reviews consider alternative alignments that avoid or minimize impacts to nearby residences and businesses.	During individual environmental review	Once	Local jurisdiction			
<b>LU-2(b)</b> Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the local jurisdiction in which the project is located shall ensure that all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate. In addition, the local jurisdiction shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites.	Ensure that all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate; review the proposed construction schedules to ensure that adequate relocation time is provided.	Prior to issuance of grading permits	Once	Local jurisdiction			
<b>LU-2(c)</b> For all transportation projects that could result in temporary lane closures or access blockage during construction, a	Construction plans for projects that could result in temporary	Prior to issuance of grading permits; during construction	Once prior to issuance of grading permits;	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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temporary access plan shall be implemented to ensure continued access to affected cyclists, businesses, and homes. Appropriate signs and safe access shall be guaranteed during project construction to ensure that businesses remain open.	lane closures or access blockage during construction shall contain a temporary access plan that shall be implemented to ensure continued access to affected cyclists, businesses, and homes; construction plans shall guarantee appropriate signs and safe access during project construction.		as needed during construction				
<b>LU-4(a)</b> When new roadway extensions are planned, the local jurisdiction in which the RTP project is located shall assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural lands.	Assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural lands, when new roadway extensions are planned.	During individual environmental review	Once	Local jurisdiction			
<b>LU-4(b)</b> Rural roadway alignments shall follow property lines to the extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers shall be compensated for the loss of agricultural production at the margins of	Development plans shall specify that rural roadway alignments follow property lines to the extent feasible; farmers	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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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.	shall be compensated as required for the loss of agricultural production.						
<b>LU-4(c)</b> When new roadway extensions are planned in areas that contain sensitive farmland, the local jurisdiction in which the RTP project is located shall assure that project-specific environmental reviews consider the use of agricultural conservation easements on land of at least equal quality and size as compensation for the loss of agricultural land. Agricultural conservation easements could be implemented by directly purchasing easements or donating mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements.	Assure that project-specific environmental reviews consider agricultural conservation easements that offset impacts to agricultural lands, when new roadway extensions are planned.	During individual environmental review	Once	Local jurisdiction			
<b>NOISE</b>							
<b>N-1(a)</b> The local jurisdiction in which a particular RTP project is located shall ensure that, where residences or other noise sensitive uses are located within 1,600 feet of construction sites, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise	Ensure consistency with local noise ordinance requirements relating to construction for sensitive uses within 1,600 feet of construction sites.	Prior to issuance of grading permits	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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barriers to block and deflect noise.							
<b>N-1(b)</b> If a particular project within 1,600 feet of sensitive receptors requires pile driving, the local jurisdiction in which this project is located shall require the use of pile drilling techniques instead, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.	Require the use of pile drilling techniques when applicable and feasible.	During individual environmental review	Once	Local jurisdiction			
<b>N-2(a)</b> If an RTP project is located within 1,000 feet of sensitive uses, the local jurisdiction in which the project is located shall ensure that a noise survey is conducted to determine alternate alignments which allow greater distance from, or greater buffering of, noise-sensitive areas. The noise survey shall be sufficient to indicate existing and projected noise levels, to determine the amount of attenuation needed to reduce potential noise impacts to such uses to an exterior noise level of 65 dBA or less. This shall be accomplished during the project's individual environmental review.	A noise survey shall be conducted to determine alternate alignments which allow greater distance from, or greater buffering of, noise-sensitive areas; noise survey shall be sufficient to indicate existing and projected noise levels, to determine the amount of attenuation needed to reduce potential noise impacts to such uses to an exterior noise level of 65 dBA or less.	During individual environmental review	Once	Local jurisdiction			
<b>N-2(b)</b> Various sound attenuation techniques shall be considered where new or expanded roadways are found to expose receptors to noise exceeding normally acceptable levels. The preferred methods for	Development plans shall consider various sound attenuation techniques where	During individual environmental review	Once	Applicable agency			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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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 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.	new or expanded roadways are found to expose receptors to noise exceeding normally acceptable levels; local jurisdiction shall assess and determine appropriate noise attenuation barriers on a case-by-case basis.						
<b>N-2(c)</b> Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements should be used, including solid fences, walls, and landscaped berms.	Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony; landscape pockets and pedestrian access through walls shall be provided; a combination of elements, including solid fences, walls, and landscape berms shall be used whenever possible.	Prior to the issuance of grading permits	Once	Local jurisdiction			
<b>TRAFFIC</b>							
<b>T-1(a)</b> The Regional Transportation Plan shall be amended to identify deficient (LOS E or worse) and the need for level of service	Amend Regional Transportation Plan to identify (LOS E or	Immediately	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<p>improvements at the following locations:</p> <p><b>State Highway Segments: *</b></p> <p><i>U.S. 101 NB</i></p> <ul style="list-style-type: none"> <li>• Milpas St. to Route 217/Patterson</li> <li>• Hollister Ave. to Las Cruces, Rte. 1</li> <li>• State Route 154 to Santa Maria Way</li> </ul> <p><i>U.S. 101 SB</i></p> <ul style="list-style-type: none"> <li>• Sheffield Dr. to San Ysidro Rd.</li> <li>• Carrillo St. to Route 217/Patterson</li> </ul> <p><i>State Route 1</i></p> <ul style="list-style-type: none"> <li>• Las Cruces Rd. to Rte. 246</li> <li>• Rte. 135 to SB-SLO County line</li> </ul> <p><i>State Route 154</i></p> <ul style="list-style-type: none"> <li>• North U.S. 101 to Stagecoach Rd.</li> <li>• San Marcos Pass Summit to Jct. Rte. 192</li> </ul> <p><i>State Route 166</i></p> <ul style="list-style-type: none"> <li>• State Rte. 1 to Blosser Rd.</li> </ul> <p>State Route 246                      East Rte. 1 to Domingos Rd.</p> <p><b>Intersections *:</b></p> <ul style="list-style-type: none"> <li>• Blosser Road / Main Street-SR 166 (0.99 / LOS E)</li> <li>• Miller Street / Main Street-SR 166 (1.02 / LOS F)</li> <li>• Central Avenue / H Street-SR 1 (1.16 / LOS F)</li> </ul>	<p>worse) and the need for level of service improvements.</p>						

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

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<ul style="list-style-type: none"> <li>• Mission Drive-SR 246 / Alamo Pintado Road (1.11 / LOS F)</li> <li>• Hollister Avenue / Storke Road (0.95 / LOS E)</li> <li>• Fairview Avenue / U.S. 101 NB Ramps (0.94 / LOS E)</li> <li>• Hollister Avenue / Patterson Road (0.94 / LOS E)</li> <li>• Fairview Avenue / Calle Real (0.98 / LOS E)</li> <li>• Mission Street / U.S. 101 SB Ramps (1.19 / LOS F)</li> <li>• Castillo Street / Montecito Street (0.92 / LOS E)</li> <li>• Castillo Street / U.S. 101 NB On-Haley Street (1.01 / LOS F)</li> <li>• Castillo Street / U.S. 101 SB Ramps (0.92 / LOS E)</li> <li>• Garden Street / U.S. 101 NB Ramps (0.97 / LOS E)</li> </ul>							
<p><b>T-1(b)</b> Because each of the locations listed in mitigation measure T-1(a) is located on the adopted CMP system for the region, the jurisdiction in which a forecasted impacted area is located shall be responsible for monitoring the level of service at that location and preparing a Deficiency Plan pursuant to the adopted Congestion Management Program. As roadway improvements and other transportation improvements are identified, the jurisdiction shall be responsible for submitting these projects for inclusion in future Regional Transportation Plan updates.</p>	<p>Monitor the level of service at the applicable location and prepare a Deficiency Plan pursuant to the adopted Congestion Management Program; as improvements are identified, submit these projects for inclusion in future Regional</p>	<p>During individual environmental review; as roadway improvements and other transportation improvements are identified.</p>	<p>Continuously</p>	<p>Local jurisdiction</p>			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
	Transportation Plan updates.						
<b>WATER RESOURCES</b>							
<b>W-1(a)</b> The local jurisdiction in which a particular RTP project is located shall ensure that, where economically feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.	Where economically feasible, reclaimed and/or desalinated water shall be used for dust suppression during construction activities.	Prior to issuance of grading permit	Once	Local jurisdiction			
<b>W-1(b)</b> The local jurisdiction in which a particular RTP project is located shall ensure that low water use landscaping (i.e., drought tolerant plants and drip irrigation) is installed. When feasible, native plant species shall be used. This shall be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Low water use landscaping (i.e., drought tolerant plants and drip irrigation) shall be installed.	During individual environmental review	Once	Local jurisdiction			
<b>W-1(c)</b> The local jurisdiction in which a particular RTP project is located shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed and/or desalinated water. This shall be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	If feasible, landscaping associated with proposed improvements is maintained using reclaimed and/or desalinated water.	During individual environmental review	Once	Local jurisdiction			
<b>W-1(d)</b> The local jurisdiction in which a particular RTP project is located shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater	Use porous pavement materials where feasible.	During individual environmental review	Once	Local jurisdiction			

2008 Regional Transportation Plan Update EIR  
**Mitigation Monitoring and Reporting Program**

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
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percolation. Rural bicycle trails shall be left unpaved, where appropriate. This shall be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.							
<b>W-2(a)</b> The local jurisdiction in which a particular RTP project is located shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of contaminants. The plans shall specify the use of products that are safe for use in and around aquatic environments. This shall be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Fertilizer/pesticide application plans for any new right-of-way landscaping shall be prepared to minimize deep percolation of contaminants.	During individual environmental review	Once	Local jurisdiction			
<b>W-2(b)</b> The local jurisdiction in which an RTP road widening or roadway extension project is located shall ensure that the improvement directs runoff into subsurface percolation basins and traps which would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals. This shall be accomplished through the placement of conditions on the project by the local jurisdiction during individual environmental review.	Improvements shall direct runoff into subsurface percolation basins and traps.	During individual environmental review	Once	Local jurisdiction			
<b>W-2(c)</b> For roadway projects that would disturb at least one acre, a Storm Water Pollution Prevention Plan (SWPPP) shall be developed prior to the initiation of grading and implemented for all construction activity	Construction plans shall include a Storm Water Pollution Prevention Plan (SWPPP) for	Prior to issuance of grading permit	Once	Local jurisdiction			

Mitigation Measure	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
on the project site. The SWPPP shall include specific BMPs to control the discharge of material from the site and into the 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 and soil stabilizers.	roadway projects that would disturb at least one acre and shall implement it for all construction activity on the project site; SWPPP shall include specific BMPs to control the discharge of material from the site and into the creeks and local storm drains.						