

## ***Mitigation Monitoring and Reporting Program***

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- This Mitigation Monitoring and Reporting Program (MMRP) for the City of Vallejo’s Propel Vallejo General Plan Update and *Sonoma Boulevard Specific Plan* is intended to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:
  - A list of mitigation measures
  - The timing for implementation of each mitigation measure
  - The agency responsible for monitoring implementation
  - The monitoring action and frequency

The City of Vallejo must adopt this MMRP, or an equally effective program, if it adopts the proposed General Plan and Specific Plan with the mitigation measures that were adopted or made conditions of project adoption.

## MITIGATION MONITORING AND REPORTING PROGRAM

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Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
<b>AIR QUALITY</b>			
AQ-2a: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2a: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District’s CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential air quality impacts related to the project’s operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD’s CEQA Guidelines, the City of Vallejo Community and Economic Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.	City of Vallejo Community and Economic Development Department  City of Vallejo Community and Economic Development Department and/or Building Official (or designee)	Review of technical assessments  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
AQ-2b: Despite implementation of the proposed General Plan policies, criteria air pollutant emissions associated with the proposed Project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2b.1: As part of the City’s development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District’s basic control measures for reducing construction emissions of PM <sub>10</sub> (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	City of Vallejo Building Official (or designee)	Review of all demolition, grading, and building permits  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
	AQ-2b.2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD’s CEQA Guidelines shall prepare and submit to the City of Vallejo a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Vallejo shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction	City of Vallejo Community and Economic Development Department  City of Vallejo Community and Economic Development Department and/or Building Official (or designee)	Review of technical assessments  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections

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	Emissions Above the Threshold, of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City’s Building Division and/or Planning Division.		
AQ-3a: Warehousing operations could generate a substantial amount of diesel particulate matter (DPM) emissions from off-road equipment use and truck idling. In addition, some warehousing and industrial facilities may include use of transport refrigeration units (TRUs) for cold storage that could expose sensitive receptors to substantial pollutant concentrations. Mitigation is needed to ensure that new projects are evaluated in accordance with BAAQMD’s CEQA Guidelines, and therefore impacts are <i>significant</i> .	<p>AQ-3a: Applicants for future non-residential land uses within the city that:</p> <ol style="list-style-type: none"> <li>1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed Project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM<sub>2.5</sub> concentrations exceed 0.3 µg/m<sup>3</sup>, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:</li> </ol> <ul style="list-style-type: none"> <li>▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.</li> <li>▪ Electrifying warehousing docks.</li> <li>▪ Requiring use of newer equipment and/or vehicles.</li> <li>▪ Restricting off-site truck travel through the creation of truck routes.</li> </ul> <p>Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.</p>	<p>City of Vallejo Community and Economic Development Department</p> <p>City of Vallejo Community and Economic Development Department and/or Building Official (or designee)</p>	<p>Review of HRAs</p> <p>Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>
AQ-3b: Projects proximate to major sources air pollution (e.g., within 1,000 feet of an industrial area) would need to ensure that they could achieve BAAQMD’s performance standards (ten in one million [10E-06], PM <sub>2.5</sub> concentrations	AQ-3b: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Vallejo within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses,	City of Vallejo Community and Economic Development Department	Review of HRAs

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exceed 0.3 µg/m <sup>3</sup> , or the appropriate noncancer hazard index exceeds 1.0).	<p>industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Vallejo prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM<sub>2.5</sub> concentrations exceed 0.3 µg/m<sup>3</sup>, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Air intakes located away from high volume roadways and/or truck loading zones.</li> <li>▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.</li> </ul> <p>Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed Project. The air intake design and MERV filter requirements shall be noted</p>	City of Vallejo Community and Economic Development Department and/or Building Official (or designee	Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
AQ-5: Implementation of the proposed Project would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.	AQ-5: Implement Mitigation Measures AQ-2a through AQ-3a. There are no additional mitigation measures available to mitigate this impact.	See Mitigation Measures AQ-2a through AQ-3a	
<b>BIOLOGICAL RESOURCES</b>			
BIO-1: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation the proposed Project could have a substantial adverse effect, either directly or through habitat modifications.	<p>BIO-1: The proposed General Plan shall be amended to include the following actions:</p> <ul style="list-style-type: none"> <li>▪ Action. Require a biological assessment for new development proposed on sites that are determined to have some potential to contain sensitive biological and wetland resources. The assessment</li> </ul>	City of Vallejo Planning Division	Ensure policies and actions are incorporated into the final General Plan Update

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	<p>should be conducted by a qualified professional to determine the presence or absence of any sensitive resources, should evaluate potential adverse effects, and should define measures for protecting the resources in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.</p> <ul style="list-style-type: none"> <li>▪ Action. Continue to require environmental review of development applications pursuant to CEQA to assess the potential impacts on native species and habitat diversity. Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving “no net loss” of sensitive habitat acreage, values and functions and encourage early consultation with all trustee agencies and agencies with review authority pursuant to CEQA for projects in areas supporting special-status species, sensitive natural communities or wetland that may be adversely affected by new development.</li> <li>▪ Action. Avoid potential impacts on jurisdictional wetlands and other waters as part of new development to the maximum extent feasible. This should include streams and associated riparian habitat and coastal salt marsh habitat along the Vallejo shoreline. Where complete avoidance is not possible, require that appropriate authorizations be secured from State and federal jurisdictional agencies and that adequate replacement mitigation be provided to ensure there is no net loss in habitat acreage or values.</li> <li>▪ Action. Protect the nests of raptors and other birds when in active use, as required by State and federal regulations. As part of new development, avoid disturbance to and loss of bird nests in active use by scheduling vegetation removal and new construction during the non-nesting season (September through February) or by conducting a preconstruction survey by a qualified biologist to confirm nests are absent or to define appropriate buffers until any young have successfully fledged the nest.</li> <li>▪ Action. Protect the remaining woodlands and native tree resources, and require replacement plantings where native trees must be removed.</li> </ul>		

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	<p>The following policies of the proposed General Plan shall be amended as follows:</p> <ul style="list-style-type: none"> <li>▪ Policy NBE-1.1: <i>Natural Resources</i>. Protect and enhance hillsides, waterways, wetlands, <u>occurrences of special-status species and sensitive natural communities</u>, and aquatic and <u>important</u> wildlife habitat through land use decisions that avoid and mitigate potential environmental impacts on these resources to the extent feasible.</li> <li>▪ Policy NBE-1.2: <i>Sensitive Resources</i>. Ensure that adverse impacts on sensitive biological resources, including special-status species, <del>and</del> sensitive natural communities, <u>and wetlands</u> are avoided and mitigated to the greatest extent feasible as development takes place.</li> </ul>		
<p>BIO-2: Without the implementation of adequate identification, controls and restrictions, and requirements for compensatory mitigation, the proposed Project could have a substantial adverse effect on sensitive natural communities.</p>	<p>BIO-2: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
<p>BIO-3: Without the implementation of adequate controls and restrictions, the proposed Project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.</p>	<p>BIO-3: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
<p>BIO-4: Without the implementation of adequate controls and restrictions, the proposed Project could interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p>BIO-4: Implement Mitigation Measure BIO-1.</p>	<p>See Mitigation Measure BIO-1</p>	
<b>CULTURAL RESOURCES</b>			
<p>CULT-2: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of archaeological resources through future development allowed by the proposed General Plan.</p>	<p>CULT-2: The City shall put in place procedures to identify as-yet-identified archaeological resources prior to development. These procedures shall include the following measures:</p> <ul style="list-style-type: none"> <li>▪ Prior to development of parcels within the General Plan area, a description and map of the proposed development shall be submitted to the Northwest Information Center of the California Historical Resources Information System to determine if the</li> </ul>	<p>City of Vallejo Planning Division</p> <p>City of Vallejo Building Division or Planning Division</p>	<p>Develop and adopt new procedures</p> <p>Confirm procedures have been followed before and during construction, as applicable</p>

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	<p>property has been previously surveyed for cultural resources. The Information Center will provide recommendations regarding the need for cultural resources survey. These recommendations shall be followed prior to development of the property.</p> <ul style="list-style-type: none"> <li>▪ Contact the Native American Heritage Commission for sacred lands file check.</li> <li>▪ Consult local Native American groups identified by the Native American Heritage Commission.</li> <li>▪ If previously unidentified cultural resources are identified during survey of the property, recommendations for treatment of the resources shall be acquired from a qualified cultural resources professional.</li> </ul> <p>If buried archaeological deposits are discovered during development, work shall stop in the vicinity of the find, and a qualified archaeologist will be contacted to assess the discovery. If the discovery is determined to be a potentially significant archaeological site, a site-specific investigation plan will be developed by a qualified archaeologist.</p>		
<p>CULT-3: Because of the lack of specific implementing procedures, adverse changes could occur to the significance of paleontological resources through future development allowed by the proposed General Plan.</p>	<p>CULT-3: The City shall put in place procedures in the event that paleontological resources are encountered during development. These procedures shall include the following measure: In the event that paleontological resources are encountered during development, excavations within a 50-foot radius of the find should be halted until the discovery has been evaluated by a qualified paleontologist, who will make recommendations regarding the resumption of construction. These recommendations shall be followed prior to development of the property.</p>	<p>City of Vallejo Planning Division  City of Vallejo Building Division or Planning Division</p>	<p>Develop and adopt new procedures  Confirm procedures have been followed before and during construction, as applicable</p>
<b>GREENHOUSE GAS EMISSIONS</b>			
<p>GHG-1: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with a 60 percent reduction below 1990 levels by the year 2040 based on existing technologies and currently adopted policies and programs.</p>	<p>GHG-1: Prior to January 1, 2020, the City of Vallejo shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 that is consistent with the GHG reduction goals identified in Executive Order B-30-15. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with</p>	<p>City of Vallejo Community and Economic Development Department</p>	<p>Develop and adopt an update of the City of Vallejo Climate Action Plan</p>

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<p>GHG-2: While the proposed Project supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that Vallejo will achieve GHG emissions reductions that are consistent with an 80 percent reduction below 1990 levels by the year 2050 based on existing technologies and currently adopted policies and programs.</p>	<p>the state’s 2030 GHG emissions reduction target.</p>		<p>See Mitigation Measure GHG-1</p>
<p><b>NOISE</b></p>	<p><u>NOI-3</u>: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-3, the following mitigation measures were considered but, as described below, were found to be infeasible.</p> <p><u>Technological Advances for Noise-Generating Vehicles and Machinery</u> Most urban noise results from the use of machinery or vehicles, including manufacturing equipment, HVAC units, automobiles, motorcycles, trains, and aircraft, among others. The implementation of improved technologies for the prevention or muffling of noise from these sources could theoretically prevent substantial increases to ambient noise levels; however, this approach would be infeasible as much of this implementation is beyond the jurisdiction of the City.</p> <p>Beyond currently-accepted State and industry standards and best practices, developing and/or requiring novel technological improvements for noise-generating vehicles and machinery would not be affordable, scientifically plausible, or within the City’s jurisdiction. Therefore, this potential mitigation measure is regarded as infeasible.</p> <p><u>Universal Use of Noise-Attenuating Features</u> The universal use of noise attenuating features such as rubberized asphalt, soundwalls, berms, and improved building sound-insulation, could prevent transmission of excessive noise to the outdoor and indoor areas of sensitive land uses and/or could prevent projected increases in ambient noise levels. However, this approach would be infeasible in several situations. Specifically, rubberized asphalt reduces tire-pavement</p>	<p>No mitigation measures are available.</p>	



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	<p>noise and, when new, achieves a reduction of approximately 4 dB when compared to normal pavement surfaces. However, the noise reduction properties degrade over time, and the noise reduction would not be sufficient to reduce noise impacts in many areas of Vallejo. In many cases, aesthetic concerns, costs, physical constraints, or other issues would prevent the universal implementation of adequate noise-attenuating features. In addition to their expense, soundwalls often block views and are regarded as unsightly. Moreover, the construction of soundwalls can result in reduced pedestrian and vehicle connectivity, which would contravene other goals of the proposed General Plan and have negative social, economic, and even environmental consequences. Although improved building construction and insulation beyond that which is required by California Title 24 and the proposed General Plan could further reduce indoor exposure to excessive noise, substantial outdoor increases to ambient noise levels would remain. Therefore, this potential mitigation measure is regarded as infeasible.</p> <p>In summary, for this noise impact there is no feasible mitigation that would prevent substantial increases in ambient noise levels since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City’s jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less-than-significant level, resulting in a <i>significant and unavoidable</i> impact.</p>		
<p>NOI-4: The proposed Project would potentially cause a substantial temporary or periodic increase in ambient transportation-related noise levels in the project vicinity.</p>	<p>NOI-4: During individual project review, the Planning Department shall consider project-level noise impacts as part of the environmental evaluation and approval process for individual development proposals. Where deemed necessary, the following specific measures shall be part of the conditions of approval:</p> <ul style="list-style-type: none"> <li>▪ Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays.</li> <li>▪ Prior to the start of construction activities, the construction contractor shall:</li> <li>▪ Maintain and tune all proposed equipment in accordance with the manufacturer’s recommendations to minimize noise emission.</li> <li>▪ Inspect all proposed equipment and should fit all equipment with</li> </ul>	<p>City of Vallejo Building and Engineering Divisions</p>	<p>Conditions of Approval for projects shall be established prior to issuance of construction permits Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>

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	<p>properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.</p> <ul style="list-style-type: none"> <li>▪ Post a sign, clearly visible at the site, with a contact name and telephone number of the City of Vallejo’s authorized representative to respond in the event of a noise complaint.</li> <li>▪ Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.</li> <li>▪ Limit unnecessary engine idling to the extent feasible.</li> <li>▪ Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters.</li> <li>▪ Use low-noise emission equipment.</li> <li>▪ Limit use of public address systems.</li> </ul> <p>Minimize grade surface irregularities on construction sites.</p>		
<p>NOI-7: The proposed Project would cause a substantial cumulative increase in ambient transportation-related noise levels in the Project Area.</p>	<p>NOI-7: Beyond the proposed General Plan Nature and Built Environment Element policies discussed under Impact NOI-7, the same mitigation measures were considered as were evaluated in Impact NOI-3 and were, likewise, found to be infeasible. These included: (a) Technological Advances for Noise-Generating Vehicles and Machinery, and (b) Universal Use of Noise-Attenuating Features.</p> <p>In summary, for cumulative noise impacts, there are no feasible mitigations for preventing substantial increases in ambient noise levels, since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City’s jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, cumulative impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less than significant level, resulting in a <i>significant and unavoidable</i> impact.</p>	<p>Mitigation Measure NOI-7 restates Mitigation Measure NOI-3 and is not feasible.</p>	
<b>TRANSPORTATION AND TRAFFIC</b>			
<p>TRANS-1 (GP): The proposed General Plan would conflict with an applicable plan, ordinance, or policy establishing</p>	<p>TRANS-1a.1: The City of Vallejo will work to minimize traffic congestion in the two-lane “road diet” portion of Sonoma Boulevard (approximately</p>	<p>City of Vallejo Engineering Division</p>	<p>Implement improvements in accordance with applicable</p>

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<p>measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>between Curtola Parkway and Nebraska Street) through implementation of General Plan policies and actions designed to shift travel by auto to other modes, particularly transit (Policies MTC 1.1, 1.2, 1.3, 2.8 and 2.9 and supporting actions); and through implementation of policies and actions designed to maintain a citywide multi-modal network so that multiple options exist for travel by auto—and other modes—throughout the city (Policies MTC-2.4, 2.5 and 2.7 and supporting actions). The City will also minimize traffic congestion by constructing and operating the road diet portion of Sonoma Boulevard to adequately serve peak hour travel demand, including provision of turn lanes, coordinated signal timing plans, and other traffic engineering measures, as described in the discussion under Impact TRANS-1 (SBSP) below.</p> <p>With the implementation of Mitigation Measure TRANS-1a.1, the traffic impact may remain, and thus the impact would remain significant after mitigation.</p>	<p>and Caltrans</p>	<p>policies</p> <p>Note: State Route 37 is under Caltrans' jurisdiction, and the implementation and timing of Mitigation Measure TRANS-1a.2 is not under the City's control.</p>
	<p>TRANS-1a.2: The Mare Island Specific Plan calls for widening of Railroad Avenue to six lanes between G Street and the SR-37 interchange, The City of Vallejo will require that upgrade or a comparable roadway improvement when it is needed, as part of the development of the northern section of the Mare Island Specific Plan.</p> <p>In addition, the city will ensure that the Columbus Parkway widening to four lanes between Georgia Street and the city limits is programmed and funded in a timely way in order to provide the capacity when it is needed based on development and associated traffic growth under the proposed General Plan.</p> <p>Because Mitigation Measure TRANS-1a.2 depends in part on other agencies (in this case Caltrans), the mitigation cannot be assured, and the impact would remain significant after mitigation.</p>		
<p>TRANS-1b: Freeway and highway facility impacts would be <i>significant</i>. The following mitigation measure is proposed in consistency with the proposed General Plan.</p>	<p>TRANS-1b: The City of Vallejo will work with the Solano Transportation Authority and Caltrans to study, identify, program and build capacity improvements on SR-37 between I-80 and west of the Mare Island interchange, including the following improvements:</p> <ol style="list-style-type: none"> <li>SR-37 ramp realignment and capacity improvements, similar to the project studied in the State Route 37/Mare Island Interchange <i>Project Study Report</i> (August 2001), or an alternative to be</li> </ol>	<p>City of Vallejo Engineering Division, Caltrans, and Solano Transportation Authority</p>	<p>Coordinate with applicable agencies to implement improvements</p> <p>Note: State Route 37 is under Caltrans' jurisdiction, and the implementation and</p>

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	<p>developed;</p> <ol style="list-style-type: none"> <li>2. Widening the Napa River Bridge from four to six lanes (as described in Mare Island Amended and Restated Specific Plan EIR Mitigation Measure B.10); and</li> <li>3. Widening SR 37 to four lanes between the Napa River Bridge and SR 121 at Sears Point.</li> </ol> <p>Because SR 37 is a state route, the funding, programming and construction of these projects is controlled by Caltrans and the Solano Transportation Authority. Such projects are typically funded through a variety of federal, state, and local transportation funding sources. Vallejo will contribute to the local portion of the funding of these projects through its payment of the Solano County Regional Transportation Impact Fee (RTIF) on new development, and will participate in the planning and prioritization of the projects as a member agency of the Solano Transportation Authority. It is noted that none of the above projects are currently programmed by the STA nor the local districts which receive funding from the RTIF. Therefore, because the provision of these State facility improvements cannot be assured, this impact remains significant and unavoidable.</p>		<p>timing of Mitigation Measure TRANS-1b is not under the City's control.</p>