DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

SALINAS, CALIFORNIA

LSA

October 2022

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SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

SALINAS, CALIFORNIA

Submitted to:

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Walnut Creek, California 94598

Prepared by:

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(805) 782-0745

Project No. CPZ2201

October 2022

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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
Airport LS	Airport Lift Station
AQMP	Air Quality Management Plan
AT&T	American Telephone & Telegraph
Basin Plan	Water Quality Control Plan for the Central Coastal Basin
BMPs	best management practices
BOD	biochemical oxygen demand
BSA	Biological Study Area
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Cal-IPC	California Invasive Plant Council
CalRecycle	California Department of Resources Recycling and Recovery
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CBC	California Building Code
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane
City	City of Salinas
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County	County of Monterey
dB	decibel
dBA	A-weighted decibel
DOC	Department of Conservation
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program

GHG	greenhouse gas
GIS	Geographic Information System
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWP	global warming potential
HA	Hydrologic Area
HFCs	hydrofluorocarbons
hp	horsepower
HU	Hydrologic Unit
IG	General Industrial
IPS	Influent Pump Station
IWCCS	Industrial Wastewater Collection and Conveyance System
IWTF	Industrial Wastewater Treatment Facility
kWh	kilowatt hour
L_{max}	maximum instantaneous noise level
LOS	level of service
M1W	Monterey One Water
MBARD	Monterey Bay Air Resources District
MCRFPD	Monterey County Regional Fire Protection District
mgd	million gallons per day
MLD	Most Likely Descendant
MT	metric ton
MW	megawatt
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NF_3	nitrogen trifluoride
NO_2	nitrogen dioxide
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center

O_3	ozone
Patrol Division	Monterey County Sheriff's Office Enforcement Bureau-Patrol Division
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric Co.
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PQP	Public/Quasi-Public
PRC	Public Resources Code
project	Salinas Industrial Wastewater Treatment Facility Improvements Project
ROG	reactive organic gas
RTP	Regional Treatment Plant
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SF_6	sulfur hexafluoride
SGMA	California Sustainable Groundwater Management Act
SO_2	sulfur dioxide
SR-68	State Route 68
SRF	State Revolving Fund
SVR	Salinas Valley Recycles
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USGS	United States Geological Survey
VFD	Variable Frequency Drives
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WDR	Waste Discharge Requirement

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1.0 PROJECT INFORMATION

1. **Project Title:**

   Salinas Industrial Wastewater Treatment Facility Improvements Project

2. **Lead Agency Name and Address:**

   City of Salinas
   200 Lincoln Avenue
   Salinas, CA 93901

3. **Contact Person and Phone Number:**

   Brian Frus, P.E., Senior Civil Engineer
   (831) 758-7241

4. **Project Location:**

   The Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project includes improvements at the following two locations: the IWTF, which is located south of the City of Salinas (City) just west of Davis Road and north of the Salinas River in the unincorporated County of Monterey (County), and the Airport Lift Station, which is located at the south end of Airport Boulevard near Hansen Street in the City of Salinas. Figures 1 and 2 show the project location and vicinity and project area, respectively.

5. **Project Sponsor's Name and Address:**

   City of Salinas
   200 Lincoln Avenue
   Salinas, CA 93901

6. **General Plan Designation:**

   Public/Quasi-Public, General Industrial

7. **Zoning:**

   F/40 (Farmlands); PQP (Public/Quasi-Public), IG (General Industrial)

8. **Description of Project:**

   The City of Salinas (City) is proposing to implement improvements to its industrial wastewater treatment system (proposed project), which treats wastewater from local agriculture-based industries. The proposed project is comprised of the implementation of improvements at two locations (herein referred to as "sites") – the City's existing Industrial Wastewater Treatment Facility (IWTF) site just south of the City of Salinas in unincorporated Monterey County and the Airport Lift Station (Airport LS) site, at the south end of Airport Boulevard near Hansen Street in the City of Salinas. The IWTF and Airport Lift Station operate in conjunction with the City's Industrial Wastewater Collection and Conveyance System (IWCCS), which is separate from the City's sanitary and storm sewer systems and comprised of the IWTF, the Airport Lift Station,

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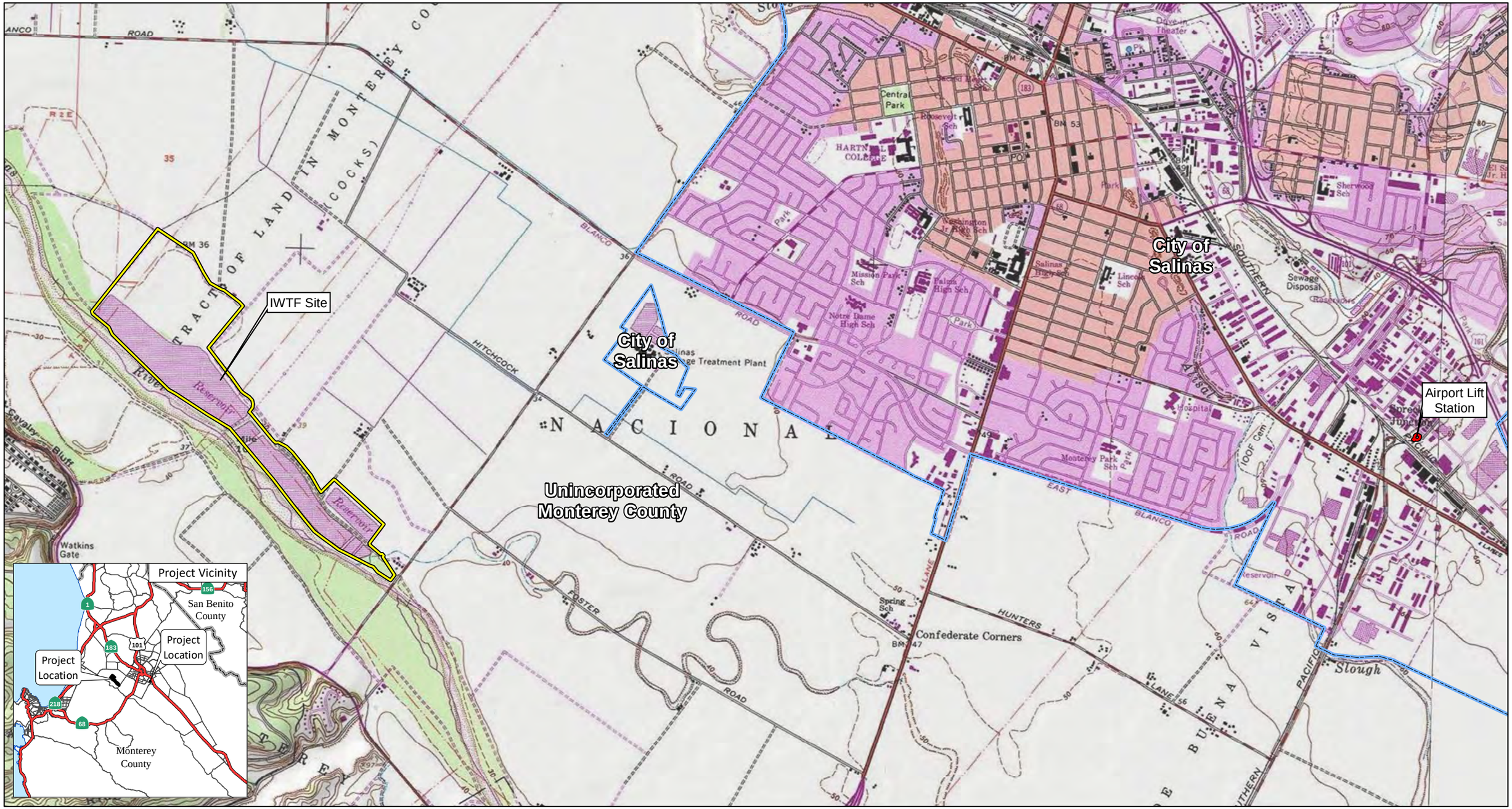

LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad - *Salinas* (1984), *Natividad* (1984), CA

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FIGURE 1

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Location and Vicinity

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LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000

FEET

SOURCE: Google (2021)

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FIGURE 2

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Area

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the Salinas Treatment Plant No.1 (TP-1), which is now a transfer station[1] and approximately 7.7 miles of gravity and force main industrial sewer pipelines.

Flows to the IWCCS are collected and conveyed via gravity main and the Airport Lift Station and force main, which comprise the collection portion of the system upstream of the TP-1 site. From the TP-1 site, industrial wastewater flows by gravity via a 42-inch diameter pipeline to the IWTF's influent pump station to be processed at the IWTF.

The IWCCS accepts flow from 23 different facilities, which are primarily used for agricultural processing, such as fresh produce washing and packaging operations. The wastewater is conveyed to the IWTF site for disposal or recycling. Proposed improvements at the IWTF site and Airport LS site would provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements for the industrial users. The City is evaluating different funding methods for these improvements, including State Revolving Fund (SRF) loans, recycled water grants, and other State and federal funding options.

Project Background. The IWTF site was a private facility built in 1943 to serve as a vegetable wastewater treatment processing facility that processed agricultural wastewater for civilian and armed forces during World War II. Initially, the "facility" consisted of a series of percolation ponds spanning approximately 20 acres with a 0.75-million-gallon per day (mgd) capacity. After the war, ownership was transferred to the City of Salinas. In 1966, the facility was expanded to increase wastewater treatment capacity to 1.5 mgd and included a series of anaerobic settling ponds. The aeration lagoon was added in 1973, to enhance wastewater treatment and address odor control concerns. The IWTF now consists of 110 acres of percolation ponds and has an average monthly treatment capacity of 4 mgd.

In 1984, the Central Coast Regional Water Quality Control Board (RWQCB) prohibited discharge of IWTF effluent to the Salinas River. Therefore, a pump station was added to discharge water from the existing percolation ponds into drying beds rather than discharging to the Salinas River. In 1987, the RWQCB modified the permit to allow discharge into the Salinas River during wet weather events, provided there is a 100-to-1 river-to-wastewater dilution. Since 2002, the City has been prohibited from discharging wastewater into the Salinas River because of historically low flow conditions in the Salinas River. In addition, the discharge of untreated wastewater to the percolation ponds or drying beds is prohibited. Because of recent improvements, the system now can transfer treated effluent for reuse and recycling to the Monterey One Water (M1W) Regional Treatment Plant (RTP).

Currently, the IWCCS accepts wastewater flow from 23 different industrial facilities in the southern area of the City. These industries are primarily performing food processing, which includes vegetable packaging, ice manufacturing, produce refrigeration, and manufacturing corrugated boxes. The industrial wastewater flows vary seasonally. Peak flow within the system

[1] TP-1 is the previous site of the City's municipal sewage treatment plant, which has been replaced with the Salinas Area Pump Station that conveys all City municipal wastewater to the Monterey One Water Regional Treatment Plant. TP-1 also houses the Stormwater Pump Station and diversion structures for both stormwater and wastewater.

occurs during the summer months, which coincides with the peak harvesting season. Flows are lower in the winter, which coincides with decreased harvesting. Each user operates under an individual industrial waste discharge permit that establishes limitations on wastewater flow and characteristics so that the overall IWTF can meet its permit for the General Waste Discharge Requirement (WDR) for Discharges of Fruit and Vegetable Processing Waste and Categorical Waiver of Report of Waste Discharge and Waste Discharge Requirements for Certain Small Discharge of Fruit and Vegetable Processing Waste (Order No. R3-2004-0066).

The City has been approached by a private development entity, which has requested additional flow allocations to serve near-term development at the existing Merrill Street Campus along with anticipated additional flows from existing dischargers. This area is within the existing planned service area for the IWTF and is included in the City of Salinas General Plan.

Project Purpose. The IWCCS and IWTF facilities, are approximately 80 years old and in need of improvements. The objectives of the project are listed below:

1. Provide reliability and redundancy to treat planned industrial wastewater and convey to end uses, including:

    - Provide redundant equipment and backup power supplies.
    - Add reliability to transfer water to the IWTF site and to discharge the treated wastewater for reuse.
    - Increase permitted average monthly IWTF treatment capacity from 4 million gallons per day (mgd) to 5.5 mgd to better serve existing and future planned customers.
    - Add reliability associated with transfers of treated wastewater to M1W RTP for reuse.

2. Improve automation and control of the facilities, including more robust monitoring of the aerators, and improve the ability and flexibility to transfer and monitor flow of wastewater between ponds and to adjust treatment as needed.

3. Add energy and operational efficiency features to the IWTF.

The proposed project would not expand the capacity of the current systems to accommodate or promote population growth or development within the service area. Rather, the proposed project would address existing operational, treatment efficiency and disposal capacity issues to provide sufficient treatment and disposal capacity to accommodate existing and planned agricultural industrial activities within the City.

Proposed Project. The Industrial Wastewater Treatment Facility Improvements Project (proposed project) is comprised of the following four Capital Improvement Plan (CIP) projects identified in the Capacity and Financial Analysis Report[2]: (1) the Aeration Lagoon Improvements

[2] Carollo Engineers. 2022. Draft Capacity and Financial Analysis Report.

Project; (2) the Pond Automation/Distribution and Pond 3 Pump Station Project; (3) the Variable Frequency Drives (VFDs) and Backup Power Project; and (4) the Airport Lift Station Project. The intent is to package the IWTF improvements under a single contract but would likely deliver the Airport LS project separately. The major elements of each project component are described below and shown in Figure 3.

Aeration Lagoon Improvements. The existing Aeration Lagoon has twelve 50-horsepower (hp) surface aerators installed. The Aeration Lagoon Improvements Project involves replacing three of these aerators with new units of the same capacity as the existing aerators, as the existing units have exceeded their useful design life. An additional four 50-hp aerators would be installed in the existing lagoon to provide additional treatment capacity. Proposed improvements would also include upgrades to existing electrical and communications systems – including running new electrical wiring, new motor control centers, new electrical building(s), and new transformers. An area of the lagoon berm would be widened to accommodate a new electrical building and equipment. The new Electrical/Control Building is expected to have a footprint of 12 feet by 18 feet by 10 feet in height.

Pond Automation/Distribution and Pond 3 Pump Station. Proposed improvements would include upgrades to provide additional control and automation to enhance flow monitoring and operation, including new concrete structures, piping/valves, water level controls, slide gates, and electrical and instrumentation upgrades. New piping would be provided between ponds and would be buried in the existing berms. The new flow control structures will allow for portable pumping units to facilitate transfer of water between and around ponds allowing draining and maintenance of each pond. A new berm or sheet pile is being constructed in Pond 3 around the inlet to the Pond 3 Pump Station to facilitate operation and maintenance.

The Pond 3 Pump Station upgrades would include the addition of a new second pump with the same capacity as the existing pump to enhance pumping reliability.

Variable Frequency Drives (VFD) and Backup Power. This project improvement would add new VFDs on the existing and proposed aerators to provide better control and operational cost savings by reducing energy usage at appropriate times of day or seasons. VFDs would be installed in new electrical control located on the berm between the Aeration Basin and Percolation Pond 1.

The Backup Power project element would include the addition of three fixed standby emergency generators capable of generating up to a total of 1.5 megawatts (MW) to increase facility reliability/resiliency and to ensure uninterrupted wastewater conveyance and treatment in the event of power outages. Emergency generators would be installed adjacent to the IWTF influent pump station and an Aeration Lagoon substation with other electrical equipment.

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Project Location

IWTF Site

Existing Features

Existing Force to Main RTP

0 100 200

FEET

SOURCE: Nearmap (5/19/2022)

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FIGURE 3

Sheet 1 of 4

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Proposed Project Improvements

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LSA

LEGEND

Project Location
- IWTF Site

Proposed Features
- New 24" Distribution Line
- New 24" Overflow Pipe to Drying Beds
- New 30" Distribution Line
- New Berm
- New Flow Diversion Weir Structure No. 2
- New Pond 3 Inlet Structure
- New Pond Diversion Structure
- New Valve Vault No. 2
- New Weir Vault No. 2
- Pond 3 24" Inlet Pipe

Existing Features
- Existing Force to Main RTP
- Existing Overflow Weir Structure

0 100 200
FEET

SOURCE: Nearmap (5/19/2022)

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FIGURE 3
Sheet 2 of 4

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Proposed Project Improvements

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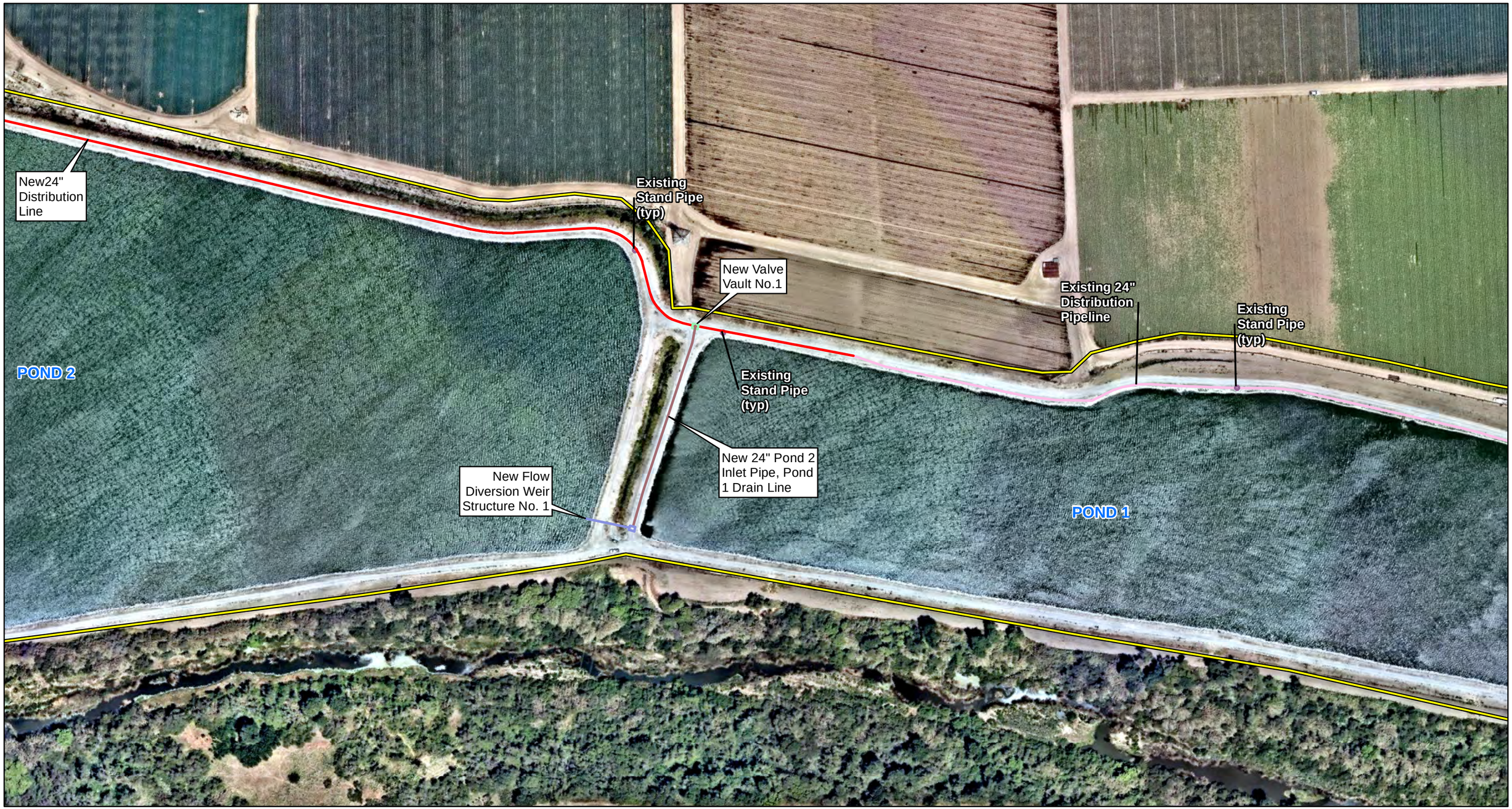

LSA

LEGEND

Project Location
- IWTF Site

Proposed Features
- New 24" Distribution Line
- New 24" Pond 2 Inlet Pipe, Pond 1 Drain Line
- New Flow Diversion Weir Structure No. 1
- New Valve Vault No. 1

Existing Features
- Existing 24" Distribution Pipeline
- Existing Stand Pipe

0 100 200
FEET

SOURCE: Nearmap (5/19/2022)

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FIGURE 3
Sheet 3 of 4

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Proposed Project Improvements

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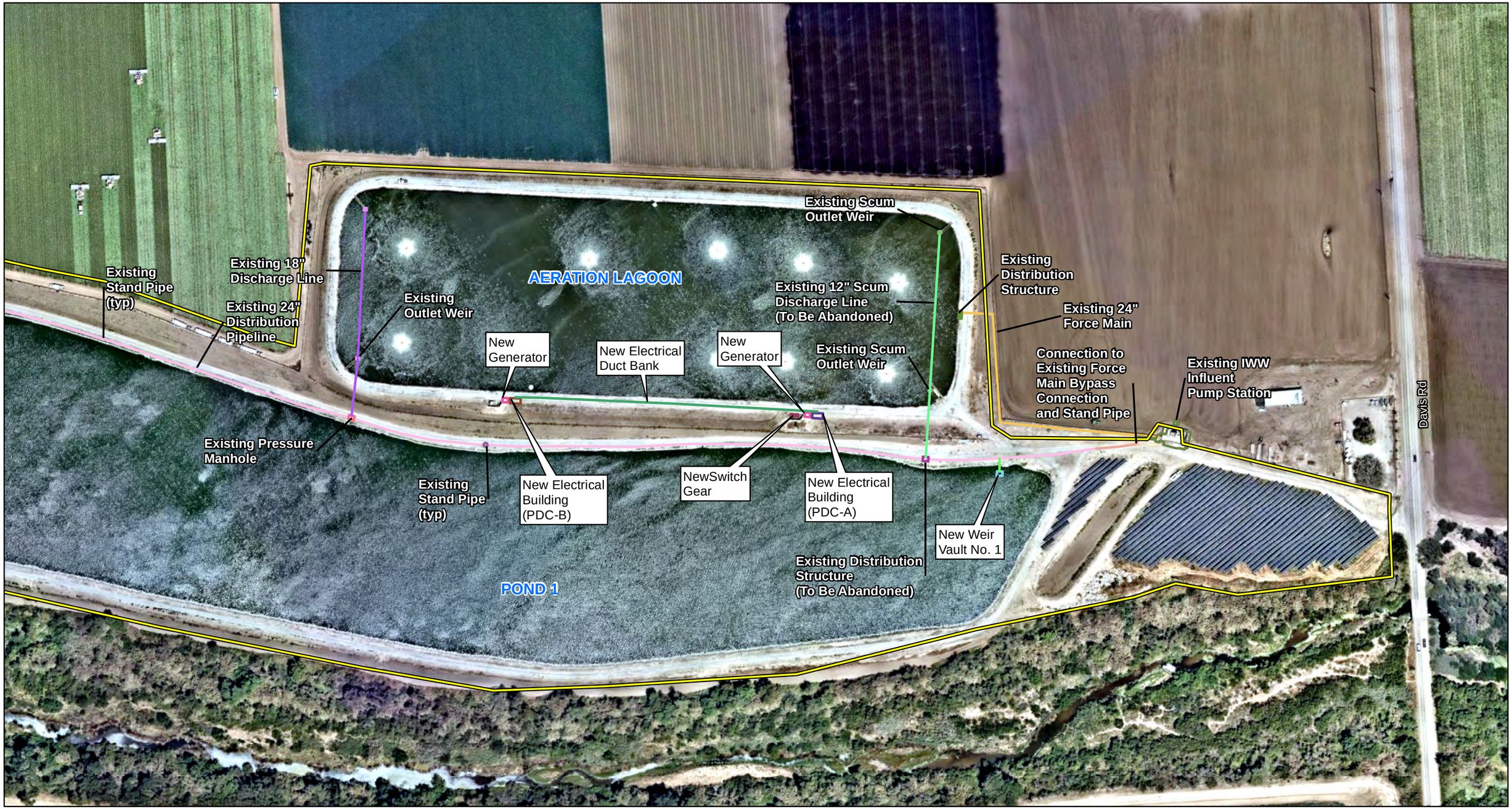

LSA

LEGEND

Project Location
- IWTF Site

Proposed Features
- New 24" Pipeline
- New Electrical Building (PDC-A)
- New Electrical Building (PDC-B)
- New Electrical Duct Bank
- New Generator
- New Switch Gear
- New Weir Vault No. 1

Existing Features
- Connection to Existing Force Main Bypass Connection and Stand Pipe
- Existing 12" Scum Discharge Line (To Be Abandoned)
- Existing 18" Discharge Line
- Existing 24" Distribution Pipeline
- Existing 24" Force Main
- Existing Distribution Structure
- Existing Distribution Structure (To Be Abandoned)
- Existing IWW Influent Pump Station
- Existing Outlet Weir
- Existing Pressure Manhole
- Existing Scum Outlet Weir
- Existing Stand Pipe

0 100 200
FEET

SOURCE: Nearmap (5/19/2022)

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FIGURE 3
Sheet 4 of 4

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Proposed Project Improvements

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Airport Lift Station (LS). The Airport LS project would increase the reliable capacity of the pump station from 4 mgd to 6 mgd monthly average flow to adequately serve the existing industrial uses that discharge to this pump station. Proposed improvements would include either replacing the existing pumps, expanding the lift station to incorporate new pumps to provide the increased capacity, or replacing with a new lift station.

Project Construction. For the projects located at the IWTF site, construction would occur on City-owned land within the boundaries of the IWTF. For the Airport LS project, construction would occur within existing roadway right-of-way or within land on which the City maintains an access easement.

The majority of the proposed improvements would include structural, mechanical, and electrical modifications within existing facilities. Construction of these items would require demolition/removal of some existing structures and equipment and installation of new structural, mechanical, and electrical equipment. Site trenching for new underground piping and utility connections would also be required, not to exceed 12 feet deep. New facilities or structures would be located either in the same location as other structures planned for demolition/removal or in currently undeveloped areas within the boundaries of the IWTF. The maximum depth of excavation required for these facilities would be approximately 15 feet. Existing structures, mechanical piping, and electrical equipment not incorporated with proposed improvements would be demolished and removed from the site.

The types of equipment that would be used for construction of proposed improvements would include but would not be limited to the following:

- Backhoe
- Crane
- Boom truck
- Bulldozer
- Compactor
- Grader
- Drill rigs
- Haul trucks

The IWTF would continuously operate throughout the entire duration of construction. The IWTF would continue receiving, treating, and disposing industrial wastewater from its service area without interruption for the entire duration of the project.

Construction of proposed improvements is anticipated to begin in July of 2023 and be completed by March 2026. Construction activities would generally be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction activities would be permitted on Sundays or holidays during any construction phases, except for emergencies and for critical work with prior notice to and approval by the City. Construction personnel may arrive on site and depart approximately one hour prior to or after regular construction times.

Project construction would require approximately 18,000 cubic yards of cut and 35,000 cubic yards of fill, resulting in approximately 17,000 cubic yards of soil and materials that would need to be imported to the project site.

Prior to construction, temporary contractor staging areas would be identified within the IWTF site and adjacent to the existing Airport LS. Primary access for material hauling for the IWTF would occur along Davis Road.

The on-site construction workforce would consist of laborers, craftsmen, supervisory personnel, support personnel, and construction management personnel. It is conservatively assumed that a maximum of 20 workers would be on-site during construction activities.

Project Operation. The proposed project addresses operational, treatment efficiency and disposal capacity issues. At completion of the project, the IWTF will seek a permitted capacity increase for the WDR from a monthly average flow of 4 mgd to 5.5 mgd. Upon completion of construction activities, operation of the proposed project may require one additional employee, which would generate minimal additional vehicle trips to/from the project sites. Although implementation of the proposed project would improve operational efficiency, new facilities would be installed that would require additional electrical power for IWTF operation.

Alternatives Considered. For the purposes of the potential SRF application, the City is obligated to look at other alternatives that could be implemented in lieu of the proposed project. Alternatives considered and either dismissed or that merit further study are as follows:

- **New Aeration Lagoon in Pond 1.** This alternative would provide additional treatment capacity by building up a berm for a new aeration lagoon in Pond 1. This alternative would require construction of a new surrounding berm at an elevation above the flood plain due to Federal Emergency Management Agency (FEMA) requirements. It would also necessitate a permit from the Division of Safety of Dams.

- **New Aeration Lagoon on Agricultural Land adjacent to the IWTF.** This alternative would provide additional treatment capacity by building a new aeration lagoon on adjacent property. This alternative would require acquisition of land from private property owners.

- **New percolation ponds in Agricultural Land adjacent to the IWTF.** This alternative would provide additional disposal capacity by creating new percolation ponds in lieu of transferring treated water to M1W RTP for reuse. This alternative would also require acquisition of land from private property owners.

Each of the above project alternatives results in varying temporary and permanent environmental impacts than the proposed project, and which are compared in the Environmental Alternatives Analysis provided in Appendix A.

9. Surrounding Land Uses and Setting:

Existing conditions on and in the vicinity of the project sites are discussed below.

Existing IWTF. The majority of proposed improvements would be located at the existing IWTF located west of Davis Road, north of the Salinas River. The IWTF consists of an influent pump station, an aeration lagoon, percolation ponds, and drying beds. The IWTF design and permitted capacity is a 4.0 mgd monthly average dry weather flow and a 6.8 mgd peak flow.

Industrial wastewater enters the facility by gravity flow, first passing through a 3-inch bar screen at the Influent Pump Station (IPS) to remove large debris. The IPS consists of three vertical, mixed-flow type pumps. Influent is normally pumped from the IPS to the Aeration Lagoon and then flows by gravity to Percolation Pond 1, then Percolation Pond 2, and then to Percolation Pond 3. Discharge piping is also configured to allow for wastewater to be pumped to the Percolation Ponds directly from the IPS, if needed. In the event of pump failure or power outage, a bypass pipe diverts flow from the IPS to an emergency storage basin. Flow is reintroduced to the IPS from the emergency storage basin via a sluice gate located in the IPS. Pumps and discharge piping allow flows to be pumped from Percolation Pond 3 to the existing drying beds.

The Aeration Lagoon is a 13-acre, 38 million-gallon pond that provides biochemical oxygen demand (BOD)[3] reduction to meet discharge requirements. Oxygen and mixing are provided through mechanical surface aerators and mixers to aid in treatment. The aerators float on top of the lagoon and provide mixing and oxygen transfer to the wastewater. The level of mixing attained by the aerators is insufficient to maintain solids suspension. As a result, the solids either settle to the bottom of the lagoon or are carried over to the downstream percolation ponds or drying beds. Wastewater flows by gravity out of the discharge weirs to the percolation ponds or drying beds.

The three Percolation Ponds have a total capacity of 110 acres. Wastewater flows by gravity from the Aeration Lagoon into Percolation Pond 1. From Percolation Pond 1, wastewater flows via gravity into Percolation Ponds 2 and 3. Piping from the Aeration Lagoon enables water to travel directly to Percolation Ponds 2 or 3, if needed, via the diversion structure. Water depths in the ponds range from 8 to 10 feet, exclusive of freeboard depth.[4]

During normal operation, water flows via gravity through Percolations Ponds 1 and 2 into Pond 3 for treatment and infiltration. Excess water that cannot be treated within the percolation ponds is pumped into the drying beds through the Lift Station at Percolation Pond 3 to a series of 54 shallow ponds that provide additional percolation and evaporation capacity for the IWTF. In the

[3] BOD represents the amount of oxygen consumed by bacteria and other microorganisms while they decompose organic matter under aerobic (oxygen is present) conditions at a specified temperature. The BOD is an important parameter for assessing water quality because sewage with high BOD can cause a decrease in oxygen of receiving waters, which can affect the health of aquatic organisms.

[4] Ponds are required to maintain a 2-foot freeboard or depth from the berm top to the water surface to prevent spills.

event of an emergency, water can also be pumped directly from the IPS or Aeration Lagoon to the drying beds.

Once treated, the industrial wastewater either evaporates, percolates into the groundwater, or is pumped to the M1WRTP where the wastewater is further treated and reused for either agricultural irrigation or as source water for the Pure Water Monterey potable reuse facilities.

Airport LS. The City operates one lift station that services industrial users. The Airport Lift Station contains three pumps (25 hp each) and conveys flow via the downstream gravity system to the IWTF.

10. **Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):**
    - Central Coast RWQCB
    - Monterey Bay Air Resources District

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

    In September 2022, the City provided formal notification to those California Native American tribes that are traditionally and culturally affiliated with the geographic area within which the proposed project is located pursuant to the consultation requirements of Assembly Bill (AB) 52. Letters were sent to all tribal representatives identified by the Native American Heritage Commission. A copy of the AB 52 letter is provided in Appendix B. To date, one tribal contact responded to confirm receipt of the notification; however, no requests for consultation have been received.

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.1 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Discussion

a. Would the project have a substantial effect on a scenic vista? ***(Less-Than-Significant Impact)***

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Aesthetic components of a scenic vista generally include: (1) scenic quality, (2) sensitivity level, and (3) view access. The proposed project is located in an area that is primarily characterized by farmlands and the Salinas River. Development in the project vicinity includes local roads, industrial sites (agricultural warehouses and shipping and receiving buildings) at the Airport Lift Station, and infrastructure associated with the IWTF (e.g., influent pump station, solar panels, fencing) at the IWTF site. The Airport Lift Station site is at the terminus of Airport Boulevard and therefore is not visible from any highly traveled public roads. The IWTF site is only visible from Davis Road and not from surrounding public viewpoints, such as State Route (SR-68). Furthermore, there are no designated scenic vistas in the vicinity of the proposed project per the Monterey County General Plan (2010).

Project construction activities would include subsurface disturbance and excavation; vehicle and truck trips; use of heavy equipment (e.g., loaders, excavators, backhoes); and building new facilities. Construction activities at the IWTF site could be visible to motorists on Davis Road. However, these activities would only be visible temporarily during the construction period.

Implementation of the proposed project would result in the upgrade/replacement of existing facilities and the construction of new facilities. The majority of these facilities would be located either within or adjacent to existing facilities (e.g., berms, ponds) or underground (e.g., piping) and would not change existing views. New buildings and pump stations would be consistent with the

existing facilities on site (e.g., equal to or shorter than existing structures). Therefore, the proposed project would not have a substantial adverse effect on a scenic vista.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***(No Impact)***

SR-68 is the closest designated State Scenic Highway to the proposed project; it is approximately 2 miles east of the IWTF site. Because of this distance, viewers on SR-68 do not have views of the proposed project. No historic buildings or rock outcroppings are located on or near the vicinity of the project area. Furthermore, implementation of the proposed project would not result in the removal of or damage to scenic resources. Therefore, no impacts to scenic resources within a State scenic highway would occur.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ***(Less-Than-Significant Impact)***

The regional landscape establishes the general visual environment of the project area. The character of the landscape in the vicinity of the IWTF site is rural. The land use is agriculture, and large cultivated fields flank both sides of the stretch of Davis Road near the IWTF site. Overhead utility lines supported by wood poles line the west side of Davis Road. Existing facilities associated with the IWTF, including the influent pump station, dirt access road, solar array and security fencing are visible from Davis Road. Unique or outstanding landscape elements are generally absent, except for the Salinas River Corridor. The Salinas River runs just south of the IWTF site. The river itself is mostly not visible to the public; however, it flows within a channel that contains numerous trees and shrubs. The vegetation in the Salinas River Channel creates a unique visual feature in a primarily agricultural landscape.

Project construction activities for the IWTF improvements include subsurface disturbance and excavation; vehicle and truck trips; use of heavy equipment (e.g., loaders, excavators, backhoes); and building new facilities. Construction activities associated with the IWTF improvements could be visible to motorists on Davis Road. However, these activities would only be visible temporarily during the construction period.

Implementation of the IWTF improvements would result in the replacement of existing facilities on site and construction of new facilities, including new aerators within the existing Aeration Lagoon, new electrical wiring, new motor control centers, a new electrical building(s), new transformers, a new concrete structure for flow and level monitoring equipment, and new pump stations within each percolation pond. These facilities would be constructed within the IWTF site and all above-ground facilities would be consistent in mass and size with the existing facilities on site.

The Airport LS site is entirely paved and surrounded by industrial uses. After the completion of construction, proposed improvements at the Airport LS site would be located underground and out of view.

Therefore, the proposed project would not degrade the existing visual character or quality of the project sites and its surroundings, and this impact would be less than significant.

*d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (**Less-Than-Significant Impact**)*

Streetlights, vehicle headlights and taillights, and lighting associated with the existing IWTF and Airport LS sites are the existing sources of light and glare in the project area. Daytime sources of glare include reflections off light-colored surfaces and windows.

The proposed project would provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements, including installation and replacement of aerators, installation of new piping and pump stations, and upgrades to existing electrical and communications systems. These improvements would not include a lighting component; therefore, these features would not create substantial light that would adversely affect nighttime views.

The proposed project would not create a substantial new source of daytime glare. Glare is a phenomenon that exists when there is a very high degree of contrast between bright and dark areas in a field of view that makes it difficult for the human eye to adjust to differences in brightness. Proposed improvements would be not be visible because they would be underground, within percolation ponds, and/or enclosed in new concrete buildings, or consist of dull metal with low glare potential; therefore, these features would not create substantial glare that would adversely affect day or nighttime views.

Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. This impact would be less than significant.

3.1.2 Mitigation

No mitigation is required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Discussion

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ***(No Impact)***

The proposed improvements would be constructed on City-owned land within the boundaries of the IWTF and within existing roadway right-of-way or within land over which the City maintains an access easement. A majority of the project sites are classified as "Urban and Built-Up Land" by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP).[5] Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5

[5] California Department of Conservation (DOC). 2016. California Important Farmland Finder. Website: maps.conservation.ca.gov/DLRP/CIFF/ (accessed August 8, 2022).

acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment and water control structures. A small portion of the IWTF site is classified as agricultural by the FMMP. However, this agriculturally designated land is currently part of the IWTF operations, and implementation of the proposed project would not change the use of the agriculturally designated land. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and no impact would occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

Zoning. Portions of the IWTF site are zoned F/40 (Farmlands), including areas along the Salinas River, as well as the existing Aeration Lagoon. These areas are already developed as part of the existing IWTF; therefore, implementation of the proposed project would not result in any impacts to farmlands zoned F/40. Monterey County Zoning Ordinance Title 21 allows for "public and quasi-public uses" as an Allowable Use, subject to a Use Permit within areas that are zoned F/40 (Section 21.30.050B). The proposed project would implement improvements within the existing IWTF, which is considered to be an allowable use within the existing land use zoning designation. The proposed project would not conflict with existing zoning for agricultural use, and no impacts would occur.

Williamson Act Lands. The California Land Conservation Act of 1965 (the Williamson Act) is a voluntary program that incentivizes the preservation of farmland. Monterey County has approximately 735,000 acres of land designated as Williamson Act Preserves, including 32,000 acres of land under the Farmland Security Zone (Monterey County General Plan 2010). Neither the IWTF site nor the Airport LS site are under Williamson Act contract. Therefore, implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impacts would occur.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ***(No Impact)***

The proposed project is not located on forest land or timberland, and would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the proposed project would not result in impacts to forestland.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? ***(No Impact)***

Refer to Section 3.2.c. No impact would occur.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ***(No Impact)***

Refer to Sections 3.2.a and 3.2.c. The proposed project would not involve any other changes to the existing environment, which due to their location or nature, could result in conversion of Farmland to a non-agricultural use, or conversion of forest land to a non-forest use, and therefore no impacts would occur.

3.2.2 Mitigation

No mitigation is required.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Discussion

The proposed project is located in unincorporated Monterey County and the City of Salinas, within the jurisdiction of the Monterey Bay Air Resources District (MBARD), which regulates air quality in the North Central Coast Air Basin (NCCAB). Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall.

Within the MBARD, ambient air quality standards for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (particulate matter less than 10 microns in size [PM_{10}] and particulate matter less than 2.5 microns in size [$PM_{2.5}$]), and lead have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The MBARD is currently designated as non-attainment for State O_3 and PM_{10} standards.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan? ***(Less-Than-Significant Impact)***

An air quality plan describes air pollution control strategies to be taken by counties or regions classified as non-attainment areas. The main purpose of an air quality plan is to bring a non-attainment area into compliance with the requirements of federal and State air quality standards. The air quality plan uses the assumptions and projections provided by local planning agencies to determine control strategies for achieving regional air quality compliance.

The applicable air quality plans are the 2012–2015 Air Quality Management Plan (AQMP),[6] which was adopted on March 15, 2017, and the *2005 Report on Attainment of the California Particulate*

[6] Monterey Bay Air Resources District (MBARD). 2017. 2012–2015 Air Quality Management Plan. Website: www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (accessed September 2022).

Matter Standards in the Monterey Bay Region, which was adopted on December 1, 2005[7]. The 2012–2015 AQMP is the most recent MBARD plan for attaining California Ambient Air Quality Standards and addresses attainment of the State O_3 standard. The 2012–2015 AQMP also serves as an assessment and update to the 2012 Triennial Plan, which documents the MBARD's progress towards attaining the State O_3 standard. The *2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region* describes State particulate matter requirements and analyzes emission reductions to achieve the State PM_{10} standard. For a project in the NCCAB to be consistent with these air quality plans, the pollutants emitted from the project must not exceed the MBARD significance thresholds or cause a significant impact to air quality. As discussed below, construction and operation of the proposed project would not result in the generation of criteria air pollutants that would exceed the MBARD thresholds of significance. Therefore, the proposed project would not conflict with or obstruct implementation of the MBARD air quality plan. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan, and this impact would be less than significant.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ***(Less-Than-Significant Impact)***

The MBARD area is in non-attainment for State O_3 and PM_{10} standards. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, it is a project's individual emissions combined with the emissions of other local and regional projects that together cause cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, MBARD considered the emission levels for which an individual project's emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses whether the proposed project would result in a cumulatively considerable increase of criteria pollutants during construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxide (NO_x), reactive organic gases (ROG), directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants such as diesel exhaust particulate matter.

Project construction would involve grading, site preparation, paving, and other activities. The disturbance of soils and associated fugitive dust would temporarily generate particulate emissions,

[7] Monterey Bay Unified Air Pollution Control District. 2005. *2005 Report on the Attainment of the California Particulate Matter Standards in the Monterey Bay Region.* December 1.

and if not properly controlled, would have the greatest construction-related effects on air quality. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity, local weather conditions, soil moisture, silt content of soil, and wind speed. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, O_3, NO_2, SO_2, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2020.4.0, consistent with MBARD recommendations. The proposed project is estimated to involve approximately 2 acres of ground disturbance, which was included in CalEEMod. Construction of the proposed project is anticipated to occur Monday through Saturday, beginning in July 2023 and ending in March 2026, which was also included in CalEEMod. In addition, the CalEEMod analysis conservatively assumed that construction of the proposed project would have a maximum of 20 workers on site during construction activities. Project construction would require approximately 18,000 cubic yards of cut and 35,000 cubic yards of fill, resulting in approximately 17,000 cubic yards of soil and materials that would need to be imported to the project site, which were also included in CalEEMod. Construction-related emissions are presented in Table 3.A. CalEEMod output sheets are included in Appendix C.

Table 3.A: Project Construction Emissions (in Pounds Per Day)

Project Construction	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	1.0	26.6	16.0	5.0	2.4
MBARD Thresholds	**137.0**	**137.0**	**550.0**	**82.0**	**55.0**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

Source: LSA (September 2022).
CO = carbon monoxide
MBARD = Monterey Bay Air Resources District
NO_x = nitrogen oxide
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ROG = reactive organic gas

As shown in Table 3.A, emissions associated with construction of the project would be well below MBARD's significance thresholds for daily for ROG, NO_x, CO, $PM_{2.5}$, and PM_{10} emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standards, and impacts would be less than significant.

Operational Emissions. Long-term air pollutant emission impacts are typically associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to a project.

As discussed above, the proposed project would implement improvements to IWTF and the Airport LS, which would include structural, mechanical, and electrical modifications within the existing facilities. Upon completion of construction activities, operation of the proposed project may require one additional employee. In addition, although implementation of the proposed project would improve operational efficiency, new facilities would be installed that would require additional electrical power for IWTF and Airport LS operation.

Emission estimates for operation of the project were calculated using CalEEMod. Based on Section 3.17, Transportation, no vehicle trips are anticipated with implementation of the proposed project, which was included in CalEEMod. In addition, the proposed project is expected to consume an additional approximately 3,066,454 kilowatt-hours (kWh) per year, which was included in CalEEMod. The proposed project would also include the addition of three fixed standby emergency generators capable of generating a total of 1.5 megawatts (MW), which was also included in CalEEMod. Model results are shown in Table 3.B. CalEEMod output sheets are included in Appendix C.

Table 3.B: Project Operational (in Pounds Per Day)

Project Operation	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	<0.1	0.0	<0.1	0.0	0.0
Energy Source Emissions	0.0	0.0	0.0	0.0	0.0
Mobile Source Emissions	0.0	0.0	0.0	0.0	0.0
Stationary Source Emissions	0.4	1.2	1.1	0.1	0.1
Total Emissions	**0.5**	**1.2**	**1.1**	**0.1**	**0.1**
MBARD Thresholds	**137.0**	**137.0**	**550.0**	**82.0**	**55.0**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**

Source: LSA (September 2022).
CO = carbon monoxide
MBARD = Monterey Bay Air Resources District
NOx = nitrogen oxide
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ROG = reactive organic gas

The results shown in Table 3.B indicate the project would not exceed MBARD's significance criteria for daily ROG, NO_x, CO, PM_{10} or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations? ***(Less-Than-Significant Impact)***

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day-care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project sites include residential areas located approximately 2,500 feet north of the project site.

Construction activities can expose sensitive receptors to airborne particulates and fugitive dust as well as a small quantity of construction equipment pollutants (i.e., diesel-fueled vehicles and equipment). However, as shown in Table 3.A above, project construction pollutant emissions would be well below the MBARD significance thresholds and once the project is constructed, the project would not be a source of substantial emissions. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project construction and operation, and impacts would be considered less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ***(Less-Than-Significant Impact)***

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. Once operational, the proposed project would include new percolation ponds at the IWTF site; however, the ponds would be treating wastewater from local agriculture-based industries not sewage. As such, the proposed project is not expected to generate odors. In addition, the distance to the nearest sensitive receptors from the IWTF site is approximately 2,500 feet, therefore, any odors generated by the facilities would readily dissipate. Work at the Airport LS involves increasing the capacity of the existing pumps. Pumps do not cause odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, any impact would be less than significant.

3.3.2 Mitigation

No mitigation is required.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d. Interfere substantially 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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Discussion

The analysis provided in this section is based on the Biological Resources Assessment[8], provided in Appendix D. For the purpose of the Biological Resources section, the project area is referred to as the Biological Study Area (BSA) and encompasses the project footprint and adjacent areas that may directly or indirectly be affected by the project.

[8] LSA Associates, Inc. (LSA). 2022. *Biological Resources Assessment for the Salinas Industrial Wastewater Treatment Facility Improvements Project located in the City of Salinas and unincorporated Monterey County, California*. September 21.

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ***(Less than Significant with Mitigation Incorporated)***

At the time of the field survey, the IWTF BSA contained wastewater treatment ponds and associated infrastructure (mapped as developed areas), an irrigation canal, cultivated and tilled agricultural fields, a detention basin, disturbed/barren areas, and ruderal (e.g., disturbed, weedy) patches of mostly nonnative/invasive herbaceous plant species. Riparian woodland associated with the Salinas River is present in the southern portions of the IWTF BSA.

The Airport Lift Station BSA is primarily developed and contains several small patches of ruderal and ornamental vegetation. A total of 38 wildlife species were observed on or near the BSAs during the August 2022 survey. Frequently observed species included barn swallow (*Hirundo rustica*), mallard (*Anas platyrhynchos*), and great blue heron (*Ardea herodias*). Each of the 38 species observed commonly occur in and around the Salinas River watershed.

The literature review identified 47 special-status plant species that are known to occur within a nine-quadrangle radius of the proposed project BSAs. The majority of the rare plant species that were identified in the databases have specialized habitat requirements (i.e., wetland habitats, dunes, vernal pools, etc.) that do not occur within the project sites or BSAs. Based on review of the literature and site observations coupled with the habitat suitability analysis, no special-status plant species are expected to occur within the project sites or to be adversely affected by the proposed project. Therefore, the proposed project would have no impact on special-status plants.

The literature review identified 49 special-status animal species that are known to occur within a nine-quadrangle radius of the BSAs. Of those 49, 22 special-status animal species have documented California Natural Diversity Database records within a 5-mile radius of the BSAs. One special-status animal species, Monterey hitch (*Lavinia exilicauda harengus*), has been documented in the Salinas River in areas adjacent to the IWTF within the IWTF BSA. No special-status animal species have been documented within the Airport Lift Station BSA. No special-status animal species or signs of such species were observed within the Airport LS or the IWTF project sites during the field survey.

While special-status bird and bat species have potential to forage in the vicinity of the IWTF site, these highly mobile species would be expected to avoid the site during construction activities. As such, construction activities within the IWTF site are not anticipated to result in direct impacts to any special-status animal species. However, construction activities at the IWTF could involve temporary increases in noise, dust, and vibration, which could indirectly impact common and special-status bird species that have potential to nest within the riparian habitat along the Salinas River adjacent to the IWTF site. Cliff swallows are also known to nest on the pump station within the IWTF, and the IWTF site contains suitable nesting habitat for a variety of ground-nesting birds and birds that could nest in the ruderal vegetation on the margins of the site or within the irrigation canal. Nesting birds are protected under the California Fish and Game Code and federal Migratory Bird Treaty Act. Construction activities that occur during the nesting bird season (typically January 1 through August 31) have potential to result in the direct or indirect take of nesting birds, which would be considered a significant impact. With implementation of Mitigation Measure BIO-1, which

recommends avoiding ground-disturbing activities during the bird nesting season if possible or avoidance measures if ground-disturbing activities take place during the nesting season, impacts to nesting birds (including special-status bird species) would be reduced to a less-than-significant level.

The Airport Lift Station project site is completely developed and does not contain suitable habitat for any special-status animal species.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ***(Less than Significant with Mitigation Incorporated)***

One natural community under the jurisdiction of the California Department of Fish and Wildlife, riparian woodland, was mapped along the southwestern border of the IWTF BSA; however, this natural community is outside of the limits of the IWTF site and, therefore would not be directly impacted by proposed project activities. The riparian woodland could be indirectly impacted during project activities, including from an increase or change in off-site runoff, erosion, noise/vibration, and spread of invasive species. To avoid or minimize indirect impacts, Mitigation Measures BIO-2 and BIO-3 would be implemented to address proper erosion control and storage of construction equipment and the spread of invasive plant species. With implementation of Mitigation Measures BIO-2 and BIO-3, impacts to sensitive natural communities would be less than significant.

No sensitive natural communities are located within the Airport Lift Station BSA. The Airport Lift Station project would not directly impact any special-status natural communities.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***(Less than Significant with Mitigation Incorporated)***

The IWTF site contains an irrigation canal and the IWTF BSA includes a portion of the Salinas River. Proposed improvements to the IWTF would be entirely outside of and some distance from any aquatic resources associated with the Salinas River (including riparian habitat), and no new encroachment/fill is expected to occur in resources associated with the Salinas River.

Additionally, planned improvements such as the new pipelines between percolation ponds, which are part of the Pond Automation/Distribution would be placed along existing roads/berms and would avoid direct impacts to the irrigation canal. Construction of the proposed pipelines could result in indirect temporary impacts to the irrigation canal and Salinas River such as dust, potential fuel spills from construction equipment, construction-related runoff, and erosion. Construction activities involving ground disturbance could also result in the introduction and/or proliferation of non-native, invasive plant species, which could outcompete and/or displace native vegetation within the irrigation canal or adjacent riparian habitat areas. To avoid or minimize such indirect impacts, proper erosion control and storage of construction equipment would be required, as specified in Mitigation Measure BIO-2. Furthermore, to avoid the spread of invasive plant species**,** Mitigation Measure BIO-3 is recommended. With implementation of Mitigation Measures BIO-2 and BIO-3, potential indirect impacts to aquatic resources would be less than significant.

As previously discussed, the wastewater treatment ponds do not meet the definition of a jurisdictional water of the United States or water of the State. Therefore, no mitigation is required for any improvements to the wastewater treatment ponds.

d. Would the project interfere substantially 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? ***(Less-Than-Significant Impact)***

The wildlife species that occur in the project vicinity are adapted to the urban-wildland interface and ongoing IWTF operations, and the project would not introduce new effects to the areas. The noise, vibration, light, dust, or human disturbance within construction areas would only temporarily deter wildlife from using areas in the immediate vicinity of construction activities. These indirect effects could temporarily alter migration behaviors, territories, or foraging habitats in select areas. However, because wildlife species are already conditioned to the activities associated with the proposed project, they would most likely re-establish their use of the sites once all temporary construction effects have been removed. The proposed project would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity. The impact would be considered less than significant, and no mitigation is required.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(No Impact)***

Protected trees within Monterey County are regulated by the County of Monterey Zoning Ordinance, Title 21, Chapter 21.64.260 – Preservation of Oak and Other Protected Trees (tree ordinance). Construction of the proposed project would occur entirely within existing City facilities and would not require the removal of any trees, including any trees protected by local policies or ordinances. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No mitigation is required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ***(No Impact)***

The proposed project does not fall in an area with an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan, and therefore would not present a conflict with any such plan. No mitigation is required.

3.4.2 Mitigation

BIO-1 **Nesting Bird Surveys and Active Nest Avoidance.** Ground disturbance and vegetation removal shall take place outside of the active nesting bird season (i.e., January 1–August 31), when feasible, to avoid impacts to nesting birds. Should project activities (such as vegetation removal, initial ground disturbance, or operation of heavy equipment) be initiated during the nesting bird season, a qualified biologist shall conduct a nesting bird survey no more than 30 days prior to any ground disturbance or vegetation removal to ensure that birds are not engaged

in active nesting within or immediately adjacent to the Industrial Wastewater Treatment Facility (IWTF) project site. If nesting birds are discovered during preconstruction surveys, the biologist shall identify and delineate an appropriate buffer (depending on the circumstances and specific bird species) where no clearing, grading, or construction activities with potential to have direct or indirect impacts on the nesting birds are allowed to take place until after the birds have fledged from the nest, or the qualified biologist has determined that the nest is no longer active. If a nesting bird survey is required, written results of the survey by the biologist shall be submitted to the City of Salinas (City) prior to the start of ground- disturbing activities.

BIO-2 **Erosion Control and Best Management Practices (BMPs).** Prior to the start of construction, the Project Contractor shall clearly delineate all construction areas and equipment staging areas. The designated areas shall be located in such a manner as to prevent any loose soil or spill runoff from entering the irrigation canal, the Salinas River, or adjacent riparian vegetation communities. All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities used by the Project Contractor shall occur in these designated staging areas.

Prior to the start of construction, adequate erosion and sedimentation barriers (e.g., silt fencing) shall be installed around the perimeters of work areas by the Project Contractor and remain in place during project construction to prevent any sediment or debris from entering the adjacent irrigation canal or Salinas River. For work areas adjacent to the Salinas River or irrigation canal, barriers shall consist of a minimum 3-foot-tall silt fencing buried to a depth of approximately 3–6 inches below the soil surface (or as otherwise specified in a project-specific erosion control or spill prevention plan). These barriers shall be inspected by the Project Contractor on a regular basis, and maintained and repaired as necessary to ensure that there are no holes or tears that could entrap and pose a hazard to wildlife.

BIO-3 **Invasive Species Control.** Any non-native plants removed during the course of construction shall be contained and properly disposed of off site. All mulch, topsoil, seed mixes, or other plantings used for erosion-control shall be free of invasive plant species seeds or propagules. No plant species listed on the California Invasive Plant Council (Cal-IPC) inventory shall be installed in the project sites, and all plant palettes proposed to be installed on the project sites shall be reviewed and approved by a qualified biologist.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

3.5.1 Discussion

The analysis provided in this section is based on background research, a field survey, and additional fieldwork as discussed below.

3.5.1.1 Historical Resources

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register);
- Listed in a local register of historical resources;
- Identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code; or
- Determined to be a historical resource by a project's lead agency.

A historical resource consists of "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California . . . Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (California Code of Regulations Title 14(3) § 15064.5(a)(3)). Archaeological resources may also be considered historical resources.

LSA conducted background research and a field survey for cultural resources for the project. At LSA's request, staff of the Northwest Information Center (NWIC) conducted a records search of the project site and a 0.25-mile radius (NWIC File No. 22-0231) on August 15, 2022. The NWIC, an affiliate of the California Historical Resources Information System, is the official State repository of cultural resource records and reports for Monterey County. As part of the background research, LSA also reviewed local and State inventories for cultural resources, contacted the Native American Heritage Commission (NAHC) in Sacramento, and consulted results of previous archival research undertaken for a proposed project to replace the existing bridge (California Department of

Transportation (Caltrans) Bridge No. 44C-0068), built in 1959 and seismically retrofitted in 2002, that carries Davis Road over the Salinas River near Salinas, south of and adjacent to the project site. The research was undertaken at the following venues to yield additional information about the historical background of Monterey County, the Salinas Valley, and the project site.

- Ag Land Trust (formerly Monterey County Agricultural and Historic Land Conservancy)
- Multiple inventories from the California Office of Historic Preservation
- NAHC
- Monterey County Register of Historic Resources
- Monterey County Assessor's Office
- Monterey County Clerk-Recorder's Office
- Monterey County Historical Society
- John Steinbeck Branch of the Salinas Public Library
- City of Salinas Community Development Department
- California History Room at the City of Monterey Public Library
- Map Room of the Science & Engineering Library at the University of California, Santa Cruz.

Industrial Wastewater Treatment Facility. The records search did not identify any previously recorded historic period-built environment resources within the IWTF. The records search identified one previously recorded historic period-built environment resource within a 0.25-mile radius of the IWTF (Bridge No. 44C-0068), the Davis Road Bridge over the Salinas River. This structure was evaluated by LSA in 2014 as part of the Davis Road Bridge Replacement and Road Widening Project[9] and was determined to not be eligible for the National Register.

Background research, previous evaluations by LSA cultural resource staff for an adjacent project, and a field survey indicated that IWTF site is the location of a former Salinas Municipal Dump, a sewage farm, and a site to process wastewater from industrial food canning and related agricultural operations. A description of this historical land use pattern is below.

Disposal of sewage upon open land began in England in the 1850s and was the chief method of sewage disposal until the 1870s. In the United States, sewage farming was a popular method on New England farms to grow crops; the first municipal sewage farm was operated in Pullman, Illinois, in 1881. Sewage farming was more widespread in the arid western states as a productive use of scarce water, especially in California for growing crops in areas with little rain. In 1898, Maggie McBride granted land in the project site (Assessor's Parcel No 207-041-028) to the City of Salinas for use as a sewage farm, beginning the association of the project site with waste management that continues to this day.

The movement for a regional water quality and sewage treatment plant came at a time when Salinas Sewage Treatment Plant No. 1, an activated sludge plant built in 1929 on Hitchcock Road northeast of the area of potential effects, was operating well over capacity. After being processed in

[9] LSA. 2014. *Historical Resource Evaluation Report for the Davis Road Bridge Replacement and Road Widening Project, Salinas, Monterey County, California*. Federal Project No. BRLS-5944(068), EA 05-4A1754L. February. Copy on file at LSA, Richmond, California.

the plant, the dried solid waste was transported to the Davis Road facility, spread over the sewage farm parcel near Davis Road, and disced into the soil.

After World War II, rapid population growth required a change in the scope of sewage treatment in the Salinas area and Monterey County. Officials in Monterey, Pacific Grove, and the Seaside County Sanitation District sought a regional approach to address the booming population, which required professionally designed treatment facilities with higher capacities. Sewage farming had largely been curtailed by the time the Monterey Peninsula Water Pollution Control Agency formed in 1971. After 1971, the cities of Seaside, Del Rey Oaks, Sand City, and Salinas; sanitation districts in Castroville, Moss Landing, and Boronda; the military installation at Fort Ord; and Monterey County joined together to form a regional sewage and wastewater treatment plant. In 1977, the newly formed Monterey Regional Water Pollution Control Agency began to purchase existing treatment plants and outfalls of its member entities, including Salinas's sewage treatment facilities.

Initially designed to process 1.5 million gallons of sewage daily, the demand on Sewage Treatment Plant No. 1 had grown to over five million gallons by 1970, the majority of which came from industrial agricultural plants such as canneries. A proposed expansion of treatment capacity system-wide called for enlarging the existing ponds and installing aerators to meet the increased demand and prevent raw sewage and industrial agricultural effluent from polluting the Salinas River. By 1977, the over-capacity situation was so dire that noxious smells were being emitted, forcing the City of Salinas to excavate the dried sewage ponds at Sewage Plant No. 1, transport the soils to the Davis Road site, and dispose of the material through the spread-and-discing method.

According to a review of plans, a field survey, archival research, and other information provided by the City, the existing IWTF has undergone numerous modifications, equipment upgrades, and expansions in response to steady population growth and to comply with current wastewater treatment technology, regulatory wastewater treatment, and odor management standards.

Field survey results indicated the IWTF has the built environment characteristics of a general industrial/utilitarian aesthetic found throughout the Salinas Valley and California with subsequent alterations to several of the core buildings to accommodate increased processing loads, wastewater treatment and odor regulations, and facility personnel levels. Although the core of this cluster of built environment features meets the general age requirement of 50 years for consideration as historic properties under Section 106 of the National Historic Preservation Act of 1966 (as amended) and as a historical resource under CEQA, and is significant in the context of Salinas' municipal development in the mid-to-late 20th century, the IWTF does not appear eligible for listing in the California Register due to a lack of historical integrity, nor does it otherwise constitute a historical resource for the purposes of CEQA.

Airport Lift Station. The Airport LS site is at the south end of Airport Boulevard near Hansen Street in Salinas. The records search did not identify any previously recorded historic period-built environment resources within the Airport LS site. A field survey by LSA cultural resource staff indicates the buildings on the property appear recently built or renovated within the last 15 years. Accordingly, these buildings are not yet of sufficient age to warrant evaluation for eligibility for inclusion in the California Register and do not constitute a historical resource for the purposes of CEQA.

3.5.1.2 Archaeological Resources

The records search identified one prehistoric archaeological cultural resource within the IWTF project site (P-27-000580), and two historic-period archaeological resources within a 0.25-mile radius of the IWTF project site (P-27-003057 and P-27-003058). No archaeological resources have been identified within or within 0.25-mile of the Airport LS site. The prehistoric resource that was previously recorded within the IWTF project site was first identified during construction of a portion of the IWTF in 1972 but was not formally recorded until 1973.

A pedestrian field survey was conducted on August 22, 2022, to check for surficial archaeological materials within the project site (both IWTF and Airport LS project sites). The field survey was negative for archaeological resources. Subsurface testing (shovel test pits and hand-auger holes) was conducted throughout the IWTF project site in areas of proposed project-related ground disturbance on September 26, 27, and 28, 2022, to ascertain the presence or absence of subsurface archaeological remnants of the previously recorded prehistoric resource or any previously unrecorded resources. The subsurface archaeological testing, which was conducted in P-27-000580 and in other areas of proposed ground disturbance associated with the project, was negative for the presence of prehistoric and historic-period archaeological resources within the IWTF project site.

Four criteria are used for determining whether an archaeological resource is eligible for listing in the California Register. To be eligible for listing, the resource must meet at least one of the four criteria below.

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

As documented in its original site record, P-27-000580 is not associated with any specific events, nor is it associated with the lives of specific individuals important to local, California, or national history. Additionally, as the resource is not a built environment in nature, it does not embody the distinctive characteristics of any type, period, region, or method of construction and it does not represent the work of a master. Additionally, the lack of subsurface archaeological remnants (including a lack of prehistoric midden deposits) associated with the recorded location of P-27-000580 suggests that the resource does not have potential to yield information important to the prehistory of the local area, California, or the nation. As such, prehistoric archaeological resource P-27-000580 (the only archaeological resource within the project site) does not meet any of the four criteria for listing in the California Register and does not constitute a “historical resource” for the purposes of CEQA.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ***(No Impact)***

As described above, the cluster of built environmental features at the IWTF does not appear eligible for listing in the California Register due to a lack of historical significance, nor does it otherwise constitute a "historical resource" for the purposes of CEQA. Additionally, prehistoric archaeological resource P-27-000580 (recorded within the IWTF project site) does not appear eligible for listing in the California Register because it does not meet any of the four criteria for listing, nor does it otherwise constitute a "historical resource" for the purposes of CEQA. As such, the proposed project would not cause an adverse change in the significance of a historical built environment or archaeological resource.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Less Than Significant with Mitigation Incorporated)***

As discussed above, subsurface archaeological testing was negative for the presence of prehistoric and historic-period archaeological resources within the IWTF project site. However, archaeological subsurface testing units were consistently terminated at 150 centimeters (5 feet) or shallower due to lack of artifacts or midden deposits and/or impassable rocks in the units, and project-related excavation could reach between 12 and 15 feet below existing surface for pipeline installation. As such, the absence of archaeological resources in the subsurface testing units is not necessarily indicative of the absence of archaeological resources in deeper sediments of the project site.

As described above, the IWTF site has been previously disturbed as a result of the various phases of construction (e.g., 1958 through 1969 and in 1972) and prehistoric archaeological resource P-27-000580 (recorded within the IWTF project site) does not appear eligible for listing in the California Register because it does not meet any of the four criteria for listing, nor does it otherwise constitute a "historical resource" for the purposes of CEQA. Nevertheless, the recordation of P-27-000580 within the IWTF project site (as well as the recordation of historic-period archaeological resources P-27-003057 and P-27-003058 within 0.25-mile of the IWTF project site) suggests that additional, previously unidentified subsurface archaeological cultural resources could be identified during project-related ground disturbing activities. The Airport LS site contains subsurface geological sediments that partially date to a time period that includes human occupation of the region, but no previously recorded archaeological resources are within the Airport LS site or a 0.25-mile radius of the Airport LS site.

To avoid or minimize impacts to previously unidentified archaeological resources that may be determined significant per CEQA, archaeological monitoring of all ground-disturbing project activities associated with the IWTF project site would be required, as specified in Mitigation Measure CUL-1. In addition, in the event that cultural materials are encountered during grading/construction at either the IWTF site or the Airport LS site, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find, as specified in Mitigation Measure CUL-1. With implementation of Mitigation Measure CUL-1, potential impacts to significant archaeological resources would be less than significant.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries? ***(Less Than Significant Impact)***

As discussed above, subsurface archaeological testing was negative for the presence of prehistoric and historic-period archaeological resources within the IWTF project site, including human remains. If human remains are encountered at any time during project implementation, State Health and Safety Code Section 7050.5 and *State CEQA Guidelines* Section 15064.5(e)(1) state that no further disturbance shall take place in the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to Public Resources Code (PRC) Section 5097.98. The County Coroner must be notified of the find immediately and shall make a determination within two working days of being notified. If the remains are determined to be Native American, the County Coroner shall notify the NAHC by phone within 24 hours, and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site. The MLD's recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98 regarding the treatment of human remains would ensure that potential impacts to human remains would be less than significant.

3.5.2 Mitigation

CUL-1 Archaeological Monitoring and Treatment of Unanticipated Discoveries. An archaeologist (either an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archeology or an archaeologist supervised by such an archaeologist) shall monitor all ground-disturbing activities associated with project implementation at the Industrial Wastewater Treatment Facility (IWTF) site. In the event that archaeological resources are identified during project activities at either the IWTF site or Airport Lift Station site, work shall be halted immediately within 50 feet of the find until a qualified professional archaeologist can assess the nature and significance of the find and determine if any additional study or treatment of the find is warranted. The archaeologist shall then develop proper mitigation measures required for the discovery per California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)). Additional studies could include, but would not be limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation Series 523 forms, or subsurface testing. Archaeological monitoring shall be conducted until grading and excavation are complete or until the monitoring archaeologist determines, based on field observations and in consultation with the qualified archaeologist, that there is little likelihood of encountering archaeological cultural resources. Archaeological monitoring may be reduced from full-time to part-time or spot-checking if determined appropriate by the qualified archaeologist based on monitoring results. Upon completion of monitoring

activities, the archaeologist shall prepare a report to document the methods and results of monitoring activities. The final version of this report shall be submitted to the Northwest Information Center (NWIC) of the California Historical Resources Information System.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Discussion

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ***(Less Than Significant Impact)***

The following section describes the proposed project's construction and operation related to energy consumption.

Construction-Period Energy Use. The proposed project would require demolition, grading, site preparation, building, paving, and architectural coating activities during construction. Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the proposed park improvements. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction contracts would be required to comply with applicable California Air Resources Board (CARB) regulations restricting the idling of heavy-duty diesel vehicles and fuel efficiency. Compliance with State regulations would reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project sites during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant.

Operational Energy Use. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. The proposed project would not require natural gas; therefore, operational energy use associated with the proposed project would be related to electricity consumption and fuel used for vehicle trips.

As discussed above, the proposed project would implement improvements to the IWTF and Airport LS, which would include structural, mechanical, and electrical modifications within the existing facilities. Upon completion of construction activities, operation of the proposed project may require one additional employee. Based on Section 3.17, Transportation, no additional trips are anticipated

due to implementation of the proposed project; as such, the proposed project is not expected to generate a substantial increase in fuel used for vehicle trips.

In addition, although implementation of the proposed project would improve operational efficiency, new facilities would be installed that would require additional electrical power for IWTF and Airport LS operation. The proposed project is expected to consume an additional approximately 3,066,454 kWh per year. Although operation of the proposed project would result in an increase in the consumption of electricity, the purpose of the proposed project is to implement improvements, that use energy more efficiently to accomplish project operations. Therefore, although the proposed project would require additional electrical power, the proposed project would improve its collection, treatment, and disposal activities by improving operational and energy efficiencies and therefore, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

*b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **(Less Than Significant Impact)***

In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The most recently adopted CEC energy report is the 2022 Integrated Energy Policy Report Update.[10] The 2022 Integrated Energy Policy Report Update provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2022 Integrated Energy Policy Report covers a broad range of topics, including implementation of the Clean Energy and Pollution Reduction Act (SB 350), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency barriers faced by disadvantaged communities, energy demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage during construction would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Once operational, although the proposed project would require additional electrical power, the proposed project would improve operational efficiency and would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Because the project would improve energy efficiency and would not result in an impact on regional energy supplies, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2022 Integrated Energy Policy Report, and impacts would be less than significant.

[10] California Energy Commission. 2022. 2022 Integrated Energy Policy Report Update. Website: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2022-integrated-energy-policy-report-update (accessed September 2022).

3.6.2 Mitigation

No mitigation is required.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Discussion

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ***(No Impact)***

Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of surface rupture generally can be assumed to be along an active or potentially active major fault trace.

The State of California enacted the Alquist-Priolo Fault Zoning Act in 1972, requiring the State Geologist to delineate Earthquake Fault Zones along known active faults that have high potential for

fault rupture. The project sites are not located within a designated Earthquake Fault Zone.[11] Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.

ii. Strong seismic ground shaking? ***(Less Than Significant with Mitigation Incorporated)***

The project sites are located in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point. The Modified Mercalli Intensity scale is the most commonly used scale to measure the subjective effects of earthquake intensity. It uses values ranging from I to XII.[12] The closest fault to the project sites is the San Andreas Fault, located approximately 17 miles to the northeast of the project sites. Other active faults that could potentially affect the project area include the Palo Colorado-San Gregorio Fault Zone and the Monterey Fault Zone, which lie to the west and northwest, respectively.[13]

No habitable structures would be constructed as part of the project. Although seismic ground shaking may occur in the project area, proposed improvements would be designed and constructed consistent with the most current version of the California Building Code (CBC), which includes specifications and design criteria to minimize damage from anticipated ground shaking. It is acknowledged that seismic hazards cannot be completely eliminated, even with site-specific geotechnical investigation/design and advanced building practices. However, the seismic design standards of the CBC have been developed to mitigate seismic hazards and to prevent catastrophic building failure in the most severe earthquakes currently anticipated. Compliance with the CBC, and other regulatory provisions, as required in Mitigation Measures GEO-1 and GEO-2, would reduce potential impacts associated with ground shaking to a less-than-significant level. Therefore, the project would result in a less-than-significant impact related to increasing the exposure of people or structures to ground shaking compared to existing conditions.

iii. Seismic-related ground failure, including liquefaction? ***(Less Than Significant with Mitigation Incorporated)***

Liquefaction is the transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake shaking or other rapid loading. Soils most susceptible to liquefaction are

11 California Geological Survey (CGS). 2018. California Earthquake Hazards Zone Application. Website: maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed August 12, 2022).

12 United States Geological Survey. 2018. The Modified Mercalli Intensity Scale. Available: www.usgs.gov/natural-hazards/earthquake-hazards/science/modified-mercalli-intensity-scale?qt-science_center_objects=0#qt-science_center_objects, (accessed November 20, 2020).

13 County of Monterey. 2010b. *Monterey County General Plan: Safety Element.*

loose to medium dense, saturated sands, silty sands, sandy silts, non-plastic silts and gravels with poor drainage, or those capped by or containing seams of impermeable sediment.

The California Geological Survey (CGS) has mapped Seismic Hazard Zones that delineate areas susceptible to liquefaction and/or landslides that require proposed new developments in these areas to conduct additional investigation to determine the extent and magnitude of potential ground failure. According to mapping by CGS,[14] both the IWTF and Airport Lift Station sites are located in an area that has not been evaluated for liquefaction or landslides. According to the *Preliminary Geotechnical Memorandum* prepared for the adjacent Davis Road Bridge Replacement and Road Widening Project,[15] soil liquefaction potential is relatively high for the loose sands located within the Salinas River Channel, just south of the IWTF project site. Mapping available from the Monterey County Geologic Hazards Map[16] indicates that the IWTF and Airport Lift Station project sites are located in an area of low and high liquefaction susceptibility.

As specified in Mitigation Measure GEO-1, prior to finalizing the design of project improvements, a qualified geotechnical engineer shall conduct a detailed geotechnical investigation to confirm subsurface site conditions. The site-specific findings and recommendations of the geotechnical investigation shall be incorporated into the final design of the project improvements and submitted to the City for review and approval prior to the start of project construction. With implementation of Mitigation Measures GEO-1 and GEO-2, the impact of seismic-related ground failure, including liquefaction, associated with construction and operation of the proposed project, would be less than significant.

iv. Landslides? ***(No Impact)***

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes in areas with significant ground slopes. Both of the project sites are relatively flat. No substantial natural slopes exist at either project site. According to Geographic Information Systems (GIS) data available from the County, there is low susceptibility for landslides throughout the project area.[17] The potential for seismically induced landslides to occur at the project sites would be the same as in the existing condition. There is no potential for the proposed project to expose people or structures to impacts related to landslides.

b. Would the project result in substantial soil erosion or the loss of topsoil? ***(Less Than Significant Impact)***

The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. Initial

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14 California Geological Survey (CGS). 2018. California Earthquake Hazards Zone Application. Website: maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed August 12, 2022).

15 PARIKH Consultants, Inc. 2013. *Preliminary Geotechnical Memorandum.*

16 County of Monterey. 2022. Monterey County Geologic Hazards Map. Website: https://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=80aadc38518a45889751e97546ca5c53 (accessed August 12, 2022).

17 Ibid.

construction activities, such as grading, and excavation, have the potential to result in erosion, runoff, and sedimentation. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as identified in Section 3.10, Hydrology and Water Quality. Under the Construction General Permit, a Stormwater Pollution and Prevention Plan (SWPPP) must be prepared prior to any ground-disturbing activities. The SWPPP would provide the details of the erosion control measures to be applied on the project sites during the construction period, including best management practices (BMPs) for erosion control that are recognized by the Regional Water Quality Control Board (RWQCB). In addition, the proposed project would be required to comply with the City of Salinas Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments, as specified in Chapter 29, Stormwater Management and Discharge Control of the City of Salinas Municipal Code. A grading permit will also be required, subject to review and approval by the City Engineer to ensure that impacts to topography and soil are reduced to a level of insignificance. Compliance with State and local regulations regarding stormwater during construction, including preparation and implementation of a SWPPP would ensure that the proposed project would result in less-than-significant impacts related to erosion during construction.

Implementation of the proposed project would result in a nominal increase in impervious surface area, which would not substantially increase volume of runoff during a storm that would increase the potential for soil erosion on site. Therefore, implementation of the project would result in a less-than-significant impact related to soil erosion and the loss of topsoil.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ***(Less Than Significant Impact)***

As indicated in Section 3.7.a.iv above, the project sites are relatively flat and, according to the Monterey County Geologic Hazards Map, are not located in an area identified as susceptible to landslides. There is no potential for seismically induced landslides to occur on the project sites. No mitigation is required.

Liquefaction-induced lateral spreading is defined as finite, lateral displacement of gently sloping or flat-laying ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit toward a free face such as an excavation, channel, or open body of water. Lateral spreading is generally caused by liquefaction of soils with gentle slopes. Although there is a potential for liquefaction at both the IWTF and Airport Lift Station sites, the topography is flat and therefore, there is low potential for lateral spreading. Furthermore, proposed improvements would be designed and constructed in accordance with standard engineering practices and the CBC, which includes specifications for site preparation. Therefore, potential impacts associated with liquefaction-induced lateral spreading would be less than significant.

Collapsible soils are defined as any unsaturated soil that goes through a radical rearrangement of particles and greatly decrease in volume upon wetting, additional loading, or both. Soils subject to collapse do not occur at the project sites. Furthermore, according to the United States Geological

Survey (USGS) Areas of Land Subsidence in California,[18] the project sites are not in an area of recorded subsidence.

Therefore, the proposed project would not be located on a geologic unit or soils that would become unstable, or expose people or structures to landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant. No mitigation is required.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ***(Less Than Significant with Mitigation Incorporated)***

Expansion and contraction of volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly. Expansive soils are common throughout California and can cause damage to foundations and slabs unless properly treated during construction. According to the Natural Resources Conservation Service Web Soil Survey,[19] the IWTF site contains three soil types: Mf (Metz fine sandy loam), MnA (Mocho silt loam, 0 to 2 percent slopes), and SbA (Salinas clay loam 0 to 2 percent slopes). [20] These soils are primarily silts and loams and are not considered expansive. The Airport LS site is entirely paved but underlain by the following soil type: AeC (Antioch very fine sandy loam, 2 to 9 percent slopes)[21], which is not considered an expansive soil.[22]

The proposed project would be designed and constructed using standard construction methods and in compliance with the CBC, as required per Mitigation Measures GEO-1 and GEO-2. Adherence to the CBC requirements would ensure that geotechnical design of the proposed project would reduce potential impacts related to expansive soils. Therefore, expansive soils would not pose a risk to life or property, and this impact would be less than significant with mitigation incorporated.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? ***(No Impact)***

Septic tanks and alternative wastewater disposal systems would not be installed at either of the project sites. Therefore, implementation of the proposed project would not result in impacts to soils associated with the use of such wastewater treatment systems. No impact would occur.

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18 United States Geological Survey (USGS). n.d. Areas of Land Subsidence in California. Website: https://ca.water.usgs. gov/land_subsidence/california-subsidence-areas.html (accessed August 12, 2022)

19 United States Department of Agriculture Soil Conservation Service. 2019. Web Soil Survey. Website: websoilsurvey.sc.egov.usda.gov/App/HomePage.htm (accessed August 12, 2022).

20 United States Department of Agriculture Soil Conservation Service. 1978. Soil Survey of Monterey County. Website: https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/CA053/0/monterey.pdf (accessed August 12, 2022).

21 United States Department of Agriculture Soil Conservation Service. 2019, op. cit.

22 United States Department of Agriculture Soil Conservation Service. 1978, op. cit.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Less-Than-Significant Impact)***

The IWTF project site is located primarily on Holocene sediment from the Salinas River, which includes geologic units such as surficial sediments (Qg and Qa) from the Holocene age. Holocene surficial sediment (Qg) consists of stream channel gravel and sand. Holocene surficial sediment (Qa) consists of alluvial gravel, sand, and silt/clay of valley areas and floodplains. Holocene-age deposits are too recent for paleontological resources to be encountered. Any plant or animal remains that may be present would not have had sufficient time to fossilize and would also be contemporaneous with modern species; therefore, they are not considered scientifically significant. In addition, the majority of the construction activities associated with implementation of the proposed project would involve minor ground disturbance that would not extend to a depth where fossils occur. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature. This impact would be less than significant.

3.7.2 Mitigation

GEO-1 **Geotechnical Review.** Prior to issuance of a grading permit, excavation, and construction of any proposed improvements, a design-level geotechnical report shall be prepared by a licensed professional and submitted to the City of Salinas for review and approval. The geotechnical review shall specifically address potential adverse geological conditions at the site, including, but not limited to, liquefaction and seismic shaking and verify that the project plans incorporate the current California Building Code requirements and other applicable design standards. All design measures, recommendations, design criteria, and specifications set forth in the design-level geotechnical review shall be implemented as a condition of project approval.

GEO-2 **California Building Code Compliance.** Prior to issuance of a building permit, all construction shall meet the seismic building standards required in the most recent adopted edition of the California Building Standards Code.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Discussion

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs);
- Sulfur hexafluoride (SF_6); and
- Nitrogen trifluoride (NF_3).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, SF_6, and NF_3 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of global warming potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

For the purposes of this analysis, the stationary source threshold developed by the MBARD (10,000 metric tons [MT] of CO_2e per year) is considered to determine the significance of GHG emissions.

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***(Less-Than-Significant Impact)***

The following section describes the proposed project's construction and operational related GHG emissions and contribution to global climate change. As discussed below, the proposed project would not generate substantial GHG emissions that would have a significant effect on the environment, and this impact would be less than significant.

Construction Emissions. Construction activities, such as demolition, site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew, would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Project construction emissions were analyzed using CalEEMod. Results of the analysis indicate that construction would result in approximately 835.7 MT of CO_2e over the construction period. The MBARD does not provide guidance for analyzing GHG emissions during construction; therefore, this analysis amortizes the construction emissions over 30 years (the expected lifespan of the project) and adds the amortized construction emissions to the operational emissions. Based on the 30-year lifespan of the proposed project, the proposed project would result in GHG emissions of approximately 27.9 MT CO_2e per year.

Operational Emissions. Long-term air emission impacts are typically associated with mobile, area, waste, and water sources and indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions include project-generated vehicle trips to and from a project. Area-source emissions are typically associated with activities such as landscaping and maintenance on a project site. Energy source emissions are generated at off-site utility providers as a result of increased electricity demand generated by a project. Waste source emissions generated by projects include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions are typically generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

As discussed above, the proposed project would implement improvements that would include structural, mechanical, and electrical modifications within the existing facilities. Upon completion of construction activities, operation of the proposed project may require one additional employee. In addition, although implementation of the proposed project would improve operational efficiency, new facilities would be installed that would require additional electrical power for IWTF and Airport LS operation.

Emission estimates for operation of the project were calculated using CalEEMod. Based on Section 3.17, Transportation, no vehicle trips are anticipated from implementation of the proposed project, which was included in CalEEMod. In addition, the proposed project is expected to consume an additional approximately 3,066,454 kWh per year, which was included in CalEEMod. The proposed project would also include the addition of three fixed standby emergency generators capable of generating a total of 1.5 MW, which was included in CalEEMod. Model results are shown in Table 3.C. CalEEMod output sheets are included in Appendix C.

Table 3.C: Operational Greenhouse Gas Emissions

Emissions Category	Operational Emissions (Metric Tons per Year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Area Source	<0.1	0.0	0.0	<0.1	<1
Energy Source	286.5	<0.1	<.1	289.3	89
Mobile Source	0.0	0.0	0.0	0.0	0
Stationary Source	36.7	<0.1	0.0	36.9	11
Waste Source	0.0	0.0	0.0	0.0	0
Water Source	0.0	0.0	0.0	0.0	0
Total Operational				**326.2**	**100**
Amortized Construction Emissions				27.9	-
Total Project Emissions				**354.1**	-
MBARD Threshold				**10,000**	-
Exceed?				**No**	-

Source: LSA (September 2022).
CO_2 = carbon dioxide
CH_4 = methane
CO_2e = equivalent carbon dioxide
MBARD = Monterey Bay Air Resources District
N_2O = nitrous oxide

As shown in Table 3.C, the proposed project would generate approximately 354.1 MT of CO_2e per year, which is well below the MBARD's stationary source threshold of 10,000 MT of CO_2e per year. As such, the proposed project would not generate GHG emissions that would have a significant impact on the environment. This impact would be less than significant.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***(Less Than Significant Impact)***

The County of Monterey adopted the Municipal Action Plan in 2013 and expects to achieve the 2020 goals for emissions reductions. Currently, the County of Monterey is embarking on an effort to develop its Community Climate Action Plan and Adaptation Plan for 2030 to reduce GHG emissions in line with the targets set by the State of California. The City of Salinas is also developing its General Plan Update, Vision Salinas 2040, which would include Salinas' first Environmental Justice Element and Climate Action Plan. In absence of any other local plans to reduce GHG emissions, the proposed project was evaluated against goals under AB 32, SB 32, and Executive Order S-3-05. As discussed in Section 3.8.a, the project's short-term construction and long-term operational GHG emissions would be minimal and would not exceed the established threshold. In addition, the purpose of the proposed project is to provide reliability and redundancy to treat planned industrial wastewater and

convey to end uses, improve automation and control of the facilities, and add energy and operational efficiency features to the IWTF and Airport LS. The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the GHG emissions. This impact would be less than significant.

3.8.2 Mitigation

No mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Discussion

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***(Less Than Significant Impact)***

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation[23] "hazardous materials" regulations and the Environmental Protection Agency (EPA)[24] "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

[23] United States Department of Transportation. 2017. Hazardous Materials Regulations. Website: www.phmsa.dot.gov/standards-rulemaking/hazmat/hazardous-materials-regulations (accessed December 13, 2020).

[24] United States Environmental Protection Agency (EPA). 2020. Hazardous Waste. Website: www.epa.gov/hw (accessed December 13, 2020).

Exposure to hazardous materials during the construction of the project could result from the improper handling or use of hazardous substances or an inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type, amount, and characteristic of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individual or environment affected.

Project construction would likely require the use of limited quantities of hazardous materials, such as fuels, oils, lubricants, and solvents. The small quantities of hazardous materials that would be transported, used, or disposed of would be well below reportable quantities. The improper use, storage handling, transport, or disposal of hazardous materials during construction could result in accidental release exposing construction workers, the public, and the environment, including soil and/or ground or surface water to adverse effects. Construction activities would be conducted with standard construction practices and in accordance with all applicable California Division of Occupational Safety and Health and other safety regulations to minimize the risk to the public. Compliance with federal, State, and local hazardous materials laws and regulations would minimize the risk to the public presented by these potential hazards during construction of the project. Transportation of any hazardous materials generated by excavation is regulated by the federal Department of Transportation and the California Department of Transportation (Caltrans). As such, transportation of hazardous materials off site must be handled by licensed hazardous waste haulers.

The IWTF currently treats industrial wastewater discharges from the City of Salinas, using a biological treatment system including aeration, percolation ponds, and drying beds. Operation and maintenance of IWTF improvements would also involve the transport, use, storage, and disposal of small quantities of common water treatment chemicals (e.g., cleaners, fuels, lubricants, hydraulic fluids) consistent with existing operations. The IWTF discharges treated water back to the Salinas River groundwater sub-basin under General WDR Order No. R3-2004-0066. The WDR requires groundwater monitoring for water quality parameters, including total dissolved solids, nitrate, pH, sodium, chloride, and sulfate. Sampling does not include organic or inorganic hazardous materials-related contaminants, such as volatile organic compounds. The City demonstrates WDR compliance through a Monitoring and Reporting Program. Project improvements at the Airport LS include improving or replacing an existing pump. Operation and maintenance activities would be consistent with existing operations and would not involve a change in the existing use or transport of hazardous materials.

Construction and operation of the proposed project would be required to comply with the Uniform Fire Code and local building codes for the storage of hazardous materials and construction of structures containing hazardous materials. Furthermore, construction and operation of the proposed project would comply with existing safety regulations and widely-accepted industry standards, which would minimize potential hazards to the public and the environment from the use or transport of hazardous materials. Therefore, potential impacts associated with the transport, use, storage, handling, and disposal of hazardous materials during operation of the project would be less than significant.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***(Less Than Significant Impact)***

Hazardous materials most likely to be used during construction include typical construction materials such as gasoline, diesel, motor oil, lubricants, solvents, and adhesives. Such materials would be kept at construction staging areas, and would be secured when not in use. In the unlikely event of a spill, fuels would be controlled and disposed of in accordance with applicable regulations. Drips and small spills would be the most likely potential hazardous materials releases to occur; however, any release that occurs in close proximity to a stream or drainage channel could have a significant impact on the environment, if not properly controlled. The City would be required to prepare and implement a SWPPP for the proposed project in accordance with the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES General Construction Permit)(Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002), which would reduce the potential for hazardous materials releases to impact adjacent aquatic resources (i.e., the Salinas River and irrigation channel), and would reduce the potential for spills to impact sensitive habitat or human health, to a less-than-significant level. Therefore, construction of the proposed project would not create a significant hazard to the public or environment. This impact would be less than significant.

As described in Section 3.9.a above, operation of the proposed project would involve the use of hazardous materials, which is consistent with existing operations. Use of these materials would be conducted in compliance with federal, State, and local requirements. Therefore, no hazards or hazardous materials impacts related to long-term operation of the project are anticipated.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***(No Impact)***

The proposed project is not located within 0.25 mile of an existing or proposed school, and there are no schools within the project area. Therefore, implementation of the proposed project would not result in any impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No mitigation is required.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ***(No Impact)***

Neither project site is included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and therefore would not create a hazard to the public or environment. According to the SWRCB Geotracker website,[25] several Cortese List sites or other

[25] State Water Resources Control Board (SWRCB). 2022. Geotracker Website Application. Website: geotracker. waterboards.ca.gov (accessed August 16, 2022).

hazardous material release sites are located within 2 miles of the IWTF site but are at such a distance or have a limited extent of contamination such that they do not impact the environmental condition of the IWTF project site.

Four hazardous materials sites are located within 1,000 feet of the Airport LS site. All four of these leaking underground storage tank sites have been designated as "Completed—Case Closed."[26] No significant hazard to the public or environment would be associated with any of these listed sites, which are all closed. A closed site indicates that regulatory requirements for response actions, such as site assessment and remediation, have either been completed or were not necessary and therefore potential migration of residual contaminants in groundwater beneath the project sites (if any) would not likely pose a risk to human health and the environment.

Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment as a result of being on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. No mitigation is required.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ***(No Impact)***

The proposed project involves improvements to an existing industrial wastewater facility and does not include a housing component. The IWTF project site is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. The closest airports to the IWTF site are the Salinas Municipal Airport, located approximately 7 miles to the northeast, and the Marina Municipal Airport, located approximately 3.6 miles to the west of the IWTF site. The Airport Lift Station site is just south of the Salinas Municipal Airport; however, proposed improvements at the Airport Lift Station would include replacement or rehabilitation of an existing lift station, which is underground and would not create a safety hazard or result in excessive noise. Therefore, the proposed project would not result in a safety hazard or excessive noise for people working at the project sites. No impact would occur.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***(Less Than Significant Impact)***

The Monterey County Multi-Jurisdictional Hazard Mitigation Plan,[27] which is currently being updated, is applicable at both the IWTF and Airport Lift Station sites. The plan covers unincorporated Monterey County, all 12 incorporated municipalities (including the City of Salinas) and 5 special districts. It describes the actions that will be taken by the Monterey County Office of Emergency Services during natural, technical, and human-caused emergencies. The plan addresses both response and recovery efforts and discusses the procedures that the Office of Emergency Services and its partners use during an emergency. Construction of the IWTF improvements would occur within the boundaries of the existing IWTF site. Construction of Airport Lift Station

[26] State Water Resources Control Board (SWRCB). 2022. Geotracker Website Application. Website: geotracker. waterboards.ca.gov (accessed August 16, 2022).

[27] County of Monterey. 2015. *Monterey County Multi-Jurisdictional Hazard Mitigation Plan*. June.

improvements would occur partially within public right-of-way, which may require portions of public rights-of-way to be closed during construction. However, emergency access would still be maintained. Because the proposed project would not alter or block adjacent roadways at either project site, implementation of the proposed project would not be expected to impair the function of nearby emergency evacuation routes. Therefore, the proposed project would have a less-than-significant impact on implementation of an adopted emergency response plan or emergency evacuation plan.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ***(Less Than Significant Impact)***

According to the California Department of Fire and Forestry Protection (CAL FIRE), the project sites are not located in a Very High Fire Hazard Severity Zone.[28] Therefore, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland, and this impact would be less than significant.

3.9.2 Mitigation

No mitigation is required.

[28] CAL FIRE. 2007. Fire Hazard Severity Zone Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed August 12, 2022).

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Discussion

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ***(Less Than Significant Impact)***

The IWTF project site is located in the northern half of the Central Coast Region and within the Salinas River Watershed. The Salinas River Watershed covers approximately 4,600 square miles and is the Central Coast Region's third-largest watershed. There are two subwatersheds that make up the Salinas River Watershed: the Upper Salinas River and the Lower Salinas River. Both the IWTF and Airport Lift Station sites are located in the Lower Salinas River Subwatershed, which encompasses the area from north of Bradley to Monterey Bay and is entirely within Monterey County. The Lower Salinas River Subwatershed is part of the larger Salinas Hydrologic Unit (HU). The Salinas HU is divided into Hydrologic Areas (HAs). The project area lies within the Salinas HU and the Lower Salinas Valley HA. The Salinas River HU includes the Monterey Peninsula and southern coastal area of Monterey Bay, the City of Salinas, agricultural and small urban centers of the Salinas Valley, and recreation developments in the upper watersheds.

The Salinas River runs along the southern boundary of the IWTF and is the primary receiving water in the project area. The Salinas River system drains two major tributaries controlled by dams (i.e., Nacimiento River and San Antonio River).

Construction. Pollutants of concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via storm water runoff into receiving waters.

Because the project would disturb greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's NPDES General Permit for Storm Water Discharge Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002) (Construction General Permit). Under the Construction General Permit, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. In addition, the proposed project would be required to comply with the City of Salinas Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments, as specified in Chapter 29, Stormwater Management and Discharge Control of the City of Salinas Municipal Code. Compliance with the requirements of the Construction General Permit and local regulations would ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

The Airport Lift Station site is currently paved. Construction of proposed improvements at the Airport Lift Station would not require extensive ground-disturbing activities; therefore, the Airport Lift Station improvements would not violate water quality standards or waste discharge requirements.

Operation. Development of the proposed project would not result in a significant increase in the amount of impervious surface area within the IWTF or Airport Lift Station project sites. Once constructed, proposed improvements would operate under the existing WDR. Adherence to the WDR would ensure that long-term operation of the project would not violate any water quality standards or waste discharge requirements; therefore, the proposed project would not violate any water quality standards or waste discharge requirements and impacts would be less than significant.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ***(Less-Than-Significant Impact)***

The proposed project is located within the Central Coast Hydrologic Region as defined by the California Department of Water Resources and the Central Coast RWQCB. The project sites are located within the 180/400-Foot Aquifer Subbasin within the larger Salinas Valley Groundwater Basin. The Salinas Valley Groundwater Basin is identified as having the following beneficial uses in the Water Quality Control Plan for the Central Coastal Basin (Basin Plan): municipal and domestic supply, agricultural supply, and industrial service supply.[29]

The 180/400-Foot Aquifer Subbasin contains two main water-bearing units that are the basis for the subbasin's name—the 180-Foot Aquifer and the 400-Foot Aquifer—which are named for the average depth at which they occur. The thickness of the 180-Foot Aquifer varies from 50 to 150 feet, with an average of 100 feet. The 180-Foot Aquifer consists of a complex zone of interconnected sands, gravels, and clay lenses. The 180-Foot Aquifer is separated from the 400-Foot Aquifer by a zone of discontinuous aquifers and aquitards. The 400-Foot Aquifer has an average thickness of 200 feet and consists of sands, gravels, and clay lenses.

Construction. Temporary excavations for the IWTF improvements may extend to depths of 14 feet below ground surface. If groundwater is encountered during construction activities, groundwater dewatering may be required. If groundwater dewatering is required, water would be returned to one of the existing ponds on site and would not be discharged into any surface waters. Surface water discharges, if needed, would be conducted in accordance with the requirements of the SWRCB Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (Water Quality Order No. 2003-0003-DWQ). This order requires testing and treatment, as necessary, of groundwater extracted during construction prior to its release into surface waters to ensure that effluent limitations for constituents are not exceeded. As a result, groundwater dewatering during project construction would not introduce pollutants to receiving waters or violate water quality standards or waste discharge requirements.

Operation. Project operation would not require groundwater extraction. However, implementation of the proposed project would result in a small increase in impervious surface area at the IWTF site. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, because of the nominal change in impervious surface area, this decrease in infiltration would be minimal and would not interfere with groundwater recharge. Because the Airport LS site is currently paved, implementation of proposed improvements would not increase in impervious surface area at the Airport LS site. Therefore, operation of the project would result in a less-than-significant impact associated with depleting groundwater supplies or substantially interfering with groundwater recharge.

[29] State Water Resources Control Board. 2019. Water Quality Control Plan for the Central Coastal Basin. March. Website: https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/ (accessed August 17, 2022).

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site; ***(Less Than Significant Impact)***

During construction activities, soil would be exposed and disturbed, and drainage patterns would be temporarily altered during grading and other construction activities, resulting in an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed in Section 3.10.a above, the Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Therefore, adherence to the requirements of the Construction General Permit would ensure that construction of the project would result in a less-than-significant impact associated with on- or off-site erosion or siltation.

Implementation of proposed improvements would not result in a significant increase in impervious surface area or an associated increase in the volume and rate of runoff during a storm. After installation of improvements, soils would be compacted and recovered to be consistent with current topography. Therefore, no significant change to the existing drainage pattern would occur resulting in on-site or off-site effects from erosion and siltation, and impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; ***(Less Than Significant Impact)***

Construction activities would temporarily alter on-site drainage patterns and compact soil, which can increase the volume and velocity of stormwater runoff. However, construction activities would be temporary, and the increase in runoff would not be substantial. As discussed in Section 3.10.a above, the Construction General Permit requires the preparation of a SWPPP to identify construction BMPs to be implemented as part of the project to reduce impacts to water quality during construction, including those impacts associated with flooding. Therefore, adherence to the Construction General Permit would ensure that construction activities would not increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, and impacts would be less than significant.

Implementation of proposed improvements would not result in a significant increase in impervious surface area or an associated increase in the volume and rate of runoff during a storm. No significant change to the existing drainage pattern would occur resulting in on-site or off-site flooding, and impacts would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or ***(Less Than Significant Impact)***

Implementation of proposed improvements would not result in a significant increase in impervious surface area or an associated increase in the volume and rate of runoff during a storm. Therefore,

the proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems, and impacts would be less than significant.

iv. Impede or redirect flood flows? ***(Less Than Significant Impact)***

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06053C0215G (April 2, 2009), most of the IWTF site is located within a 100-year flood hazard zone (i.e., an area in which there is a 1 percent chance per year of a 100-year storm event) and within the regulatory floodway and floodplain of the Salinas River. [30] The existing aeration lagoon is located in the 500-year flood zone. The base flood elevations within the project area range from approximately 38 to 43 feet. The Airport LS site is not located within a designated special flood hazard area.[31]

Proposed improvements at the IWTF and Airport LS site would rehabilitate and/or replace existing infrastructure and construct limited new facilities within the existing boundaries of the IWTF and Airport LS site or within the adjacent public right-of-way. Proposed facilities would be similar to and consistent with existing facilities and would not impede or redirect flood flows. This impact would be less than significant.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ***(Less Than Significant Impact)***

As described above, the majority of the IWTF site is located within a 100-year flood hazard zone as mapped by FEMA. Proposed improvements at the IWTF would rehabilitate and/or replace existing infrastructure and construct limited new facilities within the existing IWTF project site to enhance the efficiency and reliability of the existing system. The project site is currently subject to inundation, and implementation of the proposed project involves improving the efficiency and reliability of the existing system and would not alter or exacerbate the potential for release of pollutants due to inundation related to a 100-year flood.

Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. The water retention facilities closest to the proposed project are the San Antonio Dam, Lake San Antonio, the Nacimiento Dam, and Lake Nacimiento, which are located over 60 miles south of the project area. Due to the distance of the proposed project from the nearest water retention facilities, the proposed project is not at risk of inundation from seiche waves, and there would not be an impact associated with the potential for release of pollutants due to inundation.

Tsunamis are generated wave trains generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. The project sites are not located in a tsunami inundation area as identified by the California

[30] Federal Emergency Management Agency (FEMA). n.d. FEMA Flood Map Service Center. Website: msc.fema.gov/portal/home (accessed August 16, 2022).

[31] Ibid.

Department of Conservation (DOC) Tsunami Inundation Maps.[32] Due to the distance of the proposed project from the ocean (approximately 6 miles) and its location outside any tsunami inundation areas, the proposed project is not at risk associated with possible inundation from a tsunami and there would not be an impact associated with the potential for release of pollutants due to inundation.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ***(Less Than Significant Impact)***

As discussed in Section 3.10.a. above, the proposed project would be subject to the requirements of the Construction General Permit during construction activities and the existing WDR during project operations. Adherence to the Construction General Permit and WDR would ensure that construction and long-term operation of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, the proposed project would not conflict with the Basin Plan.

The California Sustainable Groundwater Management Act (SGMA), which took effect on January 1, 2015, established a framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies (e.g., water districts and irrigation districts) and newly formed Groundwater Sustainability Agencies (GSAs) to ensure that a groundwater basin is operated within its sustainable yield (no long-term overdraft) through the development and implementation of Groundwater Sustainability Plans (GSPs). The project sites are located within the 180/400- Foot Aquifer Subbasin for which the Monterey County Groundwater Sustainability Agency (Monterey County GSA) has adopted a GSP.

As described above, groundwater dewatering may be required for the installation of the proposed improvements. Groundwater dewatering, if needed, would be temporary in nature and would cease following completion of construction. It is not anticipated that the volume of groundwater extracted during dewatering activities would be substantial in comparison to the overall volume of the groundwater basin. Additionally, the soils within the Salinas River have infiltration rates ranging from moderate to high, which would allow dewatered groundwater that is discharged back into the Salinas River to infiltrate and offset any localized groundwater depletion.

The proposed project would rehabilitate and/or replace existing infrastructure and construct limited new facilities within the existing boundaries of the IWTF. The proposed project would not require additional water supply during project operations. Furthermore, proposed improvements would result in a minimal increase in impervious surface area and would not interfere with groundwater recharge. Therefore, construction and operational activities associated with the proposed project would not conflict with or obstruct implementation of the sustainable groundwater management plan. No mitigation is required.

[32] California Department of Conservation (DOC). 2019. Inundation Maps, Monterey County. Website: https://www.conservation.ca.gov/cgs/tsunami/maps/monterey (accessed August 17, 2022).

3.10.2 Mitigation

No mitigation is required.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Discussion

a. Would the project physically divide an established community? ***(No Impact)***

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. Implementation of the proposed project would construct and replace facilities within the boundaries of the existing IWTF and underground/within public right-of-way at the existing Airport LS site. Therefore, implementation of the proposed project would not physically divide an established community. No impact would occur.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ***(Less Than Significant Impact)***

The IWTF site is within the boundaries of the Greater Salinas Area Plan, which is part of the Monterey County General Plan. The Monterey County General Plan was adopted in 2010. The IWTF project site is currently designated as Public/Quasi-Public in the Greater Salinas Area Land Use Plan. The Public Quasi-Public (PQP) land use designation accommodates publicly or privately owned uses such as schools, parks, regional parks, public works facilities, and hospitals that serve the public at large. The General Plan limits building coverage for this land use designation to 25 percent.

The IWTF site is zoned F/40 (Farmlands) and PQP (Public/Quasi-Public). Monterey County Zoning Ordinance Title 21 allows for "public utility uses" as an Allowable Use, subject to a Use Permit within areas that are zoned PQP (Section 21.40.050D). "Public and quasi-public uses" are also an Allowable Use, subject to a Use Permit within areas that are zoned F/40 (Section 21.30.050B). As stated above, the proposed project would be implemented within the existing IWTF site. Implementation of proposed improvements within the IWTF site would not introduce a new or conflicting land use to the F/40 or PQP zone, and the proposed project would not conflict with the Monterey County General Plan. The proposed project is consistent with all applicable land use plans, policies, or regulations adopted, and no conflict/impacts would occur

The Airport LS is located within the boundaries of the City of Salinas and is designated as General Industrial in the City of Salinas General Plan. The General Industrial land use designation allows for

food processing, packing, trucking, container manufacturing, and similar uses. The Airport LS site is zoned IG (General Industrial). Allowable uses in the IG zoning district include the full range of manufacturing, industrial processing, general service, and distribution uses. Utilities are an allowed use in the IG district with a Conditional Use Permit. Consistent with the goals and policies of relevant planning documents, the project has been designed to minimize impacts to natural and cultural resources, to the extent feasible. As described in each of the resource topics within this Initial Study/Mitigated Negative Declaration, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the project would be consistent with applicable land use plans, policies, and regulations, and this impact would be less than significant.

3.11.2 Mitigation

No mitigation is required.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.12.1 Discussion

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ***(No Impact)***

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil-bearing rock, but excluding geothermal resources, natural gas and petroleum. The primary mineral commodities mined in Monterey County include sand, gravel, and petroleum. The project area is not known to contain any economically valuable mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. No impact would occur.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ***(No Impact)***

As described above, no known mineral resources are located on or in the vicinity of the project sites. Therefore, the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur.

3.12.2 Mitigation

No mitigation is required.

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Discussion

A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted noise policies and regulations of the community in which it is located. The IWTF is located south of the City of Salinas just west of Davis Road and north of the Salinas River in unincorporated Monterey County and the Airport LS is located at the south end of Airport Boulevard near Hansen Street in the City of Salinas. The lead agency is the City of Salinas; therefore, the applicable noise standards governing the project sites are the criteria in the City of Salinas General Plan Noise Element and Municipal Code.

Noise impacts can be described in three categories. The first is audible impacts that increase noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 decibels (dB) or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, is the change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant. For the purpose of this analysis, the proposed project creates a significant noise impact if the project-related noise increase at an existing sensitive receptor is greater than 3 dB and the resulting noise level is greater than the standards cited below or if the project-related increase in noise is greater than 5 A-weighted decibels (dBA), yet the resulting noise levels are within the applicable land use compatibility standards for the sensitive uses.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ***(Less Than Significant Impact)***

The following section describe the short-term construction and long-term operational noise impacts of the proposed project.

Short-Term (Construction) Noise Impacts. Project construction would result in an increase in noise in the vicinity of the project sites. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The levels and types of noise impacts that would occur during construction are described below.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As shown in Table 3.D, there would be a relatively high single-event noise exposure potential at a maximum level of 75 dBA maximum instantaneous noise level (L_{max}) at 50 feet when a pickup truck passes during construction crew commutes.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project sites. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various (sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 3.D lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Typical noise levels range up to 88 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the project sites, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Construction details (e.g., construction fleet activities) are not yet known; therefore, this analysis conservatively assumes that scrapers, bulldozers, and water trucks/pickup trucks would be operating simultaneously during construction of the proposed project. As discussed above, noise levels associated with this equipment operating simultaneously would be approximately 88 dBA L_{max} at 50 feet.

Table 3.D: Noise Emission Reference Levels and Usage Factors

Equipment Description	Acoustical Usage Factor[1]	Predicted L_{max} at 50 feet (dBA, slow)[2]	Actual Measured L_{max} at 50 feet (dBA, slow)[3]
All Other Equipment > 5 HP	50	85	N/A[4]
Auger Drill Rig	20	85	84
Backhoe	40	80	78
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Concrete Mixer Truck	40	85	79
Concrete Pump Truck	20	82	81
Crane	16	85	81
Dozer	40	85	82
Drill Rig Truck	20	84	79
Drum Mixer	50	80	80
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front-End Loader	40	80	79
Generator	50	82	81
Grader	40	85	N/A
Paver	50	85	77
Pickup Truck	40	55	75
Pneumatic Tools	50	85	85
Pumps	50	77	81
Roller	20	85	80
Tractor	40	84	N/A
Welder/Torch	40	73	74

Source: FHWA Highway Construction Noise Handbook, Table 9.1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.

[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

[2] Maximum noise levels were developed based on Specification (Spec.) 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

[3] The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.

[4] Since the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec. 721.560 would be used.

dBA = A-weighted decibels
FHWA = Federal Highway Administration
HP = horsepower
L_{max} = maximum instantaneous noise level
N/A = not applicable

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptors to the IWTF project site include residential areas located approximately 2,500 feet north of the project site. The closest sensitive receptors to the Airport LS site are approximately 2,800 feet north of the Airport LS site. Based on a reduction in noise of 6 dBA per doubling of distance, there would be a decrease of approximately 34 dBA from the active construction area to the nearest residence. Therefore, the closest off-site sensitive receptor may be subject to short-term construction noise reaching 54 dBA L_{max} when construction is occurring.

Although the proposed project has the potential to increase noise levels associated with construction activities, as noted above, the increase would not exceed the existing noise environment and therefore would not expose sensitive receptors to noise levels in excess of City standards as established in Section 37-50.180 of the City of Salinas Municipal Code. Furthermore, construction activities would be temporary in nature and would be confined to daytime hours (e.g., 7:00 a.m. to 10:00 p.m.) as outlined in the City of Salinas Municipal Code Section 5-12.03. Therefore, the impacts associated with construction noise would be less than significant.

Operational Noise Impacts. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. The proposed project would implement improvements, which would include structural, mechanical, and electrical modifications within the existing facilities and may require one additional employee. Given the nature of the changes, operational noise levels would be similar to existing ambient conditions and would not generate noise levels that would exceed the applicable standards. Therefore, the proposed project would not expose persons to noise levels in excess of local standards. Operational noise impacts would be less than significant.

*b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels? **(Less Than Significant Impact)***

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves.

A significant vibration impact would occur if the project would expose persons to or generate excessive ground-borne vibration or noise levels. Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve grading, site preparation, and construction activities including heavy earth moving equipment such as an excavator, bulldozer, and dump trucks. Construction-related ground-borne vibration associated with this type of heavy equipment would have the potential to result in annoyance to residents and workers but would not cause any damage to buildings at 25 feet. The IWTF project site is not located within 25 feet of surrounding buildings; therefore, vibration would not be perceptible, and residents and workers would not be exposed to vibration from construction activities. The Airport LS site is located in proximity to existing industrial buildings; however, construction activities for proposed improvements at the Airport LS would be limited and would not expose workers to vibration from construction activities. Additionally, operation of the proposed project would be the same as operation of the IWTF and Airport LS sites in the existing condition and would therefore not result in the exposure of persons to or generation of excessive ground-borne noise and vibration. Therefore, this impact would be less than significant.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ***(Less Than Significant Impact)***

The IWTF project site is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. The closest airports to the IWTF site are the Salinas Municipal Airport, located approximately 7 miles northeast and the Marina Municipal Airport, located approximately 3.6 miles to the west of the IWTF site. The Airport Lift Station site is located just south of the Salinas Municipal Airport; however, proposed improvements at the Airport Lift Station would include replacement of existing pumps within the underground lift station. As such, the proposed project would not expose people residing or working at the project sites to excessive noise levels, and impacts would be less than significant.

3.13.2 Mitigation

No mitigation is required.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Discussion

a. Would the project induce substantial unplanned 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)? ***(No Impact)***

The proposed project would implement improvements at the existing IWTF and Airport LS to provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements. The IWTF is bordered to the west and north by agricultural uses, to the south by the Salinas River, and to the east by Davis Road. The Airport LS is surrounded by industrial development.

Development of the proposed project would improve the reliability and efficiency of the current system. The proposed project would not provide additional major infrastructure so as to encourage population growth or new development. Rather, the proposed project would address operational treatment efficiency and disposal capacity issues that are intended to provide sufficient capacity to handle existing uses and planned agricultural industrial activities within the City of Salinas, as specified in the City's General Plan. The proposed project would not include any new housing, commercial, or industrial facilities that would directly induce population growth. Therefore, the project would not directly or indirectly induce substantial population growth beyond what is already planned for in the City's General Plan. No impact would occur.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ***(No Impact)***

The proposed project would be constructed on City-owned land within the boundaries of the IWTF site and within existing roadway rights-of-way or within land over which the City maintains an access easement at the Airport LS site. No housing or people would be displaced as a result of implementation of the project. No impact would occur.

3.14.2 Mitigation

No mitigation is required.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

3.15.1 Discussion

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

*i. Fire protection? **(No Impact)***

Fire protection and emergency medical services for the project area are provided by the Monterey County Regional Fire Protection District (MCRFPD).

The MCRFPD service area covers approximately 361 square miles, including rural areas surrounding the City of Salinas and east of the Cities of Marina and Seaside. The service area extends south past Carmel Valley and east to the community of Chualar. The MCRFPD provides ambulance services to the Carmel Valley residents. In the 2010 to 2011 fiscal year, 59 percent of the calls for service were medical emergency calls, totaling just over 1,200 calls. The MCRFPD participates in mutual aid throughout the State and maintains automatic aid agreements with all surrounding fire protection providers, including the City of Salinas and other local, State, and federal fire protection providers.

The IWTF is served by the Toro Station (Station 1), which is located at 19900 Portola Drive and is approximately 2 miles to the southeast of the IWTF site. The closest fire station to the Airport LS is Salinas Fire Department Station 3, located at 827 Abbot Place, approximately 0.75 mile from the Airport LS site.

The proposed project would improve facilities at the existing IWTF and Airport LS sites to provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements to serve existing and future industrial users. The proposed project would not result in

a substantial increase in the use of existing IWTF facilities or the number of employees (the proposed project would require one additional employee during project operations) servicing the facilities and would not include housing units or other structures that would increase the population in the area or that would generate a higher demand for fire protection services. Therefore, the demand for fire protection services for the project would be the same as under existing conditions, and no impact would occur.

*ii. Police protection? **(No Impact)***

Police protection in unincorporated Monterey County is provided by the Monterey County Sheriff's Office Enforcement Bureau-Patrol Division (Patrol Division) and in the City of Salinas is provided by the City of Salinas Police Department.

The Patrol Division provides police protection and emergency-related response services to a population of approximately 110,000 individuals located in unincorporated Monterey County and covers an area of 3,325 square miles. The Patrol Division operates out of three stations: the Central, Coastal, and South County Patrol Stations. The Central Patrol Station is the largest and busiest of the three stations and covers approximately 1,400 square miles and provides police protection for the project area. The station is located at 1414 Natividad Road in Salinas, approximately 5 miles northeast of the existing IWTF and approximately 3.1 miles north of the Airport Lift Station.[33]

The City of Salinas Police Department operates out of a station at 312 East Alisal Street, approximately 1.5 miles from the Airport LS site. According to the Salinas Police Department's Annual Report,[34]the Police Department has 143 full-time sworn officers, and 39 full-time civilian employees.

The proposed project would improve facilities at the existing IWTF and Airport LS and would not include housing units or other structures that would increase the population in the area or that would generate a higher demand for police protection services. Therefore, the demand for police protection services for the project would be the same as under existing conditions, and no impact would occur.

*iii. Schools? **(No Impact)***

The proposed project would improve facilities at the existing IWTF and Airport LS. The proposed project would require one additional employee during project operations and would not include housing units or other structures that would increase the population in the area and generate a higher demand for schools. Therefore, the demand for schools for the project would be the same as under existing conditions, and no impact would occur.

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33 Monterey County Sheriff's Office. n.d. Enforcement Bureau-Patrol Division. Website: https://monterey sheriff. org/patrol/ (accessed August 11, 2022).

34 Police Service of Salinas. 2021.Salinas Police Department 2021 Annual Report. Website: https://salinaspd. org/2021-annual-report/ (accessed September 18, 2022).

iv. Parks? ***(No Impact)***

As described further in Section 3.16, Recreation, the proposed project is not located in proximity to any existing recreational facilities. The proposed project would not generate an increase in population, and therefore, would not significantly increase the demand for new park facilities. Therefore, the proposed project would have no impact on parks.

vi. *Other public facilities?* ***(No Impact)***

Other public facilities would include facilities such as libraries, post offices, meeting rooms, or hospitals. The proposed project would not result in an increase in population or facilities that would cause a demand for and on existing public facilities or result in the need for physically altered facilities. Therefore, the proposed project would have no impact on other public facilities.

3.15.2 Mitigation

No mitigation is required.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Discussion

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***(No Impact)***

Development of the project would improve the capacity of the existing IWTF system to accommodate existing and planned growth in the City of Salinas. No housing would be constructed as part of the project. Therefore, implementation of the project would not increase the use of existing neighborhood or regional parks in the project vicinity. Implementation of the proposed project would not have an adverse effect on existing park facilities and would not generate a demand for additional recreational facilities. No impact would occur, and no mitigation is required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ***(No Impact)***

Refer to Section 3.16.a, above. The proposed project does not include construction or expansion of recreational facilities. Therefore, no impact would occur, and no mitigation is required.

3.16.2 Mitigation

No mitigation is required.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Discussion

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ***(Less Than Significant Impact)***

The proposed project would implement improvements at the IWTF and the Airport LS sites. Proposed improvements would include structural, mechanical, and electrical modifications within these existing City facilities.

Construction of proposed improvements is anticipated to begin in July of 2023 and be completed by March 2026. During this period, temporary and intermittent transportation impacts would result from additional vehicle trips to the project sites from workers and equipment deliveries. However, improvements would only occur on the project sites and no improvements would occur at off-site locations, such as roadway or intersection improvements. The vehicle trips associated with project construction would be limited and temporary, and therefore, would not impede normal traffic flows or circulation in the area, and would not conflict with a program, plan, ordinance, or policy addressing the circulation system. There are no bicycle or pedestrian facilities on Davis Road in the vicinity of the IWTF site or on Airport Boulevard. Therefore, project construction would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

Project operations would not alter current transportation uses or traffic volumes at the project sites. Upon completion of construction, operation of the IWTF and Airport LS would be similar existing conditions. One additional employee may be required to operate proposed improvements, resulting in negligible additional vehicle trips for project operation. Because the proposed project involves improvements to existing City facilities and would not permanently affect normal traffic flow or circulation at the project sites during project operations, operation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? ***(Less Than Significant Impact)***

On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts were required to be evaluated based on a project's generation of vehicle miles traveled (VMT). In October 2020, the City of Salinas adopted the Interim Vehicle Miles Traveled (VMT) Policy[35], for use in determining transportation impacts when a project is subject to CEQA. The Interim VMT Policy establishes screening criteria for land use projects that would not exceed an applicable threshold of significance. One of the screening criteria is for local essential services, including utilities. The Interim VMT Policy establishes that local essential services (including public utilities) should be expected to cause a less-than-significant impact under CEQA and require no further VMT analysis.

As discussed above, the proposed project is anticipated to generate a low volume of traffic during construction and is not anticipated to result in additional vehicle trips associated with project operations once completed. In other words, upon completion of the project, the project will not generate any additional VMT. Because the proposed project would not produce additional VMT, the project meets the screening criteria identified in the City's Interim VMT Policy and therefore, would neither conflict with nor be inconsistent with *State CEQA Guidelines* Section 15064.3, and the impact would be less than significant.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***(Less Than Significant Impact)***

The proposed project would not change the existing roadway design at the project sites. During construction phases, construction vehicles would be staged within an off-roadway construction area. Additional heavy vehicles may travel along major arterials and freeways during construction. Construction would not require lane closures and any temporary traffic control to allow construction machinery to access the project sites would be consistent with those published in the California Temporary Traffic Control Handbook.[36] Implementing measures contained within the California Temporary Traffic Control Handbook would facilitate safe passage of both construction vehicles and private vehicles. As a result, the proposed project would not substantially increase hazards for vehicles due to a design feature or incompatible uses. This impact would be less than significant.

[35] City of Salinas. 2020. Senate Bill 743 Vehicle Miles Traveled Implementation Policy, City of Salinas, Final Interim Policy. October 13. Website: https://www.cityofsalinas.org/sites/default/files/departments_files/community_development_files/final_interim_vmt_policy.pdf (accessed September 6, 2022).

[36] California Inter-Utility Coordinating Committee. 2018. *California Temporary Traffic Control Handbook*, 7th Edition. May.

d. Would the project result in inadequate emergency access? ***(Less Than Significant Impact)***

Effects of the proposed project on emergency access would be limited to construction and would be temporary in nature. No lane closures would be necessary during construction and therefore, emergency access would still be possible along all roadways during construction and operation of the proposed project. Therefore, the proposed project would not result in inadequate emergency access, and impacts would be less than significant.

3.17.2 Mitigation

No mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

3.18.1 Discussion

Assembly Bill (AB) 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process and equates significant impacts to "tribal cultural resources" with significant environmental impacts. Public Resources Code (PRC) Section 21074 states that "tribal cultural resources" are:

> Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:
>
> - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
> - Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
> - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A "historical resource" (PRC Section 21084.1), a "unique archaeological resource" (PRC Section 21083.2(g)), or a "nonunique archaeological resource" (PRC Section 21083.2 (h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency's notification list for CEQA projects. Within 14 days of determining that a project application is complete or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency's notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally affiliated with the project site and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following receipt of notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

As described in Section 1.0, Project Information, the City sent letters describing the project and maps depicting the project site in September 2022 to all tribal representatives identified by the Native American Heritage Commission. A copy of the AB 52 letter is provided in Appendix B. To date, one tribal contact responded to confirm receipt of the notification; however, no requests for consultation have been received. The tribal contact who responded requested no further consultation on the project.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. As described above, the City provided formal notification to all tribal representatives identified by the Native American Heritage Commission. Ms. Crystal Mendoza, Administrative Assistant of the Santa Ynez Band of Chumash Indians, responded on September 14, 2022, thanking the City for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians and requesting no further consultation on the proposed project. No listed or eligible tribal cultural resources were identified in the response.

The proposed project would not cause a substantial adverse change in a California Native American tribal cultural resource that is listed or eligible for listing in the California Register or in a local register of historical resources, as defined in PRC Section 5020.1(k), nor has the City identified a tribal cultural resource at the project sites. No impact would occur.

3.18.2 Mitigation

No mitigation is required.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Discussion

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ***(Less Than Significant Impact)***

Within the project area, local utility facilities include power distribution systems, gas distribution pipelines, and telecommunication systems. The following utility companies provide services in the vicinity of the proposed project:

- American Telephone & Telegraph (AT&T): Telecommunication services
- Pacific Gas and Electric Co. (PG&E): Gas and electric services
- Comcast: Cable television services
- City of Salinas Public Works Department: Wastewater treatment services
- Waste Management Inc.: Solid waste disposal services
- California Utilities Service, Inc.: Wastewater collection and treatment services
- California Water Service: Water services

Water Supply. During construction, water would be required primarily for dust suppression. Water use would cease when construction is complete. Sufficient water supplies are available to provide for the project's minimal water needs during the construction phase of the project.

Water use for operation of the City's industrial wastewater facilities would be the same as under existing conditions. Therefore, the proposed project would not require the construction of new or expanded water supply facilities or expansion of such facilities.

Wastewater. Proposed improvements would be constructed at the City's existing IWTF and Airport LS sites, which are part of the City's IWCCS. The IWCCS accepts flow from 23 agricultural processing facilities that are used for activities such as fresh produce washing and packaging operations. Proposed improvements would enhance the efficiency of the existing facilities and enable the treatment facilities to more reliably accommodate wastewater treatment demand associated with the existing and planned industrial growth within the City. As the IWCCS is separate from the City's sanitary sewer system, the proposed project would have no impact on the City's wastewater treatment system. Therefore, the project would not disrupt capacity to existing wastewater treatment users or demand an increase in wastewater treatment capacity to serve additional customers.

Implementation of the proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities.

Stormwater. Proposed improvements would create minimal impervious surfaces; the majority of the project sites would remain as they are in the existing condition. Therefore, changes to stormwater runoff would be negligible. Neither construction nor implementation of the proposed project would significantly affect the amount of on-site runoff and therefore, would not require the expansion of stormwater facilities. No additional stormwater drainage facilities would be required. This impact would be less than significant.

Gas, Electricity, and Telecommunications. The proposed project would implement improvements to improve energy efficiency. Therefore, implementation of the proposed project would reduce the electricity demand at the project sites. No change to existing natural gas or telecommunications usage at any of the project sites are anticipated, as operation of proposed facilities would be similar to current operation. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded gas, electricity, or telecommunications facilities, and no impact would occur.

The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ***(Less Than Significant Impact)***

The project would not result in an increase in the existing demand for water used by the existing facilities. New or expanded water supply entitlements would not be required to serve the proposed project. The proposed project may require potable or reclaimed water for dust suppression during project construction. However, the amount of water required would be small and would only be needed during the construction period. Once complete, operation of the proposed project would demand the same amount of water as under existing conditions. Therefore, the proposed project would have a less-than-significant impact related to water supplies.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***(Less Than Significant Impact)***

Refer to Section 3.19.a above. Implementation of the proposed project would not result in a change in the demand for wastewater treatment. Impacts related to wastewater treatment would be less than significant.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ***(Less Than Significant Impact)***

Project construction would generate wastes including construction materials, trench spoils, and general refuse, and these wastes would need to be disposed of in local or regional facilities. Waste generated from construction could include: non-hazardous metal waste, non-hazardous non-metal waste (i.e., concrete rubble, organic waste [vegetation], boxes and crates, refuse from construction workers), and trenching spoils (i.e., rubble, soils, broken asphalt).

The Johnson Canyon Sanitary Landfill is located in Gonzales (approximately 18 miles east of the project site). As of May 2021, the Johnson Canyon Sanitary Landfill had remaining capacity of 12.6 million cubic yards, with a maximum permitted capacity of 18.5 million cubic yards.[37] The quantity of solid waste materials associated with construction would be small, limited to the construction period, and would not pose a significant impact upon existing landfills. No additional solid waste would be generated by long-term operations of the proposed project. Impacts related to solid waste disposal would be less than significant.

[37] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Facility/Site Summary Details: Johnson Canyon Sanitary Landfill (27-AA-0005). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2636?siteID=1971 (accessed September 6, 2022).

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ***(Less Than Significant Impact)***

The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000, and to maintain the 50 percent diversion rate thereafter. The Salinas Valley Solid Waste Authority (also known as Salinas Valley Recycles [SVR]) is a joint powers agency made up of the following local governments: Monterey County (eastern half of the unincorporated County), and the cities of Gonzales, Greenfield, King City, Salinas, and Soledad. In 2008, the California Integrated Waste Management Board (now part of the DOC's Division of Recycling) updated the system for determining diversion goals for each city. At present, per capita landfill disposal limits are determined each year, and SVR works with its member jurisdictions to meet these goals.

As described in Section 3.19.d, implementation of the project would generate solid waste associated with construction activities. To the extent possible, solid waste would be recycled either on site or transported to a local disposal center for recycling. Solid waste generation would be limited to the construction period; no solid waste would be generated from long-term operation of the proposed project. Because the proposed project would comply with federal, State, and local statutes and regulations related to solid waste, proposed project impacts associated with solid waste would be less than significant.

3.19.2 Mitigation

No mitigation is required.

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ***(No Impact)***

The IWTF site is located in an agricultural area and is not adjacent to urbanized areas or areas where residences are intermixed with wildlands. The Airport LS site is located in a highly urbanized area and is not adjacent to or intermixed with wildlands. The project sites are not located within any State responsibility areas for fire service and are not within a very high fire hazard severity zone (VHFHSZ).[38] The proposed project would construct improvements within the existing IWTF and Airport LS sites. The proposed project would not change the existing roadway design within the project area. In the event of an emergency on the site, employees could exit the site via Davis Road, which provides access to Reservation Road and SR-68 and Airport Boulevard, which provides access to U.S. Highway 101 as they currently would under existing conditions. Therefore, in the event of a fire, the proposed project would not substantially impair the implementation of, or physically interfere with, an adopted emergency response plan, and no impact would occur.

[38] CAL FIRE. 2007. Fire Hazard Severity Zone Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed August 12, 2022).

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ***(No Impact)***

The IWTF project site is generally level and is bound by agricultural land and the Salinas River. The Airport LS site is flat and is surrounded by urban development. Prevailing winds are typically from the west between March and October and from the north from October to March in the City of Salinas.

The proposed project would implement improvements that would be consistent with and similar in nature to the existing facility. The proposed project would not include any design features that would increase the potential for a wildfire. Therefore, the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and no impact would occur.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ***(No Impact)***

As discussed above, the project sites are located outside of a VHFHSZ as identified by CAL FIRE. All proposed project components would be located within the boundaries of the project sites. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, and no impact would occur.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ***(No Impact)***

The proposed project is located on land that is relatively flat and is surrounded by land that is also relatively flat. Based on the location of the proposed project, which is outside of a VHFHSZ, and each sites' flat topography, the susceptibility of the sites to downstream flooding or landslides associated with runoff from post-fire slope instability or post-fire drainage changes would be low. Therefore, the proposed project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff, and no impact would occur.

3.20.2 Mitigation

No mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ***(Less Than Significant with Mitigation Incorporated)***

As discussed in Section 3.4, Biological Resources, construction of the proposed Project has the potential to adversely impact migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) during the nesting season. With implementation of Mitigation Measure BIO-1, potential impacts to migratory birds and raptors would be reduced to less than significant levels. In addition, adjacent riparian areas could be indirectly impacted during construction activities, including from an increase or change in off-site runoff, erosion, noise/vibration, and spread of invasive species. To avoid or minimize indirect impacts during construction, Mitigation Measures BIO-2 and BIO-3 would be implemented to address proper erosion control and storage of construction equipment and the spread of invasive plant species. With implementation of Mitigation Measures BIO-2 and BIO-3, impacts to sensitive natural communities would be less than significant.

As discussed in Section 3.5, Cultural Resources, the proposed project is not expected to result in any significant impacts to any examples of the major periods of California history or prehistory. Subsurface archaeological testing was negative for the presence of prehistoric and historic-period archaeological resources within the IWTF project site and no archaeological resources have been identified within or within 0.25-mile of the Airport LS site. However, because the proposed project includes excavation, it has the potential to impact unknown buried archaeological resources and human remains at the IWTF and Airport LS sites. To avoid or minimize impacts to previously

unidentified archaeological resources that may be determined significant per CEQA, archaeological monitoring of all ground-disturbing project activities associated with the IWTF project site would be required, as specified in Mitigation Measure CUL-1. In addition, in the event that cultural materials are encountered during grading/construction at either the IWTF site or the Airport LS site, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find, as specified in Mitigation Measure CUL-1. With implementation of Mitigation Measure CUL-1, potential impacts to significant archaeological resources would be less than significant. Furthermore, if human remains are encountered during construction activities, the regulatory process outlined in Health and Safety Code (HSC) Section 7050.5 must be followed, which involves coordination with the Native American Heritage Commission and a Native American Most Likely Descendant. Adherence to the HSC and Public Resources Code (PRC) Section 5097.98, which addresses the treatment of Native American human remains, means that the proposed project would not knowingly disturb human remains but would appropriately address any human remains should any be encountered during project work.

With implementation of Mitigation Measures BIO-1 through BIO-3, and CUL-1 and compliance with HSC Section 7050.5, the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ***(Less Than Significant Impact)***

Section 15065(a)(3) of the *State CEQA Guidelines* states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonably foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact which is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The proposed project is located within the boundaries of the existing IWTF and within public right-of-way. Other improvements proposed within the IWTF, including modifications to divert stormwater flows to the IWTF, could be implemented concurrently with the proposed project. CEQA documentation has been prepared for this specific project and identified no project-level or cumulative impacts associated with implementation of the stormwater diversion project. As discussed above, environmental impacts associated with the proposed project can be reduced to less than significant through project-specific mitigation or compliance measures. The impacts relevant to the proposed project are localized and confined to the immediate project area. Given that the potential project-related impacts would be less than significant and limited to a confined location and there is one future project scheduled for development within the Project area whose

impacts to the environment have also been determined to be less than significant, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. No mitigation is required.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***(Less Than Significant Impact)***

The proposed project includes implementation of improvements to the City's industrial wastewater treatment system to provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements for the industrial users. As demonstrated throughout this environmental document, impacts associated with the proposed project including those that may have a direct or indirect adverse effect on humans, can be reduced to less than significant through project-specific mitigation or regulatory compliance measures. The proposed project would not result in environmental effects which would cause a substantial direct or indirect adverse effect on human beings.

4.0 LIST OF PREPARERS

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APPENDIX A

ENVIRONMENTAL ALTERNATIVES ANALYSIS

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ENVIRONMENTAL ALTERNATIVES ANALYSIS
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

For the purposes of the SRF application, the City is obligated to look at other alternatives that could be implemented in lieu of the proposed project. Alternatives considered are as follows:

- **Alternative 1: No Action.** Under this alternative, no improvements would be implemented and the City's industrial wastewater treatment system would continue to operate as it does under existing conditions.

- **Alternative 2: New Aeration Lagoon in Pond 1.** This alternative would provide additional treatment capacity by building up a berm for a new aeration lagoon in Pond 1. This alternative would require construction of a new berm at an elevation above the floodplain due to Federal Emergency Management Agency (FEMA) requirements. It would also necessitate a permit from the Division of Safety of Dams (DSOD).

- **Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF.** This alternative would provide additional treatment capacity by building a new aeration lagoon on adjacent property. This alternative would require acquisition of land from private property owners.

- **Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF.** This alternative would provide additional disposal capacity by creating new percolation ponds in lieu of transferring treated water to M1W RTP for reuse. This alternative would also require acquisition of land from private property owners.

- **Alternative 5: Proposed Project.** This alternative would implement improvements at the City's existing Industrial Wastewater Treatment Facility (IWTF) and Airport Lift Station. This alternative is comprised of four project components: (1) the Aeration Lagoon Improvements Project; (2) the Pond Automation/Distribution and Pond 3 Pump Station Project; (3) the Variable Frequency Drives (VFDs) and Backup Power Project; and (4) the Airport Lift Station Project.

Each of the above project alternatives results in varying temporary and permanent environmental impacts, which are compared in the attached table. When alternatives have differing impacts, the alternative with less impact is marked with a (+) to indicate it is the preferred alternative.

Alternative 1, No Action, was not selected because it would not provide capacity reliability and redundancy and operational and efficiency improvements for existing and planned future agricultural industrial users.

Alternative 2, New Aeration Lagoon in Pond 1, would have roughly the same project footprint as Alternative 5, Proposed Project because all of the proposed improvements associated with Alternative 2 at the IWTF site would be constructed within the existing IWTF boundaries. However, Alternative 2 would include additional construction activities within Pond 1 to provide for a new aeration lagoon. Alternative 2 would have the potential to result in temporary air quality emissions

associated with the import of material to build up the berm as well as impacts associated with placement of the berm within the floodplain. It would also necessitate a permit from the Division of Safety of Dams (DSOD).

Both Alternative 3, New Aeration Lagoon on Ag Land adjacent to the IWTF, and Alternative 4, New Percolation ponds in Ag Land adjacent to the IWTF, would have a larger footprint than Alternative 5, Proposed Project, because they would include not only the components of Alternative 5, but the acquisition and construction of additional facilities on existing, private agricultural land adjacent to the IWTF. Both of these alternatives would result in the permanent conversion of agricultural land designated as Prime Farmland[1] by the California Department of Conservation. In addition, these alternatives would require more ground disturbance during construction, resulting in the potential for impacts to previously unidentified cultural and paleontological resources, air emissions, and greenhouse gas emissions.

Alternative 5, the Proposed Project, was selected over Alternatives 2, 3, and 4 because it has fewer environmental impacts, is less expensive, impacts less land, and would require fewer regulatory permits. All identified impacts that may result from Alternative 5 would be reduced to less than significant by incorporating the mitigation measure identified in the Initial Study/Mitigated Negative Declaration.

[1] California Department of Conservation (DOC). 2016. California Important Farmland Finder. Website: maps.conservation.ca.gov/DLRP/CIFF/ (accessed August 8, 2022).

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
Aesthetics	No Impacts	Similar to Alternative 5	Greater than Alternative 5; there would be permanent visual impacts associated with the conversion of existing agricultural land to a new aeration lagoon.	Greater than Alternative 5; there would be permanent visual impacts associated with the conversion of existing agricultural land to a new percolation pond.	(+) No scenic areas, resources or highways are located within the project area. Proposed improvements would be consistent with the existing facilities on site (e.g., equal to or shorter than existing structures). Impacts to visual character and quality would be less than significant.
Agricultural and Forestry Resources	No Impacts	Similar to Alternative 5	Greater than Alternative 5; construction of improvements on adjacent agricultural land would result in permanent impacts to Prime Farmland.	Greater than Alternative 5; construction of improvements on adjacent agricultural land would result in permanent impacts to Prime Farmland.	(+) Proposed improvements would occur within the existing IWTF site and within public right-of-way. Lands within the project sites are not mapped as farmlands or zoned as timberland. The project would not result in loss of farmland or forest land.
Air Quality	No Impacts	Greater than Alternative 5; construction of a new berm in Pond 1 may require additional truck trips to import material, resulting in higher emissions during project construction	Greater than Alternative 5; construction of the new aeration lagoon may require additional truck trips to off haul material, resulting in higher emissions during project construction.	Greater than Alternative 5; construction of the new percolation pond may require additional truck trips to off haul material, resulting in higher emissions during project construction.	(+) Construction activities can expose sensitive receptors to airborne particulates and fugitive dust as well as a small quantity of construction equipment pollutants. However, project construction pollutant emissions would be well below the Monterey Bay Air Resources District significance thresholds and once the project is constructed, the project would not be a source of substantial emissions.
Biological Resources	No Impacts	Similar to Alternative 5	Anticipated to be similar to Alternative 5; however, no	Anticipated to be similar to Alternative 5; however, no	Construction of the proposed project has the potential to

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
			biological resources surveys or studies of the adjacent private property has been conducted.	biological resources surveys or studies of the adjacent private property has been conducted.	adversely impact migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) if birds are nesting on or adjacent to the project site during the nesting season. The proposed project also has the potential to result in indirect impacts to adjacent riparian areas. During nesting season, if nesting birds are identified, buffers would be placed around nests to reduce any potential impacts to nesting birds to a less than significant level. Best Management Practices (BMPs) would be implemented to address proper erosion control and storage of construction equipment and the spread of invasive plant species.
Cultural Resources	No Impacts	Similar to Alternative 5	Anticipated to be similar to Alternative 5; however, no cultural resources surveys or studies of the adjacent private property has been conducted.	Anticipated to be similar to Alternative 5; however, no cultural resources surveys or studies of the adjacent private property has been conducted.	The proposed project is not expected to result in any significant impacts to cultural resources, despite the presence of a known resource within the IWTF boundary. Archaeological monitoring of all ground-disturbing project activities associated with the IWTF site would be conducted and if any cultural resources or evidence of human remains are exposed during construction, all work in the immediate vicinity would

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
					stop immediately until all appropriate conservation measures are implemented.
Energy	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	Although implementation of the proposed project would improve operational efficiency, new facilities would be installed that would require additional electrical power. However, the purpose of the proposed project is to implement improvements, that use energy more efficiently and therefore, would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.
Geology and Soils	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The proposed project is not located within an Earthquake Fault Zone. Both project sites are relatively flat; therefore, the risk for landslide is low. Ground-disturbing activities have the potential to result in erosion, runoff, and sedimentation. Best Management practices would be implemented to ensure impacts associated with erosion are reduced to less than significant. The project sites are subject to seismic ground shaking and liquefaction. Compliance with the California Building Code and site-specific geotechnical study would

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
					ensure impacts related to geology and soils would be less than significant.
Greenhouse Gas Emissions	No Impacts	Greater than Alternative 5; construction of a new berm in Pond 1 may require additional truck trips to import material, resulting in higher GHG emissions during project construction	Greater than Alternative 5; construction of a new aeration lagoon may require additional truck trips to off haul material, resulting in higher GHG emissions during project construction.	Greater than Alternative 5; construction of a new percolation pond may require truck trips to off haul material, resulting in higher GHG emissions during project construction.	(+) The proposed project would not generate substantial greenhouse gas emissions that would have a significant effect on the environment. Short-term impacts associated with construction and long-term operational impacts would be less than significant.
Hazards and Hazardous Materials	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	According to the SWRCB Geotracker website, no contaminated sites are located in proximity to the IWTF site. Four sites are located within 1,000 feet of the Airport LS site; however, all four of these sites have been designated as "Completed—Case Closed." No schools are located within 0.25 mile of the project sites. The proposed project would not result in a safety hazard for people working or residing in the project area. Roadwork is not anticipated and therefore, the project would not impair implementation of an emergency response or emergency evacuation plan. The project sites are not located within a Very High Fire Hazard Severity Zone.

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
Hydrology and Water Quality	No Impacts	Greater than Alternative 5; construction of a new berm in Pond 1 would result in placement of a new facility within the existing floodplain. The berm would need to be designed to avoid impacts associated with flooding.	Greater than Alternative 5; new facilities proposed under this alternative would increase the project footprint, requiring additional ground disturbance during construction. Greater ground disturbance could increase erosion and the potential for stormwater runoff to impact the water quality of adjacent surface waters.	Greater than Alternative 5; new facilities proposed under this alternative would increase the project footprint, requiring additional ground disturbance during construction. Greater ground disturbance could increase erosion and the potential for stormwater runoff to impact the water quality of adjacent surface waters.	(+) The project would involve ground disturbance such as grading and excavation activities that could result in temporary impacts to surface water quality. The Contractor would be required to prepare a Stormwater Pollution Prevention Plan and implement construction BMPs during construction activities to reduce potential impacts to water quality to less than significant. No significant change to the existing drainage pattern would occur and therefore, project operations would not impact surface water quality. Neither project construction nor project operation would require groundwater extraction.
Land Use and Planning	No Impacts	Similar to Alternative 5	Greater than Alternative 5; acquisition of adjacent private property would be required to implement proposed improvements.	Greater than Alternative 5; acquisition of adjacent private property would be required to implement proposed improvements.	(+) The project would not divide an established community, require changes in land use or zoning, nor conflict with the City of Salinas General Plan, City of Salinas Zoning Ordinance or other applicable planning documents.
Mineral Resources	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The project area is not known to contain any economically valuable mineral resources. Therefore, the proposed project would not result in the loss of

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
					availability of a known mineral resource.
Noise	No Impacts	Greater than Alternative 5; construction of a new berm in Pond 1 would require additional ground disturbance and may require additional truck trips to import material, resulting in increased noise levels during project construction.	Greater than Alternative 5; construction of the new aeration lagoon would require additional ground disturbance and may require additional truck trips to off haul material, resulting in increased noise levels during project construction.	Greater than Alternative 5; construction of the new percolation pond would require additional ground disturbance and may require additional truck trips to off haul material, resulting in increased noise levels during project construction.	(+) Project construction would result in a temporary increase in noise in the vicinity of the project sites. However, the increase would not exceed the existing noise environment, would be temporary and limited to daytime hours, and therefore would not expose sensitive receptors to noise levels in excess of City thresholds. Operation of proposed improvements would not result in a permanent increase in ambient noise.
Population and Housing	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The proposed project would serve existing and planned agricultural industrial users. The project would not induce population growth, include any housing or displace existing housing.
Public Services	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The proposed project would serve existing and planned agricultural industrial users and not result in increased demand for public services.
Recreation	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	There are no recreational facilities on or adjacent to the project sites. The proposed project would not generate an increase in population that

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
					would generate an increased demand for recreation facilities.
Transportation and Traffic	No Impacts	Similar to Alternative 5; construction of a new berm in Pond 1 may require additional truck trips to import material, resulting in increased truck traffic on roadways in the project vicinity during the construction period.	Greater than Alternative 5; construction of the new aeration lagoon may require additional truck trips to off haul material, resulting in increased truck traffic on roadways in the project vicinity during the construction period.	Greater than Alternative 5; construction of the new percolation pond may require additional truck trips to off haul material, resulting in increased truck traffic on roadways in the project vicinity during the construction period.	(+) Project operations would not alter current transportation uses or traffic volumes at the project sites. During construction, temporary and intermittent transportation impacts would result from additional vehicle trips to the project sites from workers and equipment deliveries. However, once construction is complete, there would be no change in transportation uses or volumes during project operations. The proposed project would not result in inadequate emergency access.
Tribal Cultural Resources	No Impacts	Similar to Alternative 5	Anticipated to be similar to Alternative 5; however, no cultural resources surveys or study of the adjacent private property has been conducted.	Anticipated to be similar to Alternative 5; however, no cultural resources surveys or study of the adjacent private property has been conducted.	The proposed project is not expected to result in any significant impacts to tribal cultural resources as no tribal cultural resources have been identified within the project sites.
Utilities and Service Systems	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of

Environmental Alternatives Analysis
SALINAS INDUSTRIAL WASTEWATER TREATMENT FACILITY IMPROVEMENTS PROJECT

Environmental Factor	Alternative 1: No Action	Alternative 2: New Aeration Lagoon in Pond 1	Alternative 3: New Aeration Lagoon on Ag Land adjacent to the IWTF	Alternative 4: New percolation ponds in Ag Land adjacent to the IWTF	Alternative 5: Proposed Project
					which could cause significant environmental effects, and impacts would be less than significant.
Wildfire	No Impacts	Similar to Alternative 5	Similar to Alternative 5	Similar to Alternative 5	The project sites are not located within any State responsibility areas for fire service and are not within a very high fire hazard severity zone; therefore, impacts related to wildfire would be less than significant.

Source: LSA (2022)

APPENDIX B

COPY OF AB 52 LETTER

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City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901
(831) 758-7241 • (831) 758-7935 (Fax) • www.cityofsalinas.org

September 6, 2022

[redacted]

Subject: Project Notification and Invitation to Consult under Assembly Bill 52 for the Salinas Industrial Wastewater Treatment Facility Improvements Project in Salinas, Monterey County, California

[redacted]

Please consider this letter as formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code (PRC) Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., Assembly Bill [AB] 52). Pursuant to PRC Section 21080.3.1(d), please respond in writing within 30 days from receipt of this letter if you would like to consult on this project. If you do not wish to consult for the proposed project, a written response indicating your declination to consult would be appreciated. Please provide a designated lead contact person if you have not provided that information to us already.

The City of Salinas (City) is proposing to implement improvements to its industrial waste treatment system that treats wastewater from local agriculture-based industries. The proposed improvements would be constructed at the City's existing Industrial Wastewater Treatment Facility (IWTF), which is part of the City's Industrial Wastewater Collection and Conveyance System (IWCCS). The IWCCS, which is separate from the City's sanitary and storm sewer systems, accepts flow from 23 different facilities that are primarily for agricultural processing, such as fresh produce washing and packaging operations. The wastewater is conveyed to the IWTF for disposal or recycling. The IWTF is located south of the City of Salinas just west of Davis Road and north of the Salinas River in unincorporated Monterey County. The proposed project would also include improvements to the Airport Lift Station, located at the south end of Airport Boulevard near Hansen Street in the City of Salinas. (Please see the enclosed figures for project locations). Proposed improvements at the IWTF and Airport Lift Station would provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements for the industrial users.

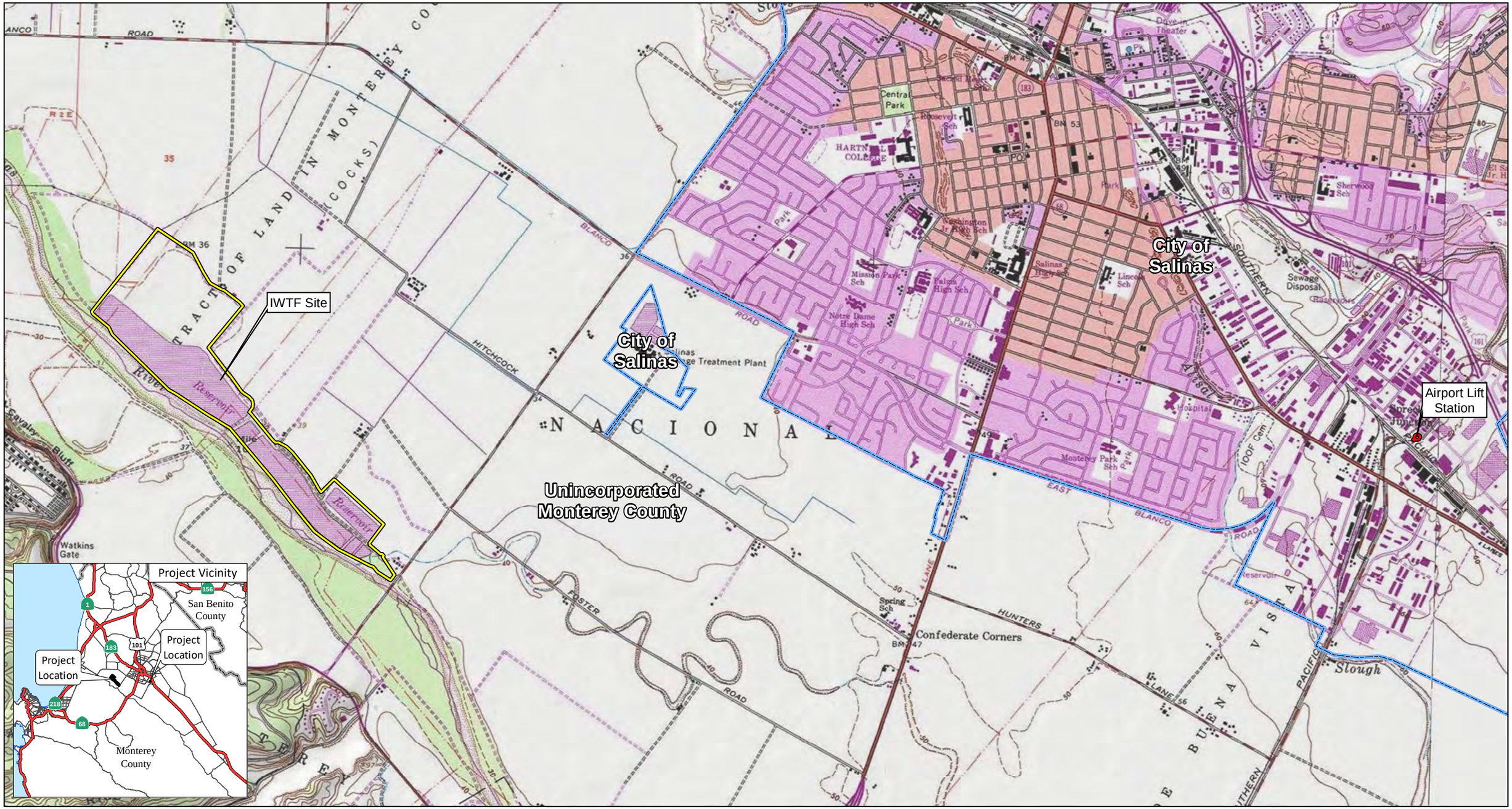
A search of the Sacred Lands Files conducted by the Native American Heritage Commission was positive for the presence of tribal cultural resources within the project site and your tribe was identified to be contacted for additional information.

If you have any questions or concerns about the project, please contact me via email at brianf@ci.salinas.ca.us or by phone at (831) 758-7241.

Sincerely,

Brian Frus, PE, Senior Engineer
City of Salinas

Enclosures: Figure 1 – Project Location
Figure 2 – Project Area



LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad - *Salinas* (1984), *Natividad* (1984), CA

I:\CPZ2201\GIS\MXD\ProjLocation_USGS.mxd (8/30/2022)

FIGURE 1

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Location and Vicinity

LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000

FEET

SOURCE: Google (2021)

I:\CPZ2201\GIS\MXD\ProjectArea.mxd (8/30/2022)

FIGURE 2

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Area

APPENDIX C

CALEEMOD OUTPUT SHEETS

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Salinas Industrial Waste Facilities Improvements Projects

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site is 241 acres but only 2 acres will be disturbed during construction.

Construction Phase - Construction of the proposed project is anticipated to occur Monday through Saturday, beginning in July 2023 and ending in March 2026

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Trips and VMT - It is assumed that a maximum of 20 workers would be on site for construction activities.

Demolition -

Grading - Total cut of 18,000 CY of soil and total fill of 35,000 CY of soil for a net fill of 17,000 CY of soil.

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - No additional trips are anticipated due to implementation of the proposed project

Energy Use - The project is expected to generate approximately 3,066,454 kW/hour/year and would not increase natural gas.

Construction Off-road Equipment Mitigation - Use of equipment tier 2, water exposed area twice, and reduced speed to 15 mph

Area Mitigation -

Energy Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps - Project would have 3 standby generators

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	72.00
tblConstructionPhase	NumDays	2.00	36.00
tblConstructionPhase	NumDays	4.00	36.00
tblConstructionPhase	NumDays	200.00	504.00
tblConstructionPhase	NumDays	10.00	174.00
tblConstructionPhase	NumDays	10.00	36.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	T24E	0.00	35.19
tblGrading	MaterialImported	0.00	17,000.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	670.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.13
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	48.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	3.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	8.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	37.00	20.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblTripsAndVMT	WorkerTripNumber	7.00	20.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1144	1.2359	0.9155	2.4600e-003	0.2730	0.0489	0.3220	0.1244	0.0456	0.1700	0.0000	222.2067	222.2067	0.0420	0.0106	226.4049
2024	0.2353	1.8545	2.0814	4.1400e-003	0.0394	0.0716	0.1110	0.0108	0.0691	0.0799	0.0000	349.4928	349.4928	0.0487	6.9600e-003	352.7854
2025	0.1539	1.0719	1.3240	2.6300e-003	0.0331	0.0389	0.0720	8.9900e-003	0.0377	0.0467	0.0000	223.4537	223.4537	0.0282	4.1000e-003	225.3826
2026	0.0223	0.1196	0.2105	3.5000e-004	5.9600e-003	5.4700e-003	0.0114	1.5800e-003	5.1300e-003	6.7200e-003	0.0000	30.9306	30.9306	7.1200e-003	1.3000e-004	31.1463
Maximum	**0.2353**	**1.8545**	**2.0814**	**4.1400e-003**	**0.2730**	**0.0716**	**0.3220**	**0.1244**	**0.0691**	**0.1700**	**0.0000**	**349.4928**	**349.4928**	**0.0487**	**0.0106**	**352.7854**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0689	1.6112	1.0775	2.4600e-003	0.1399	0.0478	0.1877	0.0606	0.0475	0.1081	0.0000	222.2066	222.2066	0.0420	0.0106	226.4047
2024	0.1442	2.8382	2.2323	4.1400e-003	0.0394	0.1157	0.1551	0.0108	0.1157	0.1265	0.0000	349.4925	349.4925	0.0487	6.9600e-003	352.7850
2025	0.1069	1.7690	1.4180	2.6300e-003	0.0331	0.0721	0.1051	8.9900e-003	0.0720	0.0810	0.0000	223.4535	223.4535	0.0282	4.1000e-003	225.3824
2026	0.0208	0.2586	0.2300	3.5000e-004	5.9600e-003	9.2900e-003	0.0153	1.5800e-003	9.2900e-003	0.0109	0.0000	30.9305	30.9305	7.1200e-003	1.3000e-004	31.1463
Maximum	**0.1442**	**2.8382**	**2.2323**	**4.1400e-003**	**0.1399**	**0.1157**	**0.1877**	**0.0606**	**0.1157**	**0.1265**	**0.0000**	**349.4925**	**349.4925**	**0.0487**	**0.0106**	**352.7850**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**35.22**	**-51.26**	**-9.41**	**0.00**	**37.87**	**-48.44**	**10.31**	**43.75**	**-55.27**	**-7.65**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-3-2023	10-2-2023	0.6125	0.8418
2	10-3-2023	1-2-2024	0.7289	0.8297
3	1-3-2024	4-2-2024	0.5200	0.7417
4	4-3-2024	7-2-2024	0.5179	0.7396
5	7-3-2024	10-2-2024	0.5237	0.7478
6	10-3-2024	1-2-2025	0.5251	0.7499
7	1-3-2025	4-2-2025	0.4847	0.7327
8	4-3-2025	7-2-2025	0.4881	0.7389

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

9	**7-3-2025**	**10-2-2025**	0.1752	0.2743
10	**10-3-2025**	**1-2-2026**	0.0643	0.1096
11	**1-3-2026**	**4-2-2026**	0.1378	0.2713
		Highest	0.7289	0.8418

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.4500e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	286.4763	286.4763	0.0464	5.6200e-003	289.3090
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.0792	0.2213	0.2019	3.8000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	36.7393	36.7393	5.1500e-003	0.0000	36.8681
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0866**	**0.2213**	**0.2019**	**3.8000e-004**	**0.0000**	**0.0117**	**0.0117**	**0.0000**	**0.0117**	**0.0117**	**0.0000**	**323.2156**	**323.2156**	**0.0515**	**5.6200e-003**	**326.1771**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	7.4500e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	286.4763	286.4763	0.0464	5.6200e-003	289.3090
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.0792	0.2213	0.2019	3.8000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	36.7393	36.7393	5.1500e-003	0.0000	36.8681
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0866**	**0.2213**	**0.2019**	**3.8000e-004**	**0.0000**	**0.0117**	**0.0117**	**0.0000**	**0.0117**	**0.0117**	**0.0000**	**323.2156**	**323.2156**	**0.0515**	**5.6200e-003**	**326.1771**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/3/2023	9/23/2023	6	72	
2	Site Preparation	Site Preparation	9/25/2023	11/4/2023	6	36	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3	Grading	Grading	11/6/2023	12/16/2023	6	36	
4	Building Construction	Building Construction	12/18/2023	7/26/2025	6	504	
5	Architectural Coating	Architectural Coating	7/28/2025	2/14/2026	6	174	
6	Paving	Paving	2/16/2026	3/28/2026	6	36	

Acres of Grading (Site Preparation Phase): 33.75

Acres of Grading (Grading Phase): 36

Acres of Paving: 2

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,227 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	20.00	0.00	2,125.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0530	0.5155	0.4845	8.7000e-004		0.0244	0.0244		0.0228	0.0228	0.0000	75.9116	75.9116	0.0192	0.0000	76.3928
Total	**0.0530**	**0.5155**	**0.4845**	**8.7000e-004**	**0.0000**	**0.0244**	**0.0244**	**0.0000**	**0.0228**	**0.0228**	**0.0000**	**75.9116**	**75.9116**	**0.0192**	**0.0000**	**76.3928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3300e-003	1.8100e-003	0.0204	5.0000e-005	5.7200e-003	4.0000e-005	5.7600e-003	1.5200e-003	4.0000e-005	1.5600e-003	0.0000	4.9098	4.9098	1.7000e-004	1.5000e-004	4.9593
Total	**2.3300e-003**	**1.8100e-003**	**0.0204**	**5.0000e-005**	**5.7200e-003**	**4.0000e-005**	**5.7600e-003**	**1.5200e-003**	**4.0000e-005**	**1.5600e-003**	**0.0000**	**4.9098**	**4.9098**	**1.7000e-004**	**1.5000e-004**	**4.9593**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0319	0.7634	0.5550	8.7000e-004		0.0259	0.0259		0.0259	0.0259	0.0000	75.9115	75.9115	0.0192	0.0000	76.3927
Total	**0.0319**	**0.7634**	**0.5550**	**8.7000e-004**	**0.0000**	**0.0259**	**0.0259**	**0.0000**	**0.0259**	**0.0259**	**0.0000**	**75.9115**	**75.9115**	**0.0192**	**0.0000**	**76.3927**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3300e-003	1.8100e-003	0.0204	5.0000e-005	5.7200e-003	4.0000e-005	5.7600e-003	1.5200e-003	4.0000e-005	1.5600e-003	0.0000	4.9098	4.9098	1.7000e-004	1.5000e-004	4.9593
Total	**2.3300e-003**	**1.8100e-003**	**0.0204**	**5.0000e-005**	**5.7200e-003**	**4.0000e-005**	**5.7600e-003**	**1.5200e-003**	**4.0000e-005**	**1.5600e-003**	**0.0000**	**4.9098**	**4.9098**	**1.7000e-004**	**1.5000e-004**	**4.9593**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1127	0.0000	0.1127	0.0541	0.0000	0.0541	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2237	0.1196	3.1000e-004		9.1300e-003	9.1300e-003		8.4000e-003	8.4000e-003	0.0000	27.2056	27.2056	8.8000e-003	0.0000	27.4256
Total	**0.0204**	**0.2237**	**0.1196**	**3.1000e-004**	**0.1127**	**9.1300e-003**	**0.1219**	**0.0541**	**8.4000e-003**	**0.0625**	**0.0000**	**27.2056**	**27.2056**	**8.8000e-003**	**0.0000**	**27.4256**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1700e-003	9.1000e-004	0.0102	3.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.4549	2.4549	9.0000e-005	8.0000e-005	2.4796
Total	**1.1700e-003**	**9.1000e-004**	**0.0102**	**3.0000e-005**	**2.8600e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.4549**	**2.4549**	**9.0000e-005**	**8.0000e-005**	**2.4796**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0507	0.0000	0.0507	0.0243	0.0000	0.0243	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.2604	0.1604	3.1000e-004		7.0300e-003	7.0300e-003		6.9200e-003	6.9200e-003	0.0000	27.2056	27.2056	8.8000e-003	0.0000	27.4255
Total	**0.0108**	**0.2604**	**0.1604**	**3.1000e-004**	**0.0507**	**7.0300e-003**	**0.0578**	**0.0243**	**6.9200e-003**	**0.0313**	**0.0000**	**27.2056**	**27.2056**	**8.8000e-003**	**0.0000**	**27.4255**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1700e-003	9.1000e-004	0.0102	3.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.4549	2.4549	9.0000e-005	8.0000e-005	2.4796
Total	**1.1700e-003**	**9.1000e-004**	**0.0102**	**3.0000e-005**	**2.8600e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.4549**	**2.4549**	**9.0000e-005**	**8.0000e-005**	**2.4796**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1293	0.0000	0.1293	0.0619	0.0000	0.0619	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0240	0.2604	0.1567	3.7000e-004		0.0109	0.0109		0.0100	0.0100	0.0000	32.5870	32.5870	0.0105	0.0000	32.8505
Total	**0.0240**	**0.2604**	**0.1567**	**3.7000e-004**	**0.1293**	**0.0109**	**0.1402**	**0.0619**	**0.0100**	**0.0719**	**0.0000**	**32.5870**	**32.5870**	**0.0105**	**0.0000**	**32.8505**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.6800e-003	0.1579	0.0336	6.5000e-004	0.0180	1.3500e-003	0.0194	4.9600e-003	1.2900e-003	6.2500e-003	0.0000	63.2812	63.2812	1.1200e-003	9.9900e-003	66.2874
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1700e-003	9.1000e-004	0.0102	3.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.4549	2.4549	9.0000e-005	8.0000e-005	2.4796
Total	**3.8500e-003**	**0.1588**	**0.0438**	**6.8000e-004**	**0.0209**	**1.3700e-003**	**0.0223**	**5.7200e-003**	**1.3100e-003**	**7.0300e-003**	**0.0000**	**65.7361**	**65.7361**	**1.2100e-003**	**0.0101**	**68.7670**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0582	0.0000	0.0582	0.0279	0.0000	0.0279	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.3173	0.2022	3.7000e-004		9.0200e-003	9.0200e-003		8.9100e-003	8.9100e-003	0.0000	32.5870	32.5870	0.0105	0.0000	32.8505
Total	**0.0133**	**0.3173**	**0.2022**	**3.7000e-004**	**0.0582**	**9.0200e-003**	**0.0672**	**0.0279**	**8.9100e-003**	**0.0368**	**0.0000**	**32.5870**	**32.5870**	**0.0105**	**0.0000**	**32.8505**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.6800e-003	0.1579	0.0336	6.5000e-004	0.0180	1.3500e-003	0.0194	4.9600e-003	1.2900e-003	6.2500e-003	0.0000	63.2812	63.2812	1.1200e-003	9.9900e-003	66.2874
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1700e-003	9.1000e-004	0.0102	3.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.4549	2.4549	9.0000e-005	8.0000e-005	2.4796
Total	**3.8500e-003**	**0.1588**	**0.0438**	**6.8000e-004**	**0.0209**	**1.3700e-003**	**0.0223**	**5.7200e-003**	**1.3100e-003**	**7.0300e-003**	**0.0000**	**65.7361**	**65.7361**	**1.2100e-003**	**0.0101**	**68.7670**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1400e-003	0.0703	0.0757	1.3000e-004		3.0900e-003	3.0900e-003		2.9800e-003	2.9800e-003	0.0000	10.8960	10.8960	1.8500e-003	0.0000	10.9422
Total	**9.1400e-003**	**0.0703**	**0.0757**	**1.3000e-004**		**3.0900e-003**	**3.0900e-003**		**2.9800e-003**	**2.9800e-003**	**0.0000**	**10.8960**	**10.8960**	**1.8500e-003**	**0.0000**	**10.9422**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.2800e-003	1.3500e-003	2.0000e-005	5.5000e-004	3.0000e-005	5.8000e-004	1.6000e-004	3.0000e-005	1.9000e-004	0.0000	1.6874	1.6874	2.0000e-005	2.5000e-004	1.7614
Worker	3.9000e-004	3.0000e-004	3.4000e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.8183	0.8183	3.0000e-005	3.0000e-005	0.8265
Total	**5.1000e-004**	**4.5800e-003**	**4.7500e-003**	**3.0000e-005**	**1.5000e-003**	**4.0000e-005**	**1.5400e-003**	**4.1000e-004**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**2.5057**	**2.5057**	**5.0000e-005**	**2.8000e-004**	**2.5879**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0400e-003	0.1040	0.0809	1.3000e-004		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	10.8959	10.8959	1.8500e-003	0.0000	10.9422
Total	**5.0400e-003**	**0.1040**	**0.0809**	**1.3000e-004**		**4.3900e-003**	**4.3900e-003**		**4.3900e-003**	**4.3900e-003**	**0.0000**	**10.8959**	**10.8959**	**1.8500e-003**	**0.0000**	**10.9422**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.2800e-003	1.3500e-003	2.0000e-005	5.5000e-004	3.0000e-005	5.8000e-004	1.6000e-004	3.0000e-005	1.9000e-004	0.0000	1.6874	1.6874	2.0000e-005	2.5000e-004	1.7614
Worker	3.9000e-004	3.0000e-004	3.4000e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.8183	0.8183	3.0000e-005	3.0000e-005	0.8265
Total	**5.1000e-004**	**4.5800e-003**	**4.7500e-003**	**3.0000e-005**	**1.5000e-003**	**4.0000e-005**	**1.5400e-003**	**4.1000e-004**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**2.5057**	**2.5057**	**5.0000e-005**	**2.8000e-004**	**2.5879**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2229	1.7370	1.9652	3.4600e-003		0.0707	0.0707		0.0683	0.0683	0.0000	285.1297	285.1297	0.0475	0.0000	286.3168
Total	**0.2229**	**1.7370**	**1.9652**	**3.4600e-003**		**0.0707**	**0.0707**		**0.0683**	**0.0683**	**0.0000**	**285.1297**	**285.1297**	**0.0475**	**0.0000**	**286.3168**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-003	0.1105	0.0341	4.5000e-004	0.0145	7.0000e-004	0.0152	4.1900e-003	6.7000e-004	4.8500e-003	0.0000	43.4577	43.4577	5.3000e-004	6.3500e-003	45.3645
Worker	9.4700e-003	7.0100e-003	0.0821	2.2000e-004	0.0250	1.6000e-004	0.0251	6.6300e-003	1.5000e-004	6.7800e-003	0.0000	20.9054	20.9054	6.7000e-004	6.1000e-004	21.1041
Total	**0.0124**	**0.1175**	**0.1162**	**6.7000e-004**	**0.0394**	**8.6000e-004**	**0.0403**	**0.0108**	**8.2000e-004**	**0.0116**	**0.0000**	**64.3631**	**64.3631**	**1.2000e-003**	**6.9600e-003**	**66.4686**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1318	2.7207	2.1161	3.4600e-003		0.1149	0.1149		0.1149	0.1149	0.0000	285.1293	285.1293	0.0475	0.0000	286.3165
Total	**0.1318**	**2.7207**	**2.1161**	**3.4600e-003**		**0.1149**	**0.1149**		**0.1149**	**0.1149**	**0.0000**	**285.1293**	**285.1293**	**0.0475**	**0.0000**	**286.3165**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-003	0.1105	0.0341	4.5000e-004	0.0145	7.0000e-004	0.0152	4.1900e-003	6.7000e-004	4.8500e-003	0.0000	43.4577	43.4577	5.3000e-004	6.3500e-003	45.3645
Worker	9.4700e-003	7.0100e-003	0.0821	2.2000e-004	0.0250	1.6000e-004	0.0251	6.6300e-003	1.5000e-004	6.7800e-003	0.0000	20.9054	20.9054	6.7000e-004	6.1000e-004	21.1041
Total	**0.0124**	**0.1175**	**0.1162**	**6.7000e-004**	**0.0394**	**8.6000e-004**	**0.0403**	**0.0108**	**8.2000e-004**	**0.0116**	**0.0000**	**64.3631**	**64.3631**	**1.2000e-003**	**6.9600e-003**	**66.4686**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1179	0.9267	1.1071	1.9600e-003		0.0349	0.0349		0.0337	0.0337	0.0000	161.6527	161.6527	0.0264	0.0000	162.3125
Total	**0.1179**	**0.9267**	**1.1071**	**1.9600e-003**		**0.0349**	**0.0349**		**0.0337**	**0.0337**	**0.0000**	**161.6527**	**161.6527**	**0.0264**	**0.0000**	**162.3125**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5800e-003	0.0617	0.0188	2.5000e-004	8.2100e-003	3.9000e-004	8.6000e-003	2.3700e-003	3.7000e-004	2.7400e-003	0.0000	24.2014	24.2014	3.0000e-004	3.5400e-003	25.2634
Worker	5.0300e-003	3.5500e-003	0.0432	1.2000e-004	0.0141	9.0000e-005	0.0142	3.7600e-003	8.0000e-005	3.8400e-003	0.0000	11.5815	11.5815	3.4000e-004	3.2000e-004	11.6859
Total	**6.6100e-003**	**0.0652**	**0.0620**	**3.7000e-004**	**0.0224**	**4.8000e-004**	**0.0228**	**6.1300e-003**	**4.5000e-004**	**6.5800e-003**	**0.0000**	**35.7828**	**35.7828**	**6.4000e-004**	**3.8600e-003**	**36.9493**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0747	1.5423	1.1996	1.9600e-003		0.0651	0.0651		0.0651	0.0651	0.0000	161.6525	161.6525	0.0264	0.0000	162.3123
Total	**0.0747**	**1.5423**	**1.1996**	**1.9600e-003**		**0.0651**	**0.0651**		**0.0651**	**0.0651**	**0.0000**	**161.6525**	**161.6525**	**0.0264**	**0.0000**	**162.3123**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5800e-003	0.0617	0.0188	2.5000e-004	8.2100e-003	3.9000e-004	8.6000e-003	2.3700e-003	3.7000e-004	2.7400e-003	0.0000	24.2014	24.2014	3.0000e-004	3.5400e-003	25.2634
Worker	5.0300e-003	3.5500e-003	0.0432	1.2000e-004	0.0141	9.0000e-005	0.0142	3.7600e-003	8.0000e-005	3.8400e-003	0.0000	11.5815	11.5815	3.4000e-004	3.2000e-004	11.6859
Total	**6.6100e-003**	**0.0652**	**0.0620**	**3.7000e-004**	**0.0224**	**4.8000e-004**	**0.0228**	**6.1300e-003**	**4.5000e-004**	**6.5800e-003**	**0.0000**	**35.7828**	**35.7828**	**6.4000e-004**	**3.8600e-003**	**36.9493**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0773	0.1221	2.0000e-004		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	17.2345	17.2345	9.4000e-004	0.0000	17.2580
Total	**0.0256**	**0.0773**	**0.1221**	**2.0000e-004**		**3.4800e-003**	**3.4800e-003**		**3.4800e-003**	**3.4800e-003**	**0.0000**	**17.2345**	**17.2345**	**9.4000e-004**	**0.0000**	**17.2580**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8100e-003	2.6900e-003	0.0328	9.0000e-005	0.0107	6.0000e-005	0.0108	2.8500e-003	6.0000e-005	2.9100e-003	0.0000	8.7837	8.7837	2.6000e-004	2.4000e-004	8.8629
Total	**3.8100e-003**	**2.6900e-003**	**0.0328**	**9.0000e-005**	**0.0107**	**6.0000e-005**	**0.0108**	**2.8500e-003**	**6.0000e-005**	**2.9100e-003**	**0.0000**	**8.7837**	**8.7837**	**2.6000e-004**	**2.4000e-004**	**8.8629**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0141					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.6900e-003	0.1588	0.1237	2.0000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	17.2344	17.2344	9.4000e-004	0.0000	17.2580
Total	**0.0218**	**0.1588**	**0.1237**	**2.0000e-004**		**6.4200e-003**	**6.4200e-003**		**6.4200e-003**	**6.4200e-003**	**0.0000**	**17.2344**	**17.2344**	**9.4000e-004**	**0.0000**	**17.2580**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8100e-003	2.6900e-003	0.0328	9.0000e-005	0.0107	6.0000e-005	0.0108	2.8500e-003	6.0000e-005	2.9100e-003	0.0000	8.7837	8.7837	2.6000e-004	2.4000e-004	8.8629
Total	**3.8100e-003**	**2.6900e-003**	**0.0328**	**9.0000e-005**	**0.0107**	**6.0000e-005**	**0.0108**	**2.8500e-003**	**6.0000e-005**	**2.9100e-003**	**0.0000**	**8.7837**	**8.7837**	**2.6000e-004**	**2.4000e-004**	**8.8629**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0223	0.0353	6.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	4.9788	4.9788	2.7000e-004	0.0000	4.9856
Total	**7.4000e-003**	**0.0223**	**0.0353**	**6.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**4.9788**	**4.9788**	**2.7000e-004**	**0.0000**	**4.9856**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.0000e-004	8.8100e-003	3.0000e-005	3.1000e-003	2.0000e-005	3.1200e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.4749	2.4749	7.0000e-005	7.0000e-005	2.4962
Total	**1.0400e-003**	**7.0000e-004**	**8.8100e-003**	**3.0000e-005**	**3.1000e-003**	**2.0000e-005**	**3.1200e-003**	**8.2000e-004**	**2.0000e-005**	**8.4000e-004**	**0.0000**	**2.4749**	**2.4749**	**7.0000e-005**	**7.0000e-005**	**2.4962**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.0700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2200e-003	0.0459	0.0357	6.0000e-005		1.8500e-003	1.8500e-003		1.8500e-003	1.8500e-003	0.0000	4.9788	4.9788	2.7000e-004	0.0000	4.9856
Total	**6.2900e-003**	**0.0459**	**0.0357**	**6.0000e-005**		**1.8500e-003**	**1.8500e-003**		**1.8500e-003**	**1.8500e-003**	**0.0000**	**4.9788**	**4.9788**	**2.7000e-004**	**0.0000**	**4.9856**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.0000e-004	8.8100e-003	3.0000e-005	3.1000e-003	2.0000e-005	3.1200e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.4749	2.4749	7.0000e-005	7.0000e-005	2.4962
Total	**1.0400e-003**	**7.0000e-004**	**8.8100e-003**	**3.0000e-005**	**3.1000e-003**	**2.0000e-005**	**3.1200e-003**	**8.2000e-004**	**2.0000e-005**	**8.4000e-004**	**0.0000**	**2.4749**	**2.4749**	**7.0000e-005**	**7.0000e-005**	**2.4962**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.0959	0.1583	2.4000e-004		4.4400e-003	4.4400e-003		4.1000e-003	4.1000e-003	0.0000	21.1924	21.1924	6.7200e-003	0.0000	21.3603
Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0129**	**0.0959**	**0.1583**	**2.4000e-004**		**4.4400e-003**	**4.4400e-003**		**4.1000e-003**	**4.1000e-003**	**0.0000**	**21.1924**	**21.1924**	**6.7200e-003**	**0.0000**	**21.3603**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.4000e-004	8.1300e-003	2.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	1.0000e-005	7.8000e-004	0.0000	2.2845	2.2845	6.0000e-005	6.0000e-005	2.3042
Total	**9.6000e-004**	**6.4000e-004**	**8.1300e-003**	**2.0000e-005**	**2.8600e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.2845**	**2.2845**	**6.0000e-005**	**6.0000e-005**	**2.3042**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.9000e-003	0.2114	0.1773	2.4000e-004		7.4000e-003	7.4000e-003		7.4000e-003	7.4000e-003	0.0000	21.1923	21.1923	6.7200e-003	0.0000	21.3603
Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0125**	**0.2114**	**0.1773**	**2.4000e-004**		**7.4000e-003**	**7.4000e-003**		**7.4000e-003**	**7.4000e-003**	**0.0000**	**21.1923**	**21.1923**	**6.7200e-003**	**0.0000**	**21.3603**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	6.4000e-004	8.1300e-003	2.0000e-005	2.8600e-003	2.0000e-005	2.8800e-003	7.6000e-004	1.0000e-005	7.8000e-004	0.0000	2.2845	2.2845	6.0000e-005	6.0000e-005	2.3042
Total	**9.6000e-004**	**6.4000e-004**	**8.1300e-003**	**2.0000e-005**	**2.8600e-003**	**2.0000e-005**	**2.8800e-003**	**7.6000e-004**	**1.0000e-005**	**7.8000e-004**	**0.0000**	**2.2845**	**2.2845**	**6.0000e-005**	**6.0000e-005**	**2.3042**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.525994	0.052186	0.192239	0.149775	0.026316	0.006656	0.010786	0.006782	0.001528	0.000490	0.022990	0.001400	0.002856

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	286.4763	286.4763	0.0464	5.6200e-003	289.3090
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	286.4763	286.4763	0.0464	5.6200e-003	289.3090
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	3.09624e+006	286.4763	0.0464	5.6200e-003	289.3090
Total		**286.4763**	**0.0464**	**5.6200e-003**	**289.3090**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	3.09624e+006	286.4763	0.0464	5.6200e-003	289.3090
Total		**286.4763**	**0.0464**	**5.6200e-003**	**289.3090**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.4500e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Unmitigated	7.4500e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Total	**7.4500e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	5.0000e-005
Total	**7.4500e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**5.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0.13	48	670	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (600 - 750 HP)	0.0792	0.2213	0.2019	3.8000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	36.7393	36.7393	5.1500e-003	0.0000	36.8681
Total	**0.0792**	**0.2213**	**0.2019**	**3.8000e-004**		**0.0117**	**0.0117**		**0.0117**	**0.0117**	**0.0000**	**36.7393**	**36.7393**	**5.1500e-003**	**0.0000**	**36.8681**

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Salinas Industrial Waste Facilities Improvements Projects

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site is 241 acres but only 2 acres will be disturbed during construction.

Construction Phase - Construction of the proposed project is anticipated to occur Monday through Saturday, beginning in July 2023 and ending in March 2026

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Trips and VMT - It is assumed that a maximum of 20 workers would be on site for construction activities.

Demolition -

Grading - Total cut of 21,000 CY of soil and total fill of 34,000 CY of soil for a net fill of 13,000 CY of soil.

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - No additional trips are anticipated due to implementation of the proposed project

Energy Use - The project is expected to generate approximately 3,066,454 kW/hour/year and would not increase natural gas.

Construction Off-road Equipment Mitigation - Use of equipment tier 2, water exposed area twice, and reduced speed to 15 mph

Area Mitigation -

Energy Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps - Project would have 3 standby generators

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	174.00
tblConstructionPhase	NumDays	200.00	504.00
tblConstructionPhase	NumDays	20.00	72.00
tblConstructionPhase	NumDays	4.00	36.00
tblConstructionPhase	NumDays	10.00	36.00
tblConstructionPhase	NumDays	2.00	36.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	T24E	0.00	35.19
tblGrading	MaterialImported	0.00	13,000.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	670.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.13
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	48.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	3.00

2.0 Emissions Summary

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6651	20.9398	13.9431	0.0489	8.0311	0.6773	8.6931	3.6744	0.6334	4.2857	0.0000	5,036.9872	5,036.9872	0.7007	0.4699	5,194.5323
2024	1.5524	11.8133	13.7529	0.0277	0.3987	0.4569	0.8556	0.1079	0.4407	0.5486	0.0000	2,593.4094	2,593.4094	0.3454	0.0518	2,617.4811
2025	1.4489	11.1439	13.5939	0.0276	0.3987	0.3986	0.7973	0.1079	0.3843	0.4922	0.0000	2,581.7060	2,581.7060	0.3380	0.0505	2,605.2096
2026	0.7538	5.3463	9.1039	0.0145	0.1068	0.2471	0.3539	0.0283	0.2282	0.2565	0.0000	1,393.7567	1,393.7567	0.4138	2.2200e-003	1,404.7620
Maximum	**1.6651**	**20.9398**	**13.9431**	**0.0489**	**8.0311**	**0.6773**	**8.6931**	**3.6744**	**0.6334**	**4.2857**	**0.0000**	**5,036.9872**	**5,036.9872**	**0.7007**	**0.4699**	**5,194.5323**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.2340	24.5111	17.2694	0.0489	4.0930	0.6489	4.4937	1.7844	0.6562	2.2034	0.0000	5,036.9872	5,036.9872	0.7007	0.4699	5,194.5323
2024	1.2003	18.5084	15.0927	0.0277	0.3987	0.6466	1.0453	0.1079	0.6528	0.7607	0.0000	2,593.4094	2,593.4094	0.3454	0.0518	2,617.4811
2025	1.1719	18.5199	14.9962	0.0276	0.3987	0.6451	1.0438	0.1079	0.6504	0.7583	0.0000	2,581.7060	2,581.7060	0.3380	0.0505	2,605.2096
2026	0.7836	17.2593	11.5796	0.0145	0.1068	0.5389	0.6457	0.0283	0.5539	0.5822	0.0000	1,393.7567	1,393.7567	0.4138	2.2200e-003	1,404.7620
Maximum	**1.2340**	**24.5111**	**17.2694**	**0.0489**	**4.0930**	**0.6489**	**4.4937**	**1.7844**	**0.6562**	**2.2034**	**0.0000**	**5,036.9872**	**5,036.9872**	**0.7007**	**0.4699**	**5,194.5323**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**19.01**	**-60.02**	**-16.95**	**0.00**	**44.07**	**-39.30**	**32.44**	**48.23**	**-49.02**	**22.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4696**	**1.1985**	**1.0936**	**2.0600e-003**	**0.0000**	**0.0631**	**0.0631**	**0.0000**	**0.0631**	**0.0631**		**219.3655**	**219.3655**	**0.0308**	**0.0000**	**220.1344**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4696**	**1.1985**	**1.0936**	**2.0600e-003**	**0.0000**	**0.0631**	**0.0631**	**0.0000**	**0.0631**	**0.0631**		**219.3655**	**219.3655**	**0.0308**	**0.0000**	**220.1344**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/3/2023	9/23/2023	6	72	
2	Site Preparation	Site Preparation	9/25/2023	11/4/2023	6	36	
3	Grading	Grading	11/6/2023	12/16/2023	6	36	
4	Building Construction	Building Construction	12/18/2023	7/26/2025	6	504	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	7/28/2025	2/14/2026	6	174	
6	Paving	Paving	2/16/2026	3/28/2026	6	36	

Acres of Grading (Site Preparation Phase): 33.75

Acres of Grading (Grading Phase): 36

Acres of Paving: 2

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,227 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Site Preparation	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,625.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	37.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.0000**	**0.6766**	**0.6766**	**0.0000**	**0.6328**	**0.6328**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0429	0.0287	0.3898	1.0100e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		103.1529	103.1529	3.2400e-003	2.7600e-003	104.0566
Total	**0.0429**	**0.0287**	**0.3898**	**1.0100e-003**	**0.1068**	**6.9000e-004**	**0.1075**	**0.0283**	**6.4000e-004**	**0.0290**		**103.1529**	**103.1529**	**3.2400e-003**	**2.7600e-003**	**104.0566**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.4081	21.8392	16.8795	0.0241		0.5671	0.5671		0.5949	0.5949	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**0.4081**	**21.8392**	**16.8795**	**0.0241**	**0.0000**	**0.5671**	**0.5671**	**0.0000**	**0.5949**	**0.5949**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0429	0.0287	0.3898	1.0100e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		103.1529	103.1529	3.2400e-003	2.7600e-003	104.0566
Total	**0.0429**	**0.0287**	**0.3898**	**1.0100e-003**	**0.1068**	**6.9000e-004**	**0.1075**	**0.0283**	**6.4000e-004**	**0.0290**		**103.1529**	**103.1529**	**3.2400e-003**	**2.7600e-003**	**104.0566**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2635	0.0000	6.2635	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**6.2635**	**0.5074**	**6.7709**	**3.0038**	**0.4668**	**3.4706**		**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0264	0.0177	0.2399	6.2000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		63.4787	63.4787	1.9900e-003	1.7000e-003	64.0349
Total	**0.0264**	**0.0177**	**0.2399**	**6.2000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**63.4787**	**63.4787**	**1.9900e-003**	**1.7000e-003**	**64.0349**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8186	0.0000	2.8186	1.3517	0.0000	1.3517			0.0000			0.0000
Off-Road	0.1846	14.7345	10.1700	0.0172		0.2494	0.2494		0.2666	0.2666	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**0.1846**	**14.7345**	**10.1700**	**0.0172**	**2.8186**	**0.2494**	**3.0680**	**1.3517**	**0.2666**	**1.6183**	**0.0000**	**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0264	0.0177	0.2399	6.2000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		63.4787	63.4787	1.9900e-003	1.7000e-003	64.0349
Total	**0.0264**	**0.0177**	**0.2399**	**6.2000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**63.4787**	**63.4787**	**1.9900e-003**	**1.7000e-003**	**64.0349**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1601	0.0000	7.1601	3.4365	0.0000	3.4365			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.1601**	**0.6044**	**7.7644**	**3.4365**	**0.5560**	**3.9925**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1167	6.4501	1.4168	0.0275	0.7889	0.0572	0.8461	0.2162	0.0547	0.2709		2,962.0241	2,962.0241	0.0528	0.4678	3,102.7384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0330	0.0221	0.2999	7.8000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		79.3484	79.3484	2.4900e-003	2.1200e-003	80.0436
Total	**0.1497**	**6.4722**	**1.7166**	**0.0283**	**0.8710**	**0.0577**	**0.9287**	**0.2380**	**0.0552**	**0.2932**		**3,041.3725**	**3,041.3725**	**0.0553**	**0.4699**	**3,182.7820**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2220	0.0000	3.2220	1.5464	0.0000	1.5464			0.0000			0.0000
Off-Road	0.2600	18.0389	12.6809	0.0206		0.3429	0.3429		0.3638	0.3638	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**0.2600**	**18.0389**	**12.6809**	**0.0206**	**3.2220**	**0.3429**	**3.5649**	**1.5464**	**0.3638**	**1.9103**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1167	6.4501	1.4168	0.0275	0.7889	0.0572	0.8461	0.2162	0.0547	0.2709		2,962.0241	2,962.0241	0.0528	0.4678	3,102.7384
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0330	0.0221	0.2999	7.8000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		79.3484	79.3484	2.4900e-003	2.1200e-003	80.0436
Total	**0.1497**	**6.4722**	**1.7166**	**0.0283**	**0.8710**	**0.0577**	**0.9287**	**0.2380**	**0.0552**	**0.2932**		**3,041.3725**	**3,041.3725**	**0.0553**	**0.4699**	**3,182.7820**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0197	0.6862	0.2226	2.9100e-003	0.0948	4.4900e-003	0.0993	0.0273	4.2900e-003	0.0316		309.7848	309.7848	3.8600e-003	0.0452	323.3573
Worker	0.1222	0.0818	1.1095	2.8700e-003	0.3040	1.9600e-003	0.3059	0.0806	1.8100e-003	0.0824		293.5889	293.5889	9.2200e-003	7.8600e-003	296.1612
Total	**0.1419**	**0.7680**	**1.3320**	**5.7800e-003**	**0.3987**	**6.4500e-003**	**0.4052**	**0.1079**	**6.1000e-003**	**0.1140**		**603.3737**	**603.3737**	**0.0131**	**0.0531**	**619.5185**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0921	17.7168	13.8777	0.0221		0.6424	0.6424		0.6501	0.6501	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.0921**	**17.7168**	**13.8777**	**0.0221**		**0.6424**	**0.6424**		**0.6501**	**0.6501**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0197	0.6862	0.2226	2.9100e-003	0.0948	4.4900e-003	0.0993	0.0273	4.2900e-003	0.0316		309.7848	309.7848	3.8600e-003	0.0452	323.3573
Worker	0.1222	0.0818	1.1095	2.8700e-003	0.3040	1.9600e-003	0.3059	0.0806	1.8100e-003	0.0824		293.5889	293.5889	9.2200e-003	7.8600e-003	296.1612
Total	**0.1419**	**0.7680**	**1.3320**	**5.7800e-003**	**0.3987**	**6.4500e-003**	**0.4052**	**0.1079**	**6.1000e-003**	**0.1140**		**603.3737**	**603.3737**	**0.0131**	**0.0531**	**619.5185**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0188	0.6771	0.2144	2.8600e-003	0.0948	4.4300e-003	0.0992	0.0273	4.2400e-003	0.0315		304.8987	304.8987	3.7700e-003	0.0445	318.2652
Worker	0.1136	0.0724	1.0214	2.7800e-003	0.3040	1.8600e-003	0.3058	0.0806	1.7100e-003	0.0823		286.5893	286.5893	8.2800e-003	7.2600e-003	288.9596
Total	**0.1324**	**0.7495**	**1.2358**	**5.6400e-003**	**0.3987**	**6.2900e-003**	**0.4050**	**0.1079**	**5.9500e-003**	**0.1139**		**591.4880**	**591.4880**	**0.0121**	**0.0518**	**607.2249**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0679	17.7589	13.8569	0.0221		0.6403	0.6403		0.6469	0.6469	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.0679**	**17.7589**	**13.8569**	**0.0221**		**0.6403**	**0.6403**		**0.6469**	**0.6469**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0188	0.6771	0.2144	2.8600e-003	0.0948	4.4300e-003	0.0992	0.0273	4.2400e-003	0.0315		304.8987	304.8987	3.7700e-003	0.0445	318.2652
Worker	0.1136	0.0724	1.0214	2.7800e-003	0.3040	1.8600e-003	0.3058	0.0806	1.7100e-003	0.0823		286.5893	286.5893	8.2800e-003	7.2600e-003	288.9596
Total	**0.1324**	**0.7495**	**1.2358**	**5.6400e-003**	**0.3987**	**6.2900e-003**	**0.4050**	**0.1079**	**5.9500e-003**	**0.1139**		**591.4880**	**591.4880**	**0.0121**	**0.0518**	**607.2249**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0181	0.6664	0.2078	2.8100e-003	0.0948	4.3400e-003	0.0991	0.0273	4.1500e-003	0.0314		299.5234	299.5234	3.6800e-003	0.0438	312.6575
Worker	0.1062	0.0647	0.9468	2.6900e-003	0.3040	1.7700e-003	0.3057	0.0806	1.6300e-003	0.0823		280.0301	280.0301	7.4700e-003	6.7500e-003	282.2274
Total	**0.1243**	**0.7311**	**1.1546**	**5.5000e-003**	**0.3987**	**6.1100e-003**	**0.4048**	**0.1079**	**5.7800e-003**	**0.1137**		**579.5535**	**579.5535**	**0.0112**	**0.0505**	**594.8848**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0476	17.7888	13.8416	0.0221		0.6390	0.6390		0.6446	0.6446	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.0476**	**17.7888**	**13.8416**	**0.0221**		**0.6390**	**0.6390**		**0.6446**	**0.6446**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0181	0.6664	0.2078	2.8100e-003	0.0948	4.3400e-003	0.0991	0.0273	4.1500e-003	0.0314		299.5234	299.5234	3.6800e-003	0.0438	312.6575
Worker	0.1062	0.0647	0.9468	2.6900e-003	0.3040	1.7700e-003	0.3057	0.0806	1.6300e-003	0.0823		280.0301	280.0301	7.4700e-003	6.7500e-003	282.2274
Total	**0.1243**	**0.7311**	**1.1546**	**5.5000e-003**	**0.3987**	**6.1100e-003**	**0.4048**	**0.1079**	**5.7800e-003**	**0.1137**		**579.5535**	**579.5535**	**0.0112**	**0.0505**	**594.8848**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0201	0.0122	0.1791	5.1000e-004	0.0575	3.3000e-004	0.0578	0.0153	3.1000e-004	0.0156		52.9787	52.9787	1.4100e-003	1.2800e-003	53.3944
Total	**0.0201**	**0.0122**	**0.1791**	**5.1000e-004**	**0.0575**	**3.3000e-004**	**0.0578**	**0.0153**	**3.1000e-004**	**0.0156**		**52.9787**	**52.9787**	**1.4100e-003**	**1.2800e-003**	**53.3944**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.3228**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0201	0.0122	0.1791	5.1000e-004	0.0575	3.3000e-004	0.0578	0.0153	3.1000e-004	0.0156		52.9787	52.9787	1.4100e-003	1.2800e-003	53.3944
Total	**0.0201**	**0.0122**	**0.1791**	**5.1000e-004**	**0.0575**	**3.3000e-004**	**0.0578**	**0.0153**	**3.1000e-004**	**0.0156**		**52.9787**	**52.9787**	**1.4100e-003**	**1.2800e-003**	**53.3944**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0189	0.0110	0.1662	4.9000e-004	0.0575	3.1000e-004	0.0578	0.0153	2.9000e-004	0.0155		51.6638	51.6638	1.2800e-003	1.1900e-003	52.0514
Total	**0.0189**	**0.0110**	**0.1662**	**4.9000e-004**	**0.0575**	**3.1000e-004**	**0.0578**	**0.0153**	**2.9000e-004**	**0.0155**		**51.6638**	**51.6638**	**1.2800e-003**	**1.1900e-003**	**52.0514**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.3228**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0189	0.0110	0.1662	4.9000e-004	0.0575	3.1000e-004	0.0578	0.0153	2.9000e-004	0.0155		51.6638	51.6638	1.2800e-003	1.1900e-003	52.0514
Total	**0.0189**	**0.0110**	**0.1662**	**4.9000e-004**	**0.0575**	**3.1000e-004**	**0.0578**	**0.0153**	**2.9000e-004**	**0.0155**		**51.6638**	**51.6638**	**1.2800e-003**	**1.1900e-003**	**52.0514**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276		1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.1456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7188**	**5.3259**	**8.7951**	**0.0136**		**0.2465**	**0.2465**		**0.2276**	**0.2276**		**1,297.8096**	**1,297.8096**	**0.4114**		**1,308.0951**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0204	0.3087	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.4000e-004	0.0289		95.9471	95.9471	2.3700e-003	2.2200e-003	96.6669
Total	**0.0350**	**0.0204**	**0.3087**	**9.1000e-004**	**0.1068**	**5.8000e-004**	**0.1074**	**0.0283**	**5.4000e-004**	**0.0289**		**95.9471**	**95.9471**	**2.3700e-003**	**2.2200e-003**	**96.6669**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6030	17.2389	11.2708	0.0136		0.5383	0.5383		0.5534	0.5534	0.0000	1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.1456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7486**	**17.2389**	**11.2708**	**0.0136**		**0.5383**	**0.5383**		**0.5534**	**0.5534**	**0.0000**	**1,297.8096**	**1,297.8096**	**0.4114**		**1,308.0951**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0204	0.3087	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.4000e-004	0.0289		95.9471	95.9471	2.3700e-003	2.2200e-003	96.6669
Total	**0.0350**	**0.0204**	**0.3087**	**9.1000e-004**	**0.1068**	**5.8000e-004**	**0.1074**	**0.0283**	**5.4000e-004**	**0.0289**		**95.9471**	**95.9471**	**2.3700e-003**	**2.2200e-003**	**96.6669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.525994	0.052186	0.192239	0.149775	0.026316	0.006656	0.010786	0.006782	0.001528	0.000490	0.022990	0.001400	0.002856

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Unmitigated	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.9600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0408**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.9600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0408**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0.13	48	670	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (600 - 750 HP)	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4288**	**1.1985**	**1.0934**	**2.0600e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**219.3650**	**219.3650**	**0.0308**		**220.1339**

11.0 Vegetation

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Salinas Industrial Waste Facilities Improvements Projects

Monterey County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	2.00	Acre	2.00	87,120.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2026
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Total project site is 241 acres but only 2 acres will be disturbed during construction.

Construction Phase - Construction of the proposed project is anticipated to occur Monday through Saturday, beginning in July 2023 and ending in March 2026

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Off-road Equipment - Default

Trips and VMT - It is assumed that a maximum of 20 workers would be on site for construction activities.

Demolition -

Grading - Total cut of 21,000 CY of soil and total fill of 34,000 CY of soil for a net fill of 13,000 CY of soil.

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vehicle Trips - No additional trips are anticipated due to implementation of the proposed project

Energy Use - The project is expected to generate approximately 3,066,454 kW/hour/year and would not increase natural gas.

Construction Off-road Equipment Mitigation - Use of equipment tier 2, water exposed area twice, and reduced speed to 15 mph

Area Mitigation -

Energy Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps - Project would have 3 standby generators

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	174.00
tblConstructionPhase	NumDays	200.00	504.00
tblConstructionPhase	NumDays	20.00	72.00
tblConstructionPhase	NumDays	4.00	36.00
tblConstructionPhase	NumDays	10.00	36.00
tblConstructionPhase	NumDays	2.00	36.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	T24E	0.00	35.19
tblGrading	MaterialImported	0.00	13,000.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	670.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.13
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	48.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	3.00

2.0 Emissions Summary

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6717	21.3252	13.9258	0.0489	8.0311	0.6773	8.6932	3.6744	0.6334	4.2857	0.0000	5,035.8852	5,035.8852	0.7006	0.4708	5,193.7003
2024	1.5588	11.8727	13.7413	0.0276	0.3987	0.4569	0.8556	0.1079	0.4407	0.5487	0.0000	2,577.5550	2,577.5550	0.3464	0.0531	2,602.0487
2025	1.4551	11.2005	13.5867	0.0274	0.3987	0.3986	0.7973	0.1079	0.3843	0.4922	0.0000	2,566.2738	2,566.2738	0.3389	0.0518	2,590.1695
2026	0.7562	5.3515	9.1004	0.0144	0.1068	0.2471	0.3539	0.0283	0.2282	0.2565	0.0000	1,388.2988	1,388.2988	0.4141	2.5800e-003	1,399.4196
Maximum	**1.6717**	**21.3252**	**13.9258**	**0.0489**	**8.0311**	**0.6773**	**8.6932**	**3.6744**	**0.6334**	**4.2857**	**0.0000**	**5,035.8852**	**5,035.8852**	**0.7006**	**0.4708**	**5,193.7003**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.2405	24.8965	17.2611	0.0489	4.0930	0.6489	4.4938	1.7844	0.6562	2.2035	0.0000	5,035.8852	5,035.8852	0.7006	0.4708	5,193.7003
2024	1.2066	18.5677	15.0810	0.0276	0.3987	0.6466	1.0453	0.1079	0.6528	0.7607	0.0000	2,577.5550	2,577.5550	0.3464	0.0531	2,602.0487
2025	1.1781	18.5765	14.9889	0.0274	0.3987	0.6451	1.0438	0.1079	0.6504	0.7583	0.0000	2,566.2738	2,566.2738	0.3389	0.0518	2,590.1695
2026	0.7860	17.2645	11.5761	0.0144	0.1068	0.5389	0.6457	0.0283	0.5539	0.5822	0.0000	1,388.2988	1,388.2988	0.4141	2.5800e-003	1,399.4195
Maximum	**1.2405**	**24.8965**	**17.2611**	**0.0489**	**4.0930**	**0.6489**	**4.4938**	**1.7844**	**0.6562**	**2.2035**	**0.0000**	**5,035.8852**	**5,035.8852**	**0.7006**	**0.4708**	**5,193.7003**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**18.94**	**-59.41**	**-16.99**	**0.00**	**44.07**	**-39.30**	**32.44**	**48.23**	**-49.01**	**22.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4696**	**1.1985**	**1.0936**	**2.0600e-003**	**0.0000**	**0.0631**	**0.0631**	**0.0000**	**0.0631**	**0.0631**		**219.3655**	**219.3655**	**0.0308**	**0.0000**	**220.1344**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4696**	**1.1985**	**1.0936**	**2.0600e-003**	**0.0000**	**0.0631**	**0.0631**	**0.0000**	**0.0631**	**0.0631**		**219.3655**	**219.3655**	**0.0308**	**0.0000**	**220.1344**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/3/2023	9/23/2023	6	72	
2	Site Preparation	Site Preparation	9/25/2023	11/4/2023	6	36	
3	Grading	Grading	11/6/2023	12/16/2023	6	36	
4	Building Construction	Building Construction	12/18/2023	7/26/2025	6	504	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5	Architectural Coating	Architectural Coating	7/28/2025	2/14/2026	6	174	
6	Paving	Paving	2/16/2026	3/28/2026	6	36	

Acres of Grading (Site Preparation Phase): 33.75

Acres of Grading (Grading Phase): 36

Acres of Paving: 2

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,227 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Site Preparation	Graders	1	8.00	187	0.41

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,625.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	37.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**0.0000**	**0.6766**	**0.6766**	**0.0000**	**0.6328**	**0.6328**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0454	0.0360	0.3815	9.5000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		97.2372	97.2372	3.6100e-003	3.2200e-003	98.2861
Total	**0.0454**	**0.0360**	**0.3815**	**9.5000e-004**	**0.1068**	**6.9000e-004**	**0.1075**	**0.0283**	**6.4000e-004**	**0.0290**		**97.2372**	**97.2372**	**3.6100e-003**	**3.2200e-003**	**98.2861**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.4081	21.8392	16.8795	0.0241		0.5671	0.5671		0.5949	0.5949	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**0.4081**	**21.8392**	**16.8795**	**0.0241**	**0.0000**	**0.5671**	**0.5671**	**0.0000**	**0.5949**	**0.5949**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0454	0.0360	0.3815	9.5000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		97.2372	97.2372	3.6100e-003	3.2200e-003	98.2861
Total	**0.0454**	**0.0360**	**0.3815**	**9.5000e-004**	**0.1068**	**6.9000e-004**	**0.1075**	**0.0283**	**6.4000e-004**	**0.0290**		**97.2372**	**97.2372**	**3.6100e-003**	**3.2200e-003**	**98.2861**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2635	0.0000	6.2635	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**1.1339**	**12.4250**	**6.6420**	**0.0172**	**6.2635**	**0.5074**	**6.7709**	**3.0038**	**0.4668**	**3.4706**		**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0280	0.0222	0.2348	5.8000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		59.8383	59.8383	2.2200e-003	1.9800e-003	60.4838
Total	**0.0280**	**0.0222**	**0.2348**	**5.8000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**59.8383**	**59.8383**	**2.2200e-003**	**1.9800e-003**	**60.4838**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8186	0.0000	2.8186	1.3517	0.0000	1.3517			0.0000			0.0000
Off-Road	0.1846	14.7345	10.1700	0.0172		0.2494	0.2494		0.2666	0.2666	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	**0.1846**	**14.7345**	**10.1700**	**0.0172**	**2.8186**	**0.2494**	**3.0680**	**1.3517**	**0.2666**	**1.6183**	**0.0000**	**1,666.0573**	**1,666.0573**	**0.5388**		**1,679.5282**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0280	0.0222	0.2348	5.8000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		59.8383	59.8383	2.2200e-003	1.9800e-003	60.4838
Total	**0.0280**	**0.0222**	**0.2348**	**5.8000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**59.8383**	**59.8383**	**2.2200e-003**	**1.9800e-003**	**60.4838**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1601	0.0000	7.1601	3.4365	0.0000	3.4365			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.1601**	**0.6044**	**7.7644**	**3.4365**	**0.5560**	**3.9925**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1095	6.8299	1.4398	0.0275	0.7889	0.0573	0.8461	0.2162	0.0548	0.2710		2,965.4727	2,965.4727	0.0524	0.4683	3,106.3454
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0277	0.2935	7.3000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.7978	74.7978	2.7800e-003	2.4700e-003	75.6047
Total	**0.1445**	**6.8576**	**1.7333**	**0.0283**	**0.8710**	**0.0578**	**0.9288**	**0.2380**	**0.0553**	**0.2933**		**3,040.2705**	**3,040.2705**	**0.0552**	**0.4708**	**3,181.9501**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2220	0.0000	3.2220	1.5464	0.0000	1.5464			0.0000			0.0000
Off-Road	0.2600	18.0389	12.6809	0.0206		0.3429	0.3429		0.3638	0.3638	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**0.2600**	**18.0389**	**12.6809**	**0.0206**	**3.2220**	**0.3429**	**3.5649**	**1.5464**	**0.3638**	**1.9103**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1095	6.8299	1.4398	0.0275	0.7889	0.0573	0.8461	0.2162	0.0548	0.2710		2,965.4727	2,965.4727	0.0524	0.4683	3,106.3454
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0350	0.0277	0.2935	7.3000e-004	0.0822	5.3000e-004	0.0827	0.0218	4.9000e-004	0.0223		74.7978	74.7978	2.7800e-003	2.4700e-003	75.6047
Total	**0.1445**	**6.8576**	**1.7333**	**0.0283**	**0.8710**	**0.0578**	**0.9288**	**0.2380**	**0.0553**	**0.2933**		**3,040.2705**	**3,040.2705**	**0.0552**	**0.4708**	**3,181.9501**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0191	0.7279	0.2288	2.9200e-003	0.0948	4.5000e-003	0.0993	0.0273	4.3100e-003	0.0316		310.3115	310.3115	3.8100e-003	0.0454	323.9284
Worker	0.1293	0.1025	1.0859	2.7000e-003	0.3040	1.9600e-003	0.3059	0.0806	1.8100e-003	0.0824		276.7519	276.7519	0.0103	9.1600e-003	279.7373
Total	**0.1484**	**0.8304**	**1.3147**	**5.6200e-003**	**0.3987**	**6.4600e-003**	**0.4052**	**0.1079**	**6.1200e-003**	**0.1140**		**587.0634**	**587.0634**	**0.0141**	**0.0545**	**603.6657**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0921	17.7168	13.8777	0.0221		0.6424	0.6424		0.6501	0.6501	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.0921**	**17.7168**	**13.8777**	**0.0221**		**0.6424**	**0.6424**		**0.6501**	**0.6501**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0191	0.7279	0.2288	2.9200e-003	0.0948	4.5000e-003	0.0993	0.0273	4.3100e-003	0.0316		310.3115	310.3115	3.8100e-003	0.0454	323.9284
Worker	0.1293	0.1025	1.0859	2.7000e-003	0.3040	1.9600e-003	0.3059	0.0806	1.8100e-003	0.0824		276.7519	276.7519	0.0103	9.1600e-003	279.7373
Total	**0.1484**	**0.8304**	**1.3147**	**5.6200e-003**	**0.3987**	**6.4600e-003**	**0.4052**	**0.1079**	**6.1200e-003**	**0.1140**		**587.0634**	**587.0634**	**0.0141**	**0.0545**	**603.6657**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0182	0.7180	0.2207	2.8700e-003	0.0948	4.4400e-003	0.0992	0.0273	4.2500e-003	0.0315		305.4305	305.4305	3.7200e-003	0.0447	318.8388
Worker	0.1206	0.0908	1.0034	2.6200e-003	0.3040	1.8600e-003	0.3058	0.0806	1.7100e-003	0.0823		270.2031	270.2031	9.2700e-003	8.4500e-003	272.9537
Total	**0.1388**	**0.8088**	**1.2241**	**5.4900e-003**	**0.3987**	**6.3000e-003**	**0.4050**	**0.1079**	**5.9600e-003**	**0.1139**		**575.6335**	**575.6335**	**0.0130**	**0.0531**	**591.7925**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0679	17.7589	13.8569	0.0221		0.6403	0.6403		0.6469	0.6469	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.0679**	**17.7589**	**13.8569**	**0.0221**		**0.6403**	**0.6403**		**0.6469**	**0.6469**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0182	0.7180	0.2207	2.8700e-003	0.0948	4.4400e-003	0.0992	0.0273	4.2500e-003	0.0315		305.4305	305.4305	3.7200e-003	0.0447	318.8388
Worker	0.1206	0.0908	1.0034	2.6200e-003	0.3040	1.8600e-003	0.3058	0.0806	1.7100e-003	0.0823		270.2031	270.2031	9.2700e-003	8.4500e-003	272.9537
Total	**0.1388**	**0.8088**	**1.2241**	**5.4900e-003**	**0.3987**	**6.3000e-003**	**0.4050**	**0.1079**	**5.9600e-003**	**0.1139**		**575.6335**	**575.6335**	**0.0130**	**0.0531**	**591.7925**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.3246**	**10.4128**	**12.4393**	**0.0221**		**0.3925**	**0.3925**		**0.3785**	**0.3785**		**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.7067	0.2142	2.8200e-003	0.0948	4.3500e-003	0.0992	0.0273	4.1600e-003	0.0315		300.0573	300.0573	3.6300e-003	0.0439	313.2311
Worker	0.1131	0.0810	0.9332	2.5300e-003	0.3040	1.7700e-003	0.3057	0.0806	1.6300e-003	0.0823		264.0641	264.0641	8.3900e-003	7.8500e-003	266.6137
Total	**0.1305**	**0.7877**	**1.1474**	**5.3500e-003**	**0.3987**	**6.1200e-003**	**0.4049**	**0.1079**	**5.7900e-003**	**0.1137**		**564.1214**	**564.1214**	**0.0120**	**0.0518**	**579.8447**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0476	17.7888	13.8416	0.0221		0.6390	0.6390		0.6446	0.6446	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	**1.0476**	**17.7888**	**13.8416**	**0.0221**		**0.6390**	**0.6390**		**0.6446**	**0.6446**	**0.0000**	**2,002.1524**	**2,002.1524**	**0.3269**		**2,010.3248**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.7067	0.2142	2.8200e-003	0.0948	4.3500e-003	0.0992	0.0273	4.1600e-003	0.0315		300.0573	300.0573	3.6300e-003	0.0439	313.2311
Worker	0.1131	0.0810	0.9332	2.5300e-003	0.3040	1.7700e-003	0.3057	0.0806	1.6300e-003	0.0823		264.0641	264.0641	8.3900e-003	7.8500e-003	266.6137
Total	**0.1305**	**0.7877**	**1.1474**	**5.3500e-003**	**0.3987**	**6.1200e-003**	**0.4049**	**0.1079**	**5.7900e-003**	**0.1137**		**564.1214**	**564.1214**	**0.0120**	**0.0518**	**579.8447**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0153	0.1766	4.8000e-004	0.0575	3.3000e-004	0.0578	0.0153	3.1000e-004	0.0156		49.9581	49.9581	1.5900e-003	1.4900e-003	50.4404
Total	**0.0214**	**0.0153**	**0.1766**	**4.8000e-004**	**0.0575**	**3.3000e-004**	**0.0578**	**0.0153**	**3.1000e-004**	**0.0156**		**49.9581**	**49.9581**	**1.5900e-003**	**1.4900e-003**	**50.4404**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.3228**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0214	0.0153	0.1766	4.8000e-004	0.0575	3.3000e-004	0.0578	0.0153	3.1000e-004	0.0156		49.9581	49.9581	1.5900e-003	1.4900e-003	50.4404
Total	**0.0214**	**0.0153**	**0.1766**	**4.8000e-004**	**0.0575**	**3.3000e-004**	**0.0578**	**0.0153**	**3.1000e-004**	**0.0156**		**49.9581**	**49.9581**	**1.5900e-003**	**1.4900e-003**	**50.4404**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**0.3797**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0201	0.0138	0.1644	4.6000e-004	0.0575	3.1000e-004	0.0578	0.0153	2.9000e-004	0.0155		48.7250	48.7250	1.4400e-003	1.3900e-003	49.1747
Total	**0.0201**	**0.0138**	**0.1644**	**4.6000e-004**	**0.0575**	**3.1000e-004**	**0.0578**	**0.0153**	**2.9000e-004**	**0.0155**		**48.7250**	**48.7250**	**1.4400e-003**	**1.3900e-003**	**49.1747**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.2089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**0.3228**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0201	0.0138	0.1644	4.6000e-004	0.0575	3.1000e-004	0.0578	0.0153	2.9000e-004	0.0155		48.7250	48.7250	1.4400e-003	1.3900e-003	49.1747
Total	**0.0201**	**0.0138**	**0.1644**	**4.6000e-004**	**0.0575**	**3.1000e-004**	**0.0578**	**0.0153**	**2.9000e-004**	**0.0155**		**48.7250**	**48.7250**	**1.4400e-003**	**1.3900e-003**	**49.1747**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276		1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.1456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7188**	**5.3259**	**8.7951**	**0.0136**		**0.2465**	**0.2465**		**0.2276**	**0.2276**		**1,297.8096**	**1,297.8096**	**0.4114**		**1,308.0951**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0374	0.0256	0.3053	8.6000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.4000e-004	0.0289		90.4892	90.4892	2.6700e-003	2.5800e-003	91.3245
Total	**0.0374**	**0.0256**	**0.3053**	**8.6000e-004**	**0.1068**	**5.8000e-004**	**0.1074**	**0.0283**	**5.4000e-004**	**0.0289**		**90.4892**	**90.4892**	**2.6700e-003**	**2.5800e-003**	**91.3245**

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6030	17.2389	11.2708	0.0136		0.5383	0.5383		0.5534	0.5534	0.0000	1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.1456					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7486**	**17.2389**	**11.2708**	**0.0136**		**0.5383**	**0.5383**		**0.5534**	**0.5534**	**0.0000**	**1,297.8096**	**1,297.8096**	**0.4114**		**1,308.0951**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0374	0.0256	0.3053	8.6000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.4000e-004	0.0289		90.4892	90.4892	2.6700e-003	2.5800e-003	91.3245
Total	**0.0374**	**0.0256**	**0.3053**	**8.6000e-004**	**0.1068**	**5.8000e-004**	**0.1074**	**0.0283**	**5.4000e-004**	**0.0289**		**90.4892**	**90.4892**	**2.6700e-003**	**2.5800e-003**	**91.3245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.525994	0.052186	0.192239	0.149775	0.026316	0.006656	0.010786	0.006782	0.001528	0.000490	0.022990	0.001400	0.002856

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Unmitigated	0.0408	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.9600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0408**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	9.9600e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.4000e-004	4.4000e-004	0.0000		4.7000e-004
Total	**0.0408**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.4000e-004**	**4.4000e-004**	**0.0000**		**4.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Salinas Industrial Waste Facilities Improvements Projects - Monterey County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0.13	48	670	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (600 - 750 HP)	0.4288	1.1985	1.0934	2.0600e-003		0.0631	0.0631		0.0631	0.0631		219.3650	219.3650	0.0308		220.1339
Total	**0.4288**	**1.1985**	**1.0934**	**2.0600e-003**		**0.0631**	**0.0631**		**0.0631**	**0.0631**		**219.3650**	**219.3650**	**0.0308**		**220.1339**

11.0 Vegetation

APPENDIX D

BIOLOGICAL RESOURCES ASSESSMENT

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

September 21, 2022

Brian Frus, P.E., Senior Civil Engineer
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

Subject: Biological Resources Assessment for the Salinas Industrial Wastewater Treatment Facility Improvements Project located in the City of Salinas and unincorporated Monterey County, California

Dear Mr. Frus:

The purpose of this Biological Resources Technical Memorandum is to describe and document potential impacts to biological resources associated with the proposed Salinas Industrial Wastewater Treatment Facility Improvements Project (project) in the City of Salinas and unincorporated Monterey County, California (refer to Figure 1; all figures are provided in Attachment B). This technical information is provided for project review under the California Environmental Quality Act (CEQA) and the Environmental Review Process Requirements for the State Water Resources Control Board's Clean Water State Revolving Fund Program (April 2017). This document provides a biological resources impact analysis that reflects the current environmental setting, project design, and regulatory context.

PROJECT SITES AND SETTING

The project involves proposed improvements at two distinct sites: one site is located within the unincorporated portion of Monterey County (the Industrial Wastewater Treatment Facility) and the other site is located within the City (the airport lift station) (see Figures 1 and 2, Attachment B). The Industrial Wastewater Treatment Facility (IWTF) is located just west of Davis Road, north of the Salinas River, hereinafter referred to as the "IWTF Project Site" (Figure 3). The Airport Lift Station is located in the southeast portion of the City at the south end of Airport Boulevard near Hansen Street (Figure 4).

The project sites are located in Ranges 2 and 3 East, Township 15 South on the 7.5-minute series United States Geological Survey (USGS) *Salinas, California* quadrangle. The "project sites" discussed in this memorandum refer to all areas where direct, physical construction-related disturbance would occur. The Biological Study Areas (BSAs) for the project sites include the direct project disturbance limits plus a buffer of up to 300 feet to account for indirect project-related effects such as noise and vibration.

The IWTF project site is located adjacent to the floodplain of the Salinas River. The IWTF project site is currently developed with wastewater treatment ponds and associated infrastructure (i.e., pipelines, surface aerators, and pump houses, etc.). Other vegetation and land cover types in the IWTF BSA include agriculture, detention basins, an irrigation canal, disturbed/barren areas, ruderal areas, and riparian woodland associated with the Salinas River (located to the south/southwest of

the existing IWTF). Extensive soil disturbance from vehicles is evident throughout the IWTF BSA, and portions of the IWTF appear to be regularly disked for vegetation control.

The Airport Lift Station BSA is currently developed and surrounded by commercial/industrial developments in the City of Salinas. Portions of the Airport Lift Station BSA support ruderal areas and ornamental vegetation.

The BSAs are located within the Central Coast region of the California Floristic Province (Baldwin, et al. 2012) and within the Alisal Creek-Salinas River watershed (Hydrologic Unit Code #180600051509). The BSAs are relatively flat with almost no topographic variation and are at approximately 26 to 40 feet above mean sea level. Overall, both BSAs are subject to regular anthropogenic disturbance associated with the operations of the existing facilities (i.e., vegetation clearing, facility maintenance, etc.).

Proposed Project

The City of Salinas (City) is proposing to implement improvements to its industrial wastewater treatment system that treats wastewater from local agriculture-based industries. The proposed improvements would be constructed at the City's existing Industrial Wastewater Treatment Facility (IWTF), which is part of the City's Industrial Wastewater Collection and Conveyance System (IWCCS). The IWCCS, which is separate from the City's sanitary and storm sewer systems, accepts flow from 23 different agricultural facilities that are primarily for agricultural processing, such as fresh produce washing and packaging operations. The wastewater is conveyed from the agricultural facilities to the IWTF for disposal or recycling. Proposed improvements at the IWTF and Airport Lift Station would provide operational and efficiency improvements as well as capacity reliability and redundancy enhancements for the industrial users. The City intends to seek State Revolving Fund (SRF) funding for these improvements.

Project Components

The Industrial Waste Treatment Facility Improvements Project (proposed project) includes the following four Capital Improvement Plan (CIP) projects identified in the Industrial Wastewater System Analysis and Revised Rate and Connection Fee Study: (1) the Aeration Lagoon Improvements Package, (2) the Pond Automation/Distribution and Pond 3 Pump Station Package, (3) the VFDs and Backup Power Package, and (4) the Airport Lift Station Package. It is not yet clear whether the four projects would be packaged under a single contract or delivered separately. A map of the IWTF and IWCCS facilities is shown on Figures 1 and 2, with the project areas highlighted. The major elements of each project component are described below:

*Aeration Lagoon Improvements***.** The existing Aeration Lagoon has twelve 50-horsepower (hp) surface aerators installed. The Aeration Lagoon Improvements Project involves replacing four of these aerators with new units of the same capacity as the existing aerators, because the existing units have exceeded their useful design life. An additional three 50-hp aerators would be installed in the existing lagoon to provide additional treatment capacity. Proposed improvements would also include upgrades to existing electrical and communications systems – including running new electrical wiring, new motor control centers, a new electrical building(s), and new transformers. An area of the lagoon berm would be widened to accommodate a new electrical building and

equipment. The new Electrical/Control Building is expected to have a footprint of 12 feet by 18 feet by 10 feet high.

Pond Automation/Distribution and Pond 3 Pump Station. Proposed improvements would include upgrades to provide additional control and automation to enhance flow monitoring and operation, including a new concrete structure and access for flow and water level monitoring equipment, piping/valves, water level controls, slide gates and electrical and instrumentation upgrades. New piping would be provided between ponds and would be buried in the existing berms. New pump stations (with either permanent or portable pumping units) would be provided in each pond to facilitate transfer of water between ponds. Sheet piles or internal berms would be constructed within the existing percolation ponds to facilitate operation and maintenance of the ponds.

The Pond 3 Pump Station upgrades would include the addition of a new second pump with the same capacity as the existing pump to enhance pumping reliability.

Variable Frequency Drives (VFDs) and Backup Power. This project improvement would add new VFDs on the existing and new aerators to provide better control and operational cost savings by reducing energy usage at appropriate times of day or seasons. VFDs would be installed in an electrical control building in the Aeration Lagoon area, on the berms adjacent to existing electrical equipment.

The Backup Power project element would include the addition of three fixed standby emergency generators capable of generating a total of 1.5 megawatts (MW) of power to increase facility reliability/resiliency and to ensure uninterrupted wastewater conveyance and treatment in the event of power outages. Emergency generators would be installed adjacent to the IWTF influent pump station and an Aeration Lagoon substation with other electrical equipment.

Airport Lift Station. The Airport Lift Station project would increase the current firm capacity of the pump station from 4 million gallons per day (mgd) to 6 mgd peak flow to adequately serve the existing industrial users that discharge to this pump station. Proposed improvements would include either replacing the existing pumps or expanding the lift station to incorporate new pumps to provide the increased capacity.

METHODS

Literature Review and Records Search

LSA Biologist Kelly McDonald conducted a literature review and records search on August 11, 2022, to identify the existence and potential for occurrence of sensitive or special-status plant and animal species[1] in the project vicinity. Federal and State lists of sensitive species were also examined.

[1] For the purposes of this report, the term "special-status species" refers to those species that are listed or proposed for listing under the California Endangered Species Act (CESA) and/or the Federal Endangered Species Act (FESA), California Fully Protected Species, and California Species of Special Concern. It should be noted that "Species of Special Concern" is an administrative designation made by the CDFW and carries no formal legal protection status. However, Section 15380 of the *State CEQA Guidelines* indicates that these species should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein.

Current electronic database records reviewed included the following:

- **California Natural Diversity Data Base information (CNDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game. This database covers sensitive plant and animal species, as well as sensitive natural communities that occur in California. Records from nine USGS quadrangles surrounding the project area (*Marina, Salinas, Natividad, Seaside, Spreckels, Chualar, Moss Landing, Prunedale,* and *San Juan Bautista*), along with a query of records within a 5-mile radius of the project sites, were obtained from this database to inform the field survey.

- **California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which uses four specific categories or "lists" of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project areas were obtained from this database to inform the field survey.

- **United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) Online System**, which lists all proposed, candidate, threatened, and endangered species managed by the Endangered Species Program of the USFWS that have the potential to occur on or near a particular site. This database also lists all designated critical habitats, national wildlife refuges, and migratory birds that could potentially be impacted by activities from a proposed project. An IPaC Trust Resource Report (USFWS 2022a) was generated for the project sites.

- **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project sites (USFWS 2022b).

- **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously identified in the project sites (USFWS 2022c).

- **eBird:** eBird is a real-time, online checklist program launched in 2002 by the Cornell Lab of Ornithology and National Audubon Society. It provides rich data sources for basic information on bird abundance and distribution at a variety of spatial and temporal scales. eBird occurrence records within the project sites and a 5-mile radius around the project sites were reviewed in August (eBird 2022).

In addition to the databases listed above, historic and current aerial imagery, and local land use policies related to biological resources were reviewed.

Field Survey

LSA Biologist Kelly McDonald conducted a general biological survey of the IWTF and Airport Lift Station BSAs on August 12, 2022, to document existing site conditions and the potential presence of sensitive biological resources. The project sites were surveyed on foot, and all plant and animal species observed were recorded. Suitable habitat for any species of interest or concern was duly noted, and general site conditions were photographed (see Attachment C). The field survey took

place on a clear sunny morning with weather conditions conducive to the detection of plant and animal species.

RESULTS

Vegetation

At the time of the field survey, the IWTF BSA contained wastewater treatment ponds and associated infrastructure (mapped as developed areas), an irrigation canal, cultivated and tilled agricultural fields, a detention basin, disturbed/barren areas, and ruderal (e.g., disturbed, weedy) patches of mostly nonnative/invasive herbaceous plant species. Riparian woodland associated with the Salinas River is present in the southern portions of the IWTF BSA. The Airport Lift BSA is primarily developed and contains several small patches of ruderal and ornamental vegetation. Figures 5 and 6 (Attachment B) show vegetation and land cover types mapped in the BSAs. The acreages of each vegetation community and land cover type occurring within the BSAs are shown in Tables A and B, below.

Table A: Vegetation and Land Cover Types Within the IWTF BSA

Vegetation / Land Cover Type	Acreage[1]
Detention Basin	0.42
Ornamental	0.51
Tilled Agricultural Land	2.74
Irrigation Canal	4.45
Developed	7.7
Open Water	10.4
Disturbed/Barren	40.18
Riparian Woodland	49.41
Agriculture	75.69
Ruderal	88.17
Wastewater Treatment Pond	118.62
Total Project Area	**398.29**

Source: Compiled by LSA (2022).
[1] All presented acreages are approximate and based on geographic information system measurements.
BSA = Biological Study Area
IWTF = Industrial Wastewater Treatment Facility

Table B: Vegetation and Land Cover Types Within the Airport Lift BSA

Vegetation / Land Cover Type	Acreage
Ornamental	0.23
Ruderal	0.54
Developed	8.93
Total Project Area	**9.70**

Source: Compiled by LSA (2022).
BSA = Biological Study Area

A total of 47 vascular plant species were identified within both BSAs during the August 2022 field survey. See Attachment D for a complete list of species identified on the BSAs. The following describes the vegetation and land cover types occurring within the two BSAs:

- **Detention Basin:** The detention basin is an area that was excavated in uplands and designed as an overflow or emergency basin to prevent flooding and erosion from a pump house located within the agricultural fields outside of the IWTF project site.

- **Ornamental:** Ornamental areas consist of introduced trees, shrubs, and flowers, with turf grass and other nonnative grasses commonly occurring in the understory. Ornamental landscaping is vegetation that is typically planted and maintained within and adjacent to developed areas.

- **Tilled Agricultural Land:** Tilled agricultural land is a previously cultivated area that has been recently tilled and no live vegetation was present in this area at the time of field survey.

- **Irrigation Canal:** This is a constructed canal that carries stormwater and agricultural runoff from the adjacent agricultural properties to the Salinas River. Portions of the irrigation canal contain wetland indicator plant species such as cattails (*Typha* sp.), horsetail (*Equisetum* sp.), California bulrush (*Schoenoplectus californicus*), and nut grass (*Cyperus esculentus*). The irrigation canal has culverts in two locations (Culvert 3 and 4) that direct surface flows to the Salinas River, making these features potential jurisdictional waters of the State and water of the United States. Culverts 1 and 2 provide a connection to other portions of the canal due to breaks in the canal.

- **Open Water:** Areas mapped under this classification include actively flowing water between the banks of the Salinas River.

- **Developed:** Developed sites consist of paved areas, buildings/structures, and other areas that are cleared or graded for anthropogenic purposes.

- **Disturbed/Barren:** Disturbed/barren areas lack vegetation and contain bare ground or crushed gravel at the time of the survey. Sparse cover of ruderal vegetation is present in portions of these areas with black mustard (*Brassica nigra*) being the most commonly observed. Several other invasive, pioneering plant species are also present in these areas at low cover.

- **Riparian Woodland:** This area contains a mixed canopy of black cottonwood (*Populus trichocarpa*), box elder (*Acer negundo*), arroyo willow (*Salix lasiolepis*), narrow leafed willow (*Salix exigua),* and red willow (*Salix laevigata*). The understory contains California mugwort (*Artemisia douglasiana*) and stinging nettle (*Urtica dioica*), among others. Several nonnative grasses are present in the understory including brome grasses (*Bromus* sp.) and annual beard grass (*Polypogon monspeliensis*).

- **Agriculture:** Areas mapped as agriculture consist of active crops such as a variety of vegetables, lettuce, and strawberries.

- **Ruderal:** Areas classified as ruderal consist of early successional grassland dominated by pioneering herbaceous plants that readily colonize disturbed ground. Ruderal plants dominant

within this area include weedy or pioneering species such as black mustard and brome grasses. These areas appear to have been cleared and/or graded for anthropogenetic purposes in the recent past.

- **Wastewater Treatment Ponds:** The four ponds are associated with the IWTF and were artificially constructed for the treatment of industrial wastewater. These ponds are treated and routinely maintained.

Wildlife

A total of 38 wildlife species were observed on or near the BSAs during the August 2022 survey. Frequently observed species included barn swallow (*Hirundo rustica*), mallard (*Anas platyrhynchos*), and great blue heron (*Ardea herodias*). Each of the 38 species observed commonly occur in and around the Salinas River watershed. A list of wildlife species observed can be found in Attachment D.

Resident and migratory bird species utilize the IWTF BSA for foraging. Flocks of migratory waterfowl are routinely documented at the IWTF wastewater treatment ponds (eBird 2022), as are colonial nesting species such as cliff swallows (*Petrochelidon pyrrhonota*).

Special-Status Natural Communities

The CNDDB search identified occurrences of seven special-status natural (i.e., plant) communities within the nine-quadrangle search area: Central Dune Scrub, Central Maritime Chaparral, Coastal and Valley Freshwater Marsh, Coastal Brackish Marsh, Monterey Pine Forest, Northern Coastal Salt Marsh, and Valley Needlegrass Grassland[2]. All seven of these special-status natural communities are absent from the BSAs. One natural community protected under the California Fish and Game Code, riparian woodland, was mapped along the southern portion of the IWTF BSA near the Salinas River. There are no special-status natural communities within the IWTF project site. No sensitive natural communities are located within the Airport Lift Station BSA.

Special-Status Plants

Attachment E contains tables that identify special-status species known to occur or that potentially occur in the vicinity of the BSAs and include detailed information about each species' habitat and distribution, activity period, listing/status designations, and probability of occurrence within the project site boundaries. These species were compiled from the CNPS, the CNDDB, and IPaC records searches from a 5-mile radius around the project site and from LSA's extensive knowledge and experience in the region.

The literature review identified 47 special-status plant species that are known to occur within a nine-quadrangle radius of the BSAs. The majority of the rare plant species that were identified in the

[2] The CNDDB uses sensitive vegetation community names described in the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986). No new sensitive natural community records have been added to the CNDDB since the 1990s. Therefore, natural communities mapped by the CNDDB are limited.

databases have specialized habitat requirements (i.e., wetland habitats, dunes, vernal pools, etc.) that do not occur within the project sites or BSAs.

The project sites are extensively disturbed, developed, and routinely maintained. Such anthropogenic disturbances have greatly altered the natural hydrologic regimes and have either eliminated or greatly impacted the pre-settlement habitats needed to support the special-status plant species identified in the CNDDB and CNPS queries. As such, the specific habitats, soil substrates, or "micro-climates" necessary for special-status plant species to occur are absent within the boundaries of the project sites. Based on site observations coupled with the habitat suitability analysis, no special-status plant species are expected to occur within the project sites. It is also unlikely that any source populations exist in adjacent or nearby parcels that could be indirectly affected by project-related activities.

Special-Status Animals

The historic anthropogenic disturbances and disturbed, developed nature of the project sites and adjacent parcels (i.e., farming, disking, etc.) have greatly altered, eliminated, or impacted the pre-settlement habitats needed to support most of the special-status animal species identified in the CNDDB and USFWS queries. The literature review identified 49 special-status animal species that are known to occur within a nine-quad radius of the BSAs. Of those 49, 22 special-status animal species have documented CNDDB records within a five-mile radius of the BSAs (refer to Attachment E). One special-status animal species, Monterey hitch (*Lavinia exilicauda harengus*), has been documented in the Salinas River in areas adjacent to the IWTF. No special-status animal species have been documented within the Airport Lift Station BSA. No special-status animal species or signs of such species were observed within the Airport Lift Station or the IWTF project site (see subsections below).

Aquatic Species

As noted above, the Monterey hitch has been documented in the Salinas River in areas adjacent to the IWTF. However, the Monterey hitch is not expected to occur within the IWTF project site. The wastewater treatment ponds are treated and routinely maintained, and the irrigation canal does not contain permanent water or the substrate necessary for spawning. Therefore, the IWTF project site is not expected to support Monterey hitch.

Similarly, western pond turtle (*Emys marmorata*) and California red-legged frog (*Rana draytonii*) require permanent aquatic habitat, but the maintained nature and controlled hydrologic regime of the irrigation canal and wastewater treatment ponds does not provide suitable habitat for these species. Therefore, western pond turtle and California red-legged frog are not expected to occur within the IWTF project site. Species such as western spadefoot (*Spea hammondii*), California tiger salamander (*Ambystoma californiense*), and California linderiella (*Linderiella occidentalis*) require temporary pools and habitat characteristics that are not present within the IWTF project site. Tricolored blackbird (*Agelaius tricolor*) may forage/migrate over and around the IWTF project site, but colonial nesting habitat is absent from the project site.

The Airport Lift Station project site does not contain any aquatic habitat and is not expected to support any aquatic special-status animal species.

Annual Grassland Species

The IWTF BSA does not contain any annual grassland habitat that would support northern California legless lizard (*Anniella pulchra*), coast horned lizard (*Phrynosoma blainvillii*), or American badger (*Taxidea taxus*). Additionally, the soils are too dry and compact from longstanding wastewater treatment operations to provide preferred soil conditions for these species. Therefore, northern California legless lizard, coast horned lizard, and American badger are not expected to occur within the IWTF project site.

No food genera or suitable roosting/nesting habitat used by special-status bumblebees (*Bombus* spp.), Smith's blue butterfly (*Euphilotes enoptes smithi*), or monarch (*Danaus plexippus plexippus*) were observed within the IWTF project site. While it is possible for such insects to pass through the IWTF BSA, habitat features required for the recovery of these species are not present within the IWTF project site.

The Airport Lift Station project site and BSA do not contain any annual grassland habitat and are not expected to support the special-status animal species listed above.

Roosting Bats

Bat species such as pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and hoary bat (*Lasiurus cinereus*) may forage over and around the IWTF project site, but there is no suitable roosting habitat present within the IWTF project site limits. Tree-roosting bat species may roost in the riparian woodland habitat along the Salinas River, outside of the project disturbance limits. The Airport Lift Station project site and BSA do not contain any suitable roosting habitat.

Nesting Birds

No suitable burrowing owl (*Athene cunicularia*) burrows were observed within the IWTF project site making nesting unlikely to occur. However, some suitable foraging habitat is present within the ruderal areas of the project site and open agricultural areas in the surrounding BSA.

Suitable foraging habitat and nesting habitat for ground-nesting species such as California horned lark (*Eremophila alpestris actia*) are present within the IWTF project site. According to eBird, this species was observed within the IWTF project site in August 2022.

The IWTF project site also contains suitable foraging habitat for certain raptors such as Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), and Cooper's hawk (*Accipiter cooperii*), but nesting is not expected within the IWTF site itself. There are no trees or shrubs present within the IWTF project site that could be used for nesting by raptors, although suitable nesting habitat is present along the Salinas River. Several eBird records documented Swainson's hawk foraging over the IWTF project site and surrounding lands in 2008, 2011, and 2013.

Several raptor species that are afforded specific protection under the California Fish and Game Code were observed flying over and around the IWTF project site during the August 2022 field survey, including red-tailed hawk (*Buteo jamaicensis*). Peregrine falcon (*Falco mexicanus*) and golden eagle (*Aquila chrysaetos*) could forage over or within the IWTF BSA, but nesting habitat is absent in the

project site due to the lack of cliffs, large rock outcrops, or tall buildings. Suitable avian nesting habitat in the IWTF project site is limited to that which supports ground-nesting species such as killdeer (*Charadrius vociferous*) and other birds that may nest in the annual herbaceous cover. Additionally, nesting cliff swallows were observed on the pump house during the August 2022 field survey, and nesting swallow colonies have been documented in the past at the IWTF site by multiple eBird contributors (eBird 2022).

The Airport Lift Station project site and BSA contain limited ornamental vegetation that provides only marginally suitable nesting habitat for most bird species.

Wetlands and Potential Jurisdictional Aquatic Resources

An irrigation canal and wastewater treatment ponds are located within the IWTF project site, and the Salinas River is located within the IWTF BSA. No aquatic features are located within the Airport Lift Station BSA.

The Salinas River is located along the southwestern portions of the IWTF BSA. Hydrophytic plants and riparian vegetation were observed along the bank such as arroyo willow, red willow, narrow leafed willow, box elder, and black cottonwoods. The Salinas River contains a defined bed/bank and an ordinary high-water mark. The Salinas River originates in the Los Padres National Forest and flows in a north-northwest direction where it drains into the Pacific Ocean, a traditionally navigable water. As such, the Salinas River is a jurisdictional water of the United States and water of the State, subject to United States Army Corps of Engineers (USACE) and Central Coast Regional Water Quality Control Board (RWQCB) regulation, respectively. Riparian vegetation associated with the Salinas River is also subject to CDFW and RWQCB regulation.

An irrigation canal is located in the IWTF BSA along the edges of the drying beds and wastewater treatment ponds. Surrounding agricultural operations contribute water to the canal, with one inlet observed in the northernmost corner of the BSA and several other drains along the canal. The irrigation canal flows into the Salinas River through two culverts, as shown on Figure 5. The canal was dry at the time of the survey, but soil cracks were present in portions of the canal. Furthermore, portions of the canal support cattails and other hydrophytic (e.g., wetland indicator) plant species such as horsetail, California bulrush, and nut grass. Other areas of canal lacked vegetation and were comprised of sparse ruderal/nonnative vegetation like black mustard.

Because the irrigation canal exhibits an ordinary high water mark and connects to the Salinas River, a jurisdictional water of the United States, the irrigation canal meets the current regulatory definition of waters of the United States subject to USACE jurisdiction under the federal Clean Water Act. Any discharge of fill or waste material within the canal would also be subject to regulation by the RWQCB as waters of the State. Physical ground or vegetation disturbance within the irrigation canal banks would also be subject to CDFW jurisdiction under Section 1602 of the California Fish and Game Code.

Four wastewater treatment ponds are located within the IWTF project site. These ponds are artificially constructed and are regularly maintained and treated for wastewater management purposes. Each of the ponds contained surface water at the time of the survey and do not contain any connection to the Salinas River or other aquatic features. Under the current regulatory

definition of Waters of the United States and implementation guidance, the USACE does not assert Clean Water Act Section 404 jurisdiction over active wastewater treatment facilities, or features that lack a significant nexus with traditional navigable waters. In addition, the *State Wetland Definition and Procedures for Discharge of Dredged or Fill Material of Waters of the State* (SWRCB 2019) states that industrial or municipal wastewater treatment or disposal features are not considered jurisdictional waters of the State. Isolated wastewater treatment ponds are also not considered "streams, lakes, or rivers" subject to regulation under Section 1602 of the California Fish and Game Code. As such, the active wastewater treatment ponds within the IWTF project site are not considered to be jurisdictional aquatic resources under the aforementioned regulations.

Regional Habitat Conservation Plans and Local Policies

The City of Salinas and Monterey County currently do not have an adopted regional Natural Community Conservation Plan or Habitat Conservation Plan. The 2002 General Plan for the City of Salinas and the 2010 General Plan for Monterey County outline local relevant policies related to biological resources. Below is the list of applicable policies from these plans:

- City of Salinas General Plan:
    - Policy Conservation/Open Space (COS)-5.1: Protect and enhance creek corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities.
- County of Monterey General Plan:
    - Policy Open Space (OS)-5.23: The County shall prepare, adopt and implement a program that allows projects to mitigate the loss of oak woodlands, while also taking into consideration wildfire prevention/ protection. Consistent with California Public Resources Code Section 21083.4, the program shall identify a combination of the following mitigation alternatives:

        a) ratios for replacement,

        b) payment of fees to mitigate the loss or direct replacement for the loss of oak woodlands and monitoring for compliance; and

        c) conservation easements.

      The program shall identify criteria for suitable donor sites. Mitigation for the loss of oak woodlands may be either on-site or off-site. The program shall allow payment of fees to either a local fund established by the County or a state fund. Until such time as the County program is implemented consistent with Public Resources Code Section 21083.4(b), projects shall pay a fee to the state Oak Woodlands Conservation Fund (OWCF). Replacement of oak woodlands shall

provide for equivalent acreage and ecological value at a minimum of 1:1 ratio. The program shall prioritize the conservation of oak woodlands that are within known wildlife corridors as a high priority. The oak woodlands mitigation program shall be adopted within 5 years of adoption of the General Plan.

Because there is no tree removal as part of the project, the project would also not be subject to the 2010 Monterey County Zoning Ordinance for tree removals and therefore, the project would not conflict with any local policies or ordinances protecting biological resources.

IMPACT FINDINGS

Special-Status Natural Communities

One natural community under the jurisdiction of CDFW, riparian woodland, was mapped along the southwestern border of the IWTF BSA; however, this natural community is outside of the limits of the project site and, therefore would not be directly impacted by proposed project activities. However, the riparian woodland could be indirectly impacted during project activities, including from an increase or change in off-site runoff, erosion, noise/vibration, and spread of invasive species. To avoid or minimize such indirect impacts, Mitigation Measures 1 and 2 would be implemented to ensure proper erosion control and storage of construction equipment and avoid the spread of invasive plant species.

No sensitive natural communities are located within the Airport Lift Station BSA. The Airport Lift Station project would not directly impact any special-status natural communities, and no mitigation is required.

Special-Status Species

No special-status plant species are expected to occur within either project site or to be adversely affected by the proposed project. Therefore, no mitigation is required for special-status plants.

While special-status bird and bat species have potential to forage in the vicinity of the IWTF project site, these highly mobile species would be expected to avoid the site during construction activities. As such, construction activities within the IWTF project site are not anticipated to result in direct impacts to any special-status animal species. However, construction activities at the IWTF could involve temporary increases in noise, dust, and vibration, which could indirectly impact common and special-status bird species that have potential to nest within the riparian habitat along the Salinas River. Cliff swallows are also known to nest on the pump station within the IWTF, and the IWTF project site contains suitable nesting habitat for a variety of ground-nesting birds and birds that could nest in the ruderal vegetation on the margins of the site or within the irrigation canal. Nesting birds are protected under the California Fish and Game Code and federal Migratory Bird Treaty Act. Construction activities that occur during the nesting bird season (typically January 1 through August 31) have potential to result in the direct or indirect take of nesting birds, which would be considered a significant impact. With successful implementation of the recommended impact avoidance Measure BIO-3 (defined below), impacts to nesting birds (including special-status bird species) would be avoided. No mitigation is required.

The Airport Lift Station project site is completely developed and does not contain suitable habitat for any special-status animal species.

Critical Habitat

There is no designated or proposed critical habitat for any federally listed species within the BSAs. The project would not result in any impacts to critical habitat, and no mitigation is required. No oak trees are located within the direct project disturbance limits; therefore, no mitigation is required.

Wetlands and Other Aquatic Resources

The IWTF project site contains an irrigation canal and the IWTF BSA includes a portion of the Salinas River. Based on the current design plans provided to LSA in July 2022, proposed improvements to the IWTF project site are located entirely outside of any jurisdictional areas associated with the Salinas River (including riparian habitat), and no new encroachment/fill is expected to occur in resources associated with the Salinas River.

Additionally, planned improvements such as the new pipelines between percolation ponds included under the Pond Automation/Distribution and Pond 3 Pump Station Package would be placed along the existing roads/berms and would avoid direct impacts to the irrigation canal. If any component of the final site plan would result in any direct modifications (such as grading, the placement of any fill material or structures, etc.) within the banks of the irrigation canal, a formal delineation of the aquatic resources within the proposed development footprint should be conducted, and the CDFW, USACE, and RWQCB should be consulted to verify jurisdictional status and any potential permitting and/or mitigation requirements.

Construction of the proposed pipeline could result in indirect temporary impacts such as dust, potential fuel spills from construction equipment, construction-related runoff, and erosion, which could potentially enter the irrigation canal or the Salinas River. Construction activities involving ground disturbance could also result in the introduction and/or proliferation of nonnative, invasive plant species, which could outcompete and/or displace native vegetation within the irrigation canal or adjacent riparian habitat areas. To avoid or minimize such indirect impacts, the project will require proper erosion control and storage of construction equipment, as recommended in Mitigation Measure BIO-1 (defined below). Furthermore, to avoid the spread of invasive plant species**,** Mitigation Measure BIO-2 is recommended. With successful implementation of recommended Measures BIO-1 and BIO-2, potential indirect impacts to jurisdictional features would be less than significant under CEQA.

As previously discussed, the wastewater treatment ponds do not meet the definition of a jurisdictional water of the United States or water of the State. Therefore, no mitigation is required for any improvements to the wastewater treatment ponds.

Wildlife Movement

The wildlife species that occur in the project vicinity are adapted to the urban-wildland interface and ongoing IWTF operations, and the project would not introduce new effects to the areas. The noise, vibration, light, dust, or human disturbance within construction areas would only temporarily deter wildlife from using areas in the immediate vicinity of construction activities. These indirect effects

could temporarily alter migration behaviors, territories, or foraging habitats in select areas. However, because these are temporary effects, it is likely that wildlife already living and moving in close proximity to the IWTF, and proposed Airport Lift Station project sites, would alter their normal functions for the duration of the project construction and then re-establish these functions once all temporary construction effects have been removed. The project would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity. The impact is considered less than significant, and no additional mitigation is required.

RECOMMENDED IMPACT AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

The following measures are recommended to be implemented to avoid, minimize, and/or mitigate impacts on nesting birds and jurisdictional aquatic resources.

MM BIO-1 **Erosion Control and Best Management Practices (BMPs).** Prior to the start of construction, the Project Contractor shall clearly delineate all construction areas and equipment staging areas. The designated areas shall be located in such a manner as to prevent any loose soil or spill runoff from entering the irrigation canal, the Salinas River, or adjacent riparian vegetation communities. All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities used by the Project Contractor shall occur in these designated staging areas.

Adequate erosion and sedimentation barriers (e.g., silt fencing) shall be installed around the perimeters of work areas by the Project Contractor and remain in place during project construction to prevent any sediment or debris from entering the adjacent irrigation canal or Salinas River. For work areas adjacent to the Salinas River or irrigation canal, barriers shall consist of a minimum 3-foot-tall silt fencing buried to a depth of approximately 3–6 inches below the soil surface (or as otherwise specified in a project-specific erosion control or spill prevention plan). These barriers shall be inspected by the Project Contractor on a regular basis and maintained and repaired as necessary to ensure that there are no holes or tears that could entrap and pose a hazard to wildlife.

MM BIO-2 **Invasive Species Control.** Any nonnative plants removed during the course of construction shall be contained and properly disposed of off site. All mulch, topsoil, seed mixes, or other plantings used for erosion-control shall be free of invasive plant species seeds or propagules. No plant species listed on the California Invasive Plant Council (Cal-IPC) inventory shall be installed in the project site, and all plant palettes proposed to be installed on the project site(s) shall be reviewed and approved by a qualified biologist.

MM BIO-3 **Nesting Bird Surveys and Active Nest Avoidance.** Ground disturbance and vegetation removal shall take place outside of the active nesting bird season (i.e., January 1–August 31), when feasible, to avoid impacts to nesting birds. Should project activities (such as vegetation removal, initial ground disturbance, or operation of heavy equipment) be initiated during the nesting bird season, a qualified biologist shall conduct a nesting bird survey no more than 30 days prior to any ground disturbance or vegetation removal to ensure that birds are not engaged

in active nesting within or immediately adjacent to the IWTF project site. If nesting birds are discovered during preconstruction surveys, the biologist shall identify and delineate an appropriate buffer (depending on the circumstances and specific bird species) where no clearing, grading, or construction activities with potential to have direct or indirect impacts on the nesting birds are allowed to take place until after the birds have fledged from the nest, or the qualified biologist has determined that the nest is no longer active. If a nesting bird survey is required, written results of the survey by the biologist shall be submitted to the City prior to the start of ground disturbing activities.

CONCLUSION

Based on field observations coupled with the habitat suitability analysis conducted for this assessment, the proposed improvements to the IWTF and Airport Lift Station project sites have low potential to impact regionally occurring special-status wildlife species. The project improvements at both locations are not anticipated to directly impact any special-status plant species, special-status natural communities, the irrigation canal, the Salinas River, or other habitats of concern.

The implementation of the recommended Measures BIO-1 through BIO-3 would avoid potentially significant direct impacts on nesting birds and avoid or minimize indirect impacts on the irrigation canal, the Salinas River, and riparian communities to a less than significant level.

If you have any questions regarding this letter report, please contact Kelly McDonald at (805) 782-0745.

Sincerely,

LSA Associates, Inc.

Kelly McDonald

Kelly McDonald
Biologist

Attachments: A: References
B: Figures
C: Representative Site Photographs
D: Vascular Plant and Animal Species Observed
E: Summary of Special-Status Species

ATTACHMENT A

REFERENCES

REFERENCES

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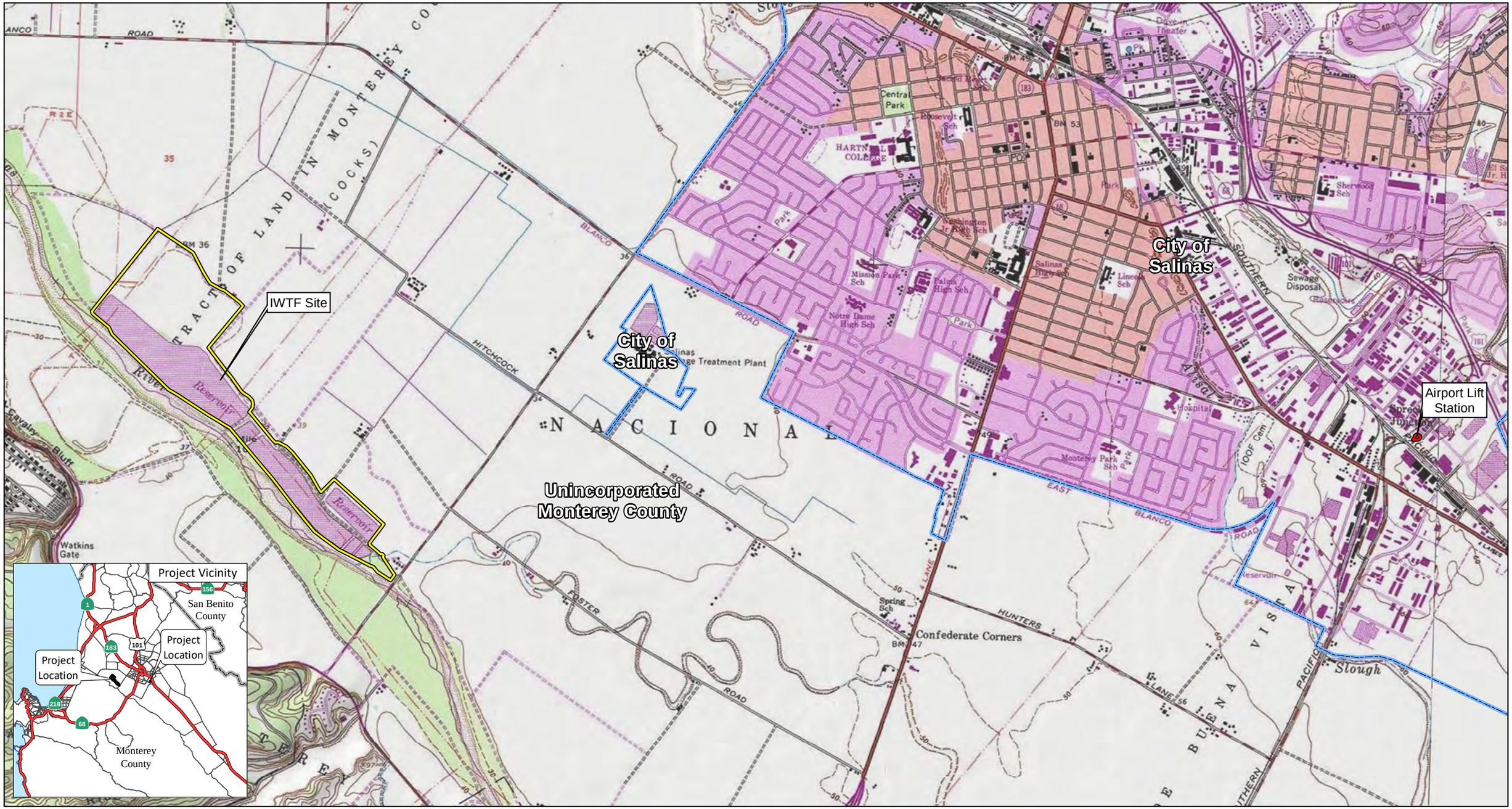
ATTACHMENT B

FIGURES



LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad - *Salinas* (1984), *Natividad* (1984), CA

I:\CPZ2201\GIS\MXD\ProjLocation_USGS.mxd (8/30/2022)

FIGURE 1

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Location and Vicinity

LSA

LEGEND

Project Location

Industrial Wastewater Treatment Facility (IWTF) Site

Airport Lift Station

0 1000 2000

FEET

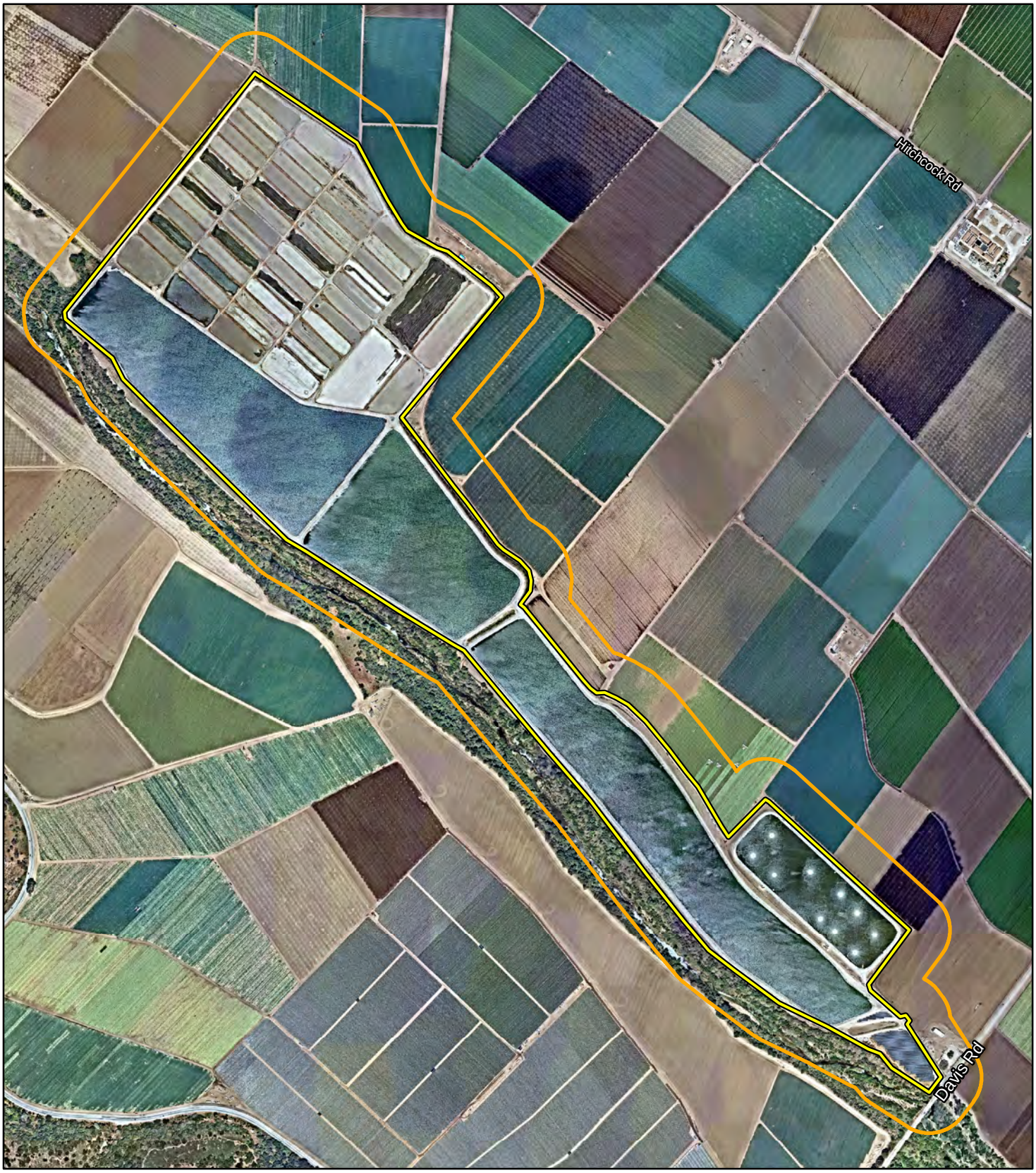
SOURCE: Google (2021)

I:\CPZ2201\GIS\MXD\ProjectArea.mxd (8/30/2022)

FIGURE 2

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Project Area



LSA

LEGEND

Industrial Wastewater Treatment Facility (IWTF) Site

Biological Study Area

FIGURE 3

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Industrial Wastewater Treatment Facility Biological Study Area

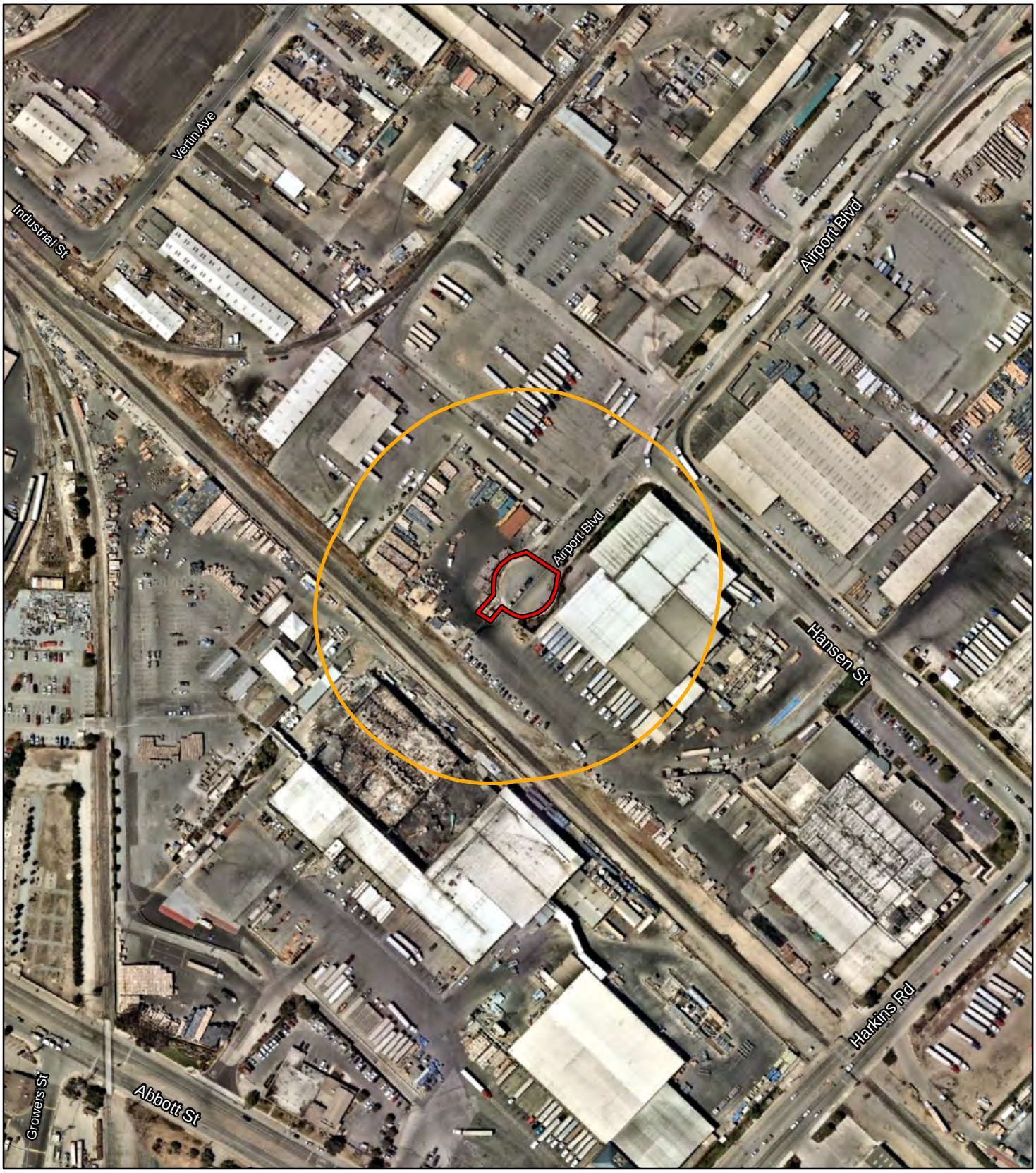
N

0 500 1000

FEET

SOURCE: Nearmap (5/19/2022)

I:\CPZ2201\GIS\MXD\WasteTreatmentFac_Site.mxd (8/30/2022)



LSA

LEGEND

Airport Lift Station

Biological Study Area

FIGURE 4

N

0 125 250

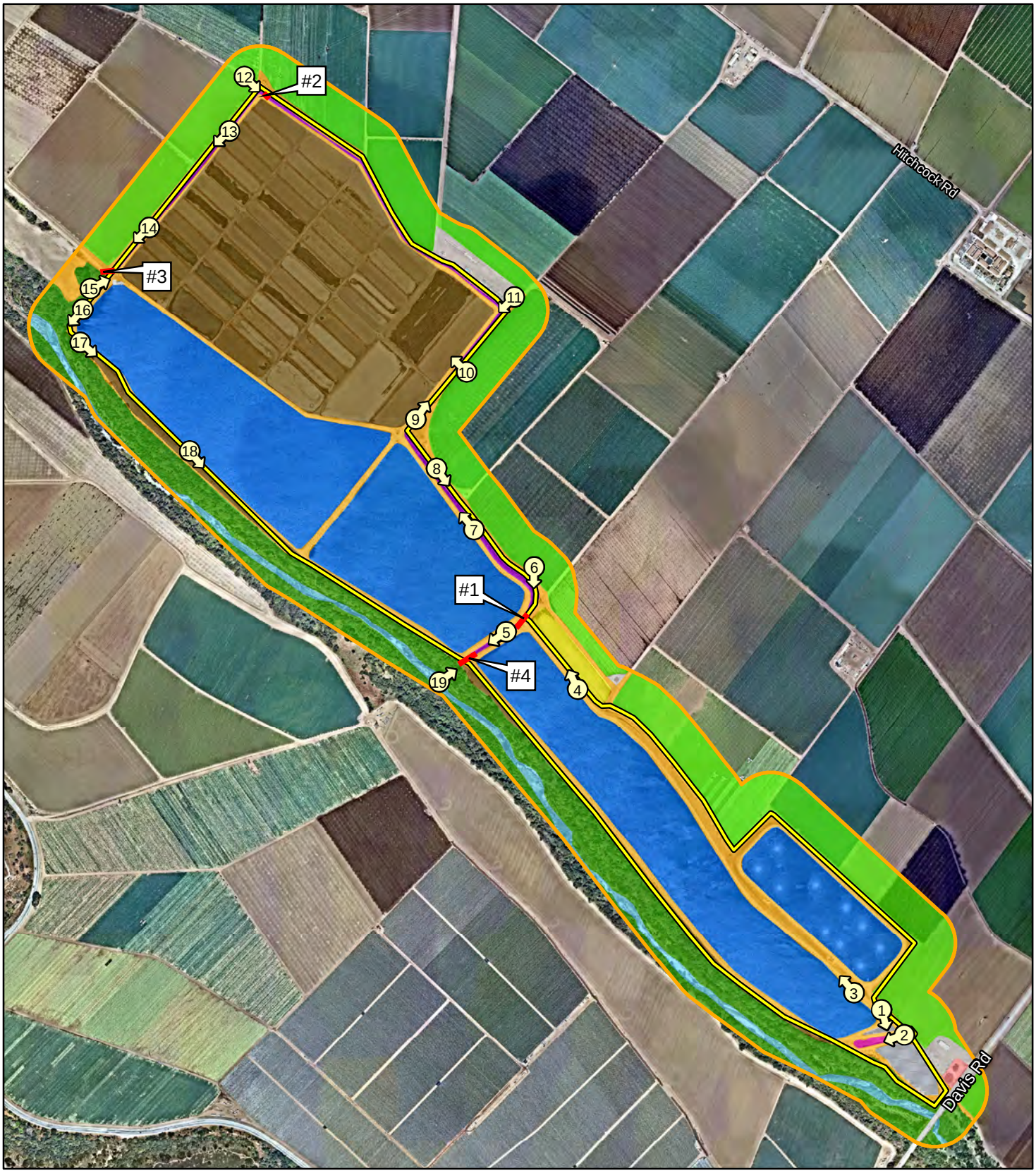
FEET

SOURCE: Nearmap (5/19/2022)

I:\CPZ2201\GIS\MXD\AirportLift_Site.mxd (8/30/2022)

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Airport Lift Station Biological Study Area



LSA

Industrial Wastewater Treatment Facility (IWTF) Site
Biological Study Area
Culverts
Photograph Locations

Vegetation and Land Cover
Open Water
Detention Basin
Wastewater Treatment Pond
Irrigation Canal
Ornamental
Agriculture
Tilled Agricultural Land
Riparian Woodland
Ruderal
Disturbed/Barren
Developed

N

0 500 1000
FEET

SOURCE: Nearmap (5/19/2022)

I:\CPZ2201\GIS\MXD\Bio\WasteTreatmentFac_Site_LandCover.mxd (8/30/2022)

FIGURE 5

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Industrial Wastewater Treatment Facility Vegetation and Land Cover

LSA

FIGURE 6

LEGEND

Airport Lift Station
Biological Study Area
Photograph Locations

Vegetation and Land Cover

Ornamental
Ruderal
Developed

N

0 75 150
FEET

SOURCE: Nearmap (5/19/2022)

I:\CPZ2201\GIS\MXD\Bio\AirportLift_Site_LandCover.mxd (8/30/2022)

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Airport Lift Station Vegetation and Land Cover

ATTACHMENT C

REPRESENTATIVE SITE PHOTOGRAPHS

Photo 1. View of the developed and disturbed/barren areas within the project site, facing southeast. August 11, 2022.

Photo 2. View of the detention basin, facing southwest. August 11, 2022

Photo 3. View of the wastewater treatment pond and disturbed/barren road, facing northwest. August 11, 2022

Photo 4. View of the tilled agricultural land, facing northwest. August 11, 2022

Photo 5. View of the irrigation canal, facing southwest. August 11, 2022

Photo 6. View of the irrigation canal and culvert # 1, facing south. August 11, 2022

LSA

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Representative Site Photos

Photo 7. View of the wastewater treatment pond, facing northwest. August 11, 2022

Photo 8. View of the irrigation canal, facing southeast. August 11, 2022

Photo 9. View of the irrigation canal and wetland vegetation, facing northeast. August 11, 2022

Photo 10. View of the ruderal vegetation within the dry beds, facing northwest. August 11, 2022

Photo 11. View of the irrigation canal, facing southwest. August 11, 2022

Photo 12. View of culvert #2 and irrigation canal, facing southeast. August 11, 2022

Salinas Industrial Wastewater Treatment Facility (IWTF) Improvements Project

Representative Site Photos

Photo 13. View of the irrigation canal and ruderal vegetation, facing southwest. August 11, 2022

Photo 14. View of culvert #3 within the irrigation canal that connects to the Salinas River, facing southwest. August 11, 2022

Photo 15. View of the pump house and cliff swallow mud nests, facing northeast. August 11, 2022

Photo 16. View of the disturbed/barren areas, wastewater treatment ponds, and riparian woodland, facing southwest. August 11, 2022

Photo 17. View of ruderal habitat that has been cleared below the wastewater treatment ponds adjacent to the riparian woodland, facing southeast. August 11, 2022

Photo 18. View of ruderal habitat and wastewater treatment ponds adjacent to the riparian woodland, facing southeast. August 11, 2022

Photo 19. View of the irrigation canal and culvert #4, facing northeast. August 11, 2022

Photo 20. View of the Airport Lift Station site and developed area, facing southwest. August 11, 2022

Photo 21. View of the developed area and ornamental landscaping, facing northeast. August 11, 2022

Photo 22. View of the developed area, facing southwest. August 11, 2022

ATTACHMENT D

VASCULAR PLANT AND ANIMAL SPECIES OBSERVED

VASCULAR PLANT SPECIES OBSERVED

The following vascular plant species were observed in the specified study area by LSA biologist Kelly McDonald on August 12, 2022.

* Introduced species not native to California

Scientific Name	Common Name
FERNS AND FERN ALLIES	
Equisetaceae	**Horsetail Family**
Equisetum sp.	Horsetail
EUDICOTS	
Apiaceae	**Carrot**
Conium maculatum	Poison hemlock
Asteraceae	**Sunflower Family**
Artemisia douglasiana	Mugwort
Baccharis pilularis	Coyote brush
Carduus pycnocephalus	Italian thistle
Erigeron canadensis	Canada horseweed
Lactuca serriola	Prickly lettuce
*Pseudognaphalium luteoalbum**	Jersey cudweed
*Sonchus asper**	Spiny sow thistle
Xanthium strumarium	Smooth cocklebur
Brassicaceae	**Mustard Family**
Brassica nigra	Black mustard
Lepidium latifolium	Perennial pepperweed
Rorippa palustri	Bog yellow cress
Caryophyllaceae	**Pink Family**
*Spergularia rubra**	Purple sand spurry
Chenopodiaceae	**Goosefoot Family**
*Chenopodium album**	Lamb's quarters
Convolvulaceae	**Bindweed Family**
*Convolvulus arvensis**	Field bindweed
Cyperaceae	**Sedge Family**
Cyperus esculentus	Nut grass
Schoenoplectus californicus	California bulrush
Euphorbiaceae	**Spurge Family**
*Euphorbia serpens**	Matted sandmat
Fagaceae	**Oak Family**
Quercus agrifolia	Coast Live Oak
Heliotropiaceae	**Heliotrope**
Heliotropium curassavicum	Seaside heliotrope
Malvaceae	**Mallow Family**
*Malva parviflora**	Cheeseweed mallow

Scientific Name	Common Name
Onagraceae	**Primrose Family**
Oenothera elata	Evening primrose
Plantaginaceae	**Plantain Family**
*Kickxia elatine**	Sharp leaved fluellin
Polygonacae	**Buckwheat Family**
Persicaria lapathifolia	Common knotweed
Rumex crispus	Curly dock
Rosaceae	**Rose Family**
Heteromeles arbutiflora	Toyon
*Rubus armeniacus**	Himalayan blackberry
Salicaceae	**Willow Family**
Populus trichocarpa	Black cottonwood
Salix exigua	Sandbar willow
Salix laevigata	Red willow
Salix lasiolepis	Arroyo willow
Sapindaceae	**Buckeye Family**
Acer negundo	Boxelder
Solanaceae	**Nightshade Family**
*Nicotiana quadrivalvis**	Indian tobacco
Typhaceae	**Cattail Family**
Typha sp.	Cattail
Urticaceae	**Nettle Family**
Urtica dioica	Stinging nettle
Viburnaceae	**Muskroot Family**
Sambucus mexicana	Blue elderberry
Zygophyllaceae	**Caltrop Family**
*Tribulus terrestris**	Puncture vine
MONOCOTS	
Cyperaceae	**Sedge Family**
Cyperus eragrostis	Tall flatsedge
Carex sp.	Sedge sp.
Poaceae	**Grass Family**
*Avena fatua**	Common wild oat
*Arundo donax**	Giant reed
Bromus madritensis ssp. madritensis	Foxtail chess
*Cynodon dactylon**	Bermuda grass
*Festuca perennis**	Italian ryegrass
*Poa annua**	Annual bluegrass
*Polypogon monspeliensis**	Rabbit's-foot grass

WILDLIFE SPECIES OBSERVED

The following wildlife species were observed in the specified study area by LSA biologist Kelly McDonald on August 12, 2022.

Common name	Scientific name
REPTILES	
Western fence lizard	*Sceloporus occidentalis*
BIRDS	
Canada goose	*Branta canadensis*
American white pelican	*Pelecanus erythrorhynchos*
Double-crested cormorant	*Nannopterum auritum*
Mallard	*Anas platyrhynchos*
American coot	*Fulica americana*
California quail	*Callipepla californica*
Great blue heron	*Ardea herodias*
Great egret	*Ardea alba*
Snowy egret	*Egretta thula*
Turkey vulture	*Cathartes aura*
Red-tailed hawk	*Buteo jamaicensis*
Red-necked phalarope	*Phalaropus lobatus*
Killdeer	*Charadrius vociferous*
Least sandpiper	*Calidris minutilla*
Greater yellowlegs	*Tringa melanoleuca*
Mourning dove	*Zenaida macroura*
Anna's hummingbird	*Calypte anna*
Nuttall's woodpecker	*Picoides nuttallii*
Black phoebe	*Sayornis nigricans*
Warbling vireo	*Vireo gilvus*
Steller's jay	*Cyanocitta stelleri*
Western scrub jay	*Aphelocoma californica*
American crow	*Corvus brachyrhynchos*
Common raven	*Corvus corax*
Northern rough-winged swallow	*Stelgidopteryx serripennis*
Cliff swallow	*Petrochelidon fulva*
Tree swallow	*Tachycineta bicolor*
Barn swallow	*Hirundo rustica*
Wrentit	*Chamaea fasciata*
Brewer's blackbird	*Euphagus cyanocephalus*

Common name	Scientific name
Wilson’s warbler	*Cardellina pusilla*
Bewick's wren	*Thryomanes bewickii*
Spotted towhee	*Pipilo maculatus*
California towhee	*Melozone crissalis*
Song sparrow	*Melospiza melodia*
House finch	*Haemorhous mexicanus*
Lesser goldfinch	*Spinus psaltria*

ATTACHMENT E

SUMMARY OF SPECIAL-STATUS SPECIES

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Vernal pool bent grass	*Agrostis lacuna-vernalis*	US: – CA: – CNPS: 1B.1	Annual herb occurring in vernal pools between 115 and 145 m in elevation. Monterey County.	April–May	**Not Expected.** There are three records of occurrence in the project vicinity [1] (CNDDB 2011) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Hickman's onion	*Allium hickmanii*	US: – CA: – CNPS: 1B.2	Perennial bulbiferous herb occurring in closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, and valley and foothill grasslands between 5 and 185 meters in elevation. Monterey and San Luis Obispo Counties.	March–May	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2000, 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Hooker's manzanita	*Arctostaphylos hookeri* ssp. *hookeri*	US: – CA: – CNPS: 1B.2	Perennial evergreen shrub occurring in sandy soils in closed-cone coniferous forest, chaparral, cismontane woodland, and coastal scrub between 85 and 300 m in elevation. Monterey and Santa Cruz Counties.	January–June	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2012, 2016) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Toro manzanita	*Arctostaphylos montereyensis*	US: – CA: – CNPS: 1B.2	Perennial evergreen shrub occurring in sandy soils in chaparral, cismontane woodland, and coastal scrub between 30 and 730 m in elevation. Monterey County.	February–March	**Not Expected.** There are six records of occurrence in the project vicinity (CNDDB 1981, 1992, 1995, 2007, 2011, 2012) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Pajaro manzanita	*Arctostaphylos pajaroensis*	US: – CA: – CNPS: 1B.1	Perennial evergreen shrub occurring in chaparral; sandy soil between 30 and 60 m in elevation. Monterey, San Benito, and Santa Cruz Counties.	December–March	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 2000, 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Sandmat manzanita	*Arctostaphylos pumila*	US: – CA: – CNPS: 1B.2	Perennial evergreen shrub occurring in closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub; in openings with sandy soil between 3 and 205 m in elevation. Monterey County.	February–May	**Not Expected.** There are four records of occurrence in the project vicinity (CNDDB 1992, 2012, 2015, 2017) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Alkali milk vetch	*Astragalus tener* var. *tener*	US: – CA: – CNPS: 1B.2	Annual herb occurring in playas, valley and foothill grasslands with adobe clay soil, and vernal pools with alkaline soil between 1 and 60 m in elevation. Northern California counties.	March–June	**Not Expected.** There is one historical record of occurrence in the project vicinity (CNDDB 1881) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Pink Johnny-nip	*Castilleja ambigua var. insalutata*	US: – CA: – CNPS: 1B.1	Annual herb (hemiparasitic) occurring in coastal prairie and coastal scrub between 0 and 100 m in elevation. Monterey and San Luis Obispo Counties.	May-August	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1999) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Congdon's tarplant	*Centromadia parryi* ssp. *congdonii*	US: – CA: – CNPS: 1B.1	Annual herb occurring in valley and foothill grasslands with alkaline soil between 1 and 230 m in elevation. Northern California counties.	May–November	**Not Expected.** There are 19 records of occurrence in the project vicinity with the most recent from 2016 and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Fort Ord spineflower	*Chorizanthe minutiflora*	US: – CA: – CNPS: 1B.2	Annual herb occurring in chaparral (maritime) and coastal scrub between 55 and 150 m in elevation. Monterey County.	April- July	**Not Expected.** There are four records of occurrence in the project vicinity (CNDDB 1994, 2015, 2016) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Monterey spineflower	*Chorizanthe pungens* var. *pungens*	US: FT CA: – CNPS: 1B.2	Annual herb occurring in chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grasslands with sandy soil between 3 and 450 m in elevation. Monterey, Santa Cruz, and San Luis Obispo Counties.	April–June	**Not Expected.** There are five records of occurrence in the project vicinity (CNDDB 2006, 2007, 2009, 2012, 2016) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Robust spineflower	*Chorizanthe robusta* var. *robusta*	US: FE CA: – CNPS: 1B.1	Annual herb occurring in cismontane woodland, coastal dunes, and coastal scrub; openings with sandy or gravelly soils between 3 and 300 m. Found in Alameda, San Francisco, San Mateo, Santa Clara, and Santa Cruz Counties.	April–September	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Jolon clarkia	*Clarkia jolonensis*	US: – CA: – CNPS: 1B.2	Annual herb occurring in chaparral, Cismontane woodland, and coastal scrub between 20 and 660 m in elevation. Monterey County.	April–June	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
San Francisco collinsia	*Collinsiamultic olor*	US: – CA: – CNPS: 1B.2	Annual herb occurring in closed-cone coniferous forest and coastal scrub between 30 and 275 m in elevation. Found in Marin, Monterey, San Francisco, San Mateo, Santa Clara, and Santa Cruz Counties.	March-May	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Seaside bird's beak	*Cordylanthus rigidus* ssp. *littoralis*	US: – CA: CE CNPS: 1B.1	Annual herb (hemiparasitic) occurring in closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, and coastal scrub with sandy soils. Often found in disturbed areas between 0 and 425 m in elevation. Monterey and Santa Barbara Counites.	April–October	**Not Expected.** There are five records of occurrence in the project vicinity (CNDDB 1992,2012) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Branching beach aster	*Corethrogynel eucophylla*	US: – CA: – CNPS: 3.2	Perennial herb occurring in closed-cone coniferous forest and coastal dunes between 3 and 60 m in elevation. Monterey and Ventura Counites.	May-December	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Hospital Canyon larkspur	*Delphinium californicum ssp. interius*	US: – CA: – CNPS: 1B.2	Perennial herb occurring in chaparral (openings), cismontane woodland, and coastal scrub between 195 and 1,095 m in elevation. Northern California and Central Valley Counties.	April-June	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Hutchinson's larkspur	*Delphinium hutchinsoniae*	US: – CA: – CNPS: 1B.2	Perennial herb occurring in broad-leafed upland forest, chaparral, coastal prairie, and coastal scrub between 0 and 400 m. Monterey County.	March–June	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1962) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Umbrella larkspur	*Delphiniumum braculorum*	US: – CA: – CNPS: 1B.3	Perennial herb occurring in cismontane woodland and chaparral between 400 and 1,600 m in elevation. Found in Monterey, San Luis Obispo, Santa Barbara, and Ventura Counties.	April-June	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Eastwood's goldenbush	*Ericameria fasciculata*	US: – CA: – CNPS: 1B.1	Perennial evergreen shrub occurring in closed-cone coniferous forest, chaparral, coastal dunes, and coastal scrub; in openings with sandy soil between 30 and 275 m in elevation. Monterey County.	July–October	**Not Expected.** There are five records of occurrence in the project vicinity (CNDDB 1987, 1992, 1995, 2003, 2015) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Pinnacles buckwheat	*Eriogonum nortonii*	US: – CA: – CNPS: 1B.1	Annual herb occurring in chaparral, valley and foothill grassland, sandy, often on recent burns between 300 and 975 m in elevation. Monterey County.	May–June	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2008) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Sand-loving wallflower	*Erysimum ammophilum*	US: – CA: – CNPS: 1B.2	Perennial herb occurring in chaparral (maritime), coastal dunes, coastal scrub, sandy, openings between 0 and 60 m in elevation. Found in Monterey, San Diego, San Mateo, Santa Barbara, and Santa Cruz Counties.	February-June	**Not Expected.** There are six records of occurrence in the project vicinity (CNDDB 1992, 2013, 2014, 2015) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Menzie's wallflower	*Erysimum menziesii*	US: FE CA: CE CNPS: 1B.1	Perennial herb occurring in coastal dunes between 0 and 10 m in elevation. Found in Humboldt, Monterey, and Mendocino Counties.	May–September	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Fragrant fritillary	*Fritillaria liliacea*	US: – CA: – CNPS: 1B.2	Perennial bulbiferous herb occurring in cismontane woodland, coastal prairie, coastal scrub, and valley/foothill grassland between 3 and 410 m in elevation. Northern California Counties.	February-April	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Monterey gilia	*Gilia tenuiflora* ssp. *arenaria*	US: FE CA: CT CNPS: 1B.2	Annual herb occurring in chaparral (maritime), cismontane woodland, coastal dunes, coastal scrub in openings with sandy soil. Found in bare, wind-sheltered areas often near the dune summit or in the hind dunes between 0 and 45 m in elevation. Monterey and Santa Cruz Counties.	April–June	**Not Expected.** There are 13 records of occurrence in the project vicinity with the most recent from 2018. Suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Santa Cruz tarplant	*Holocarpha macradenia*	US: – CA: – CNPS: 1B.1	Annual herb occurring in coastal prairie, coastal scrub, and valley/foothill grassland between 10 and 220 m in elevation.	June-October	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
					maintained and developed nature of the site reduces the likelihood of occurrence.
Kellog's horkelia	*Horkelia cuneata* ssp. *sericea*	US: – CA: – CNPS: 1B.1	Perennial herb occurring in closed-cone coniferous forest, chaparral, and coastal scrub; in openings with sandy or gravelly soil between 10 and 200 m in elevation. Northern California Counties.	April–September	**Not Expected.** There are 11 records of occurrence in the project vicinity with the most recent from 2012. Suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Point Reyes horkelia	*Horkelia marinensis*	US: – CA: – CNPS: 1B.2	Perennial herb occurring in coastal prairie, coastal dunes, and coastal scrub between 5 and 755 m in elevation. Found in Marin, Monterey, Mendocino, San Mateo, Santa Cruz, and Sonoma Counties.	May-September	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1968) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Contra Costa goldfields	*Lasthenia conjugens*	US: FE CA: – CNPS: 1B.1	Annual herb occurring in playas (alkaline soil), vernal pools within cismontane woodland, and valley and foothill grassland between 1 and 60 m in elevation. Northern California Counties.	March–June	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 1998, 2009, 2016) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Legenere	*Legenere limosa*	US: – CA: – CNPS: 1B.1	Annual herb occurring in vernal pools between 1 and 880 m in elevation. Northern California Counties.	April-June	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Woolly-headed lessingia	*Lessingia hololeuca*	US: – CA: – CNPS: 3	Annual herb occurring broad-leafed upland forest coastal scrub, lower montane coniferous forest, and valley/foothill grassland between 15 and 305 m in elevation. Northern California Counties.	June-October	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Carmel Valley bush mallow	*Malacothamnus palmeri* var. *involucratus*	US: – CA: – CNPS: 1B.2	Perennial deciduous shrub occurring in talus hilltops and slopes in chaparral, cismontane woodland, and coastal scrub; burn dependent. Sometimes found on serpentine. between 30 and 1,100 m in elevation. Monterey County.	April–October	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1959) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Carmel Valley malacothrix	*Malocothrix saxatilis* var. *arachnoidea*	US: – CA: – CNPS: 1B.2	Perennial rhizomatous herb occurring in chaparral with rocky soil and chaparral between 25 and 335 m in elevation. Found in Monterey, San Benito, and Santa Barbara Counties.	March–December	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Oregon meconella	*Meconella oregana*	US: – CA: – CNPS: 1B.1	Annual herb occurring in coastal prairie and coastal scrub between 250 and 620 m in elevation. Found in Contra Costa, Monterey, San Luis Obispo, and Santa Clara Counites	March-April	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 2013, 2014) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Mt. Diablo cottonweed	*Micropusamphibolus*	US: – CA: – CNPS: 3.2	Annual herb occurring broad-leafed upland forest, chaparral, cismontane woodland, and valley/foothill grassland between 45 and 825 m in elevation. Found in Lake, Marin, Monterey, Napa, San Joaquin, and Santa Cruz Counties.	March-May	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Marsh microseris	*Microseris paludosa*	US: – CA: – CNPS: 1B.2	Perennial herb occurring in closed-cone forest, cismontane woodland, coastal scrub, and valley and foothill grassland between 5 and 300 m in elevation. Northern California Counties.	April–June	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2007, 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Northern curly-leaved monardella	*Monardella sinuata ssp. nigrescens*	US: – CA: – CNPS: 1B.2	Annual herb occurring in chaparral, coastal dunes, coastal scrub, and lower montane coniferous forest between 0 and 300 m in elevation. Found in Monterey, Marin, San Francisco, and Santa Cruz Counties.	May- July	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 1919, 2010, 2013) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Woodland woollythreads	*Monolopia gracilens*	US: – CA: – CNPS: 1B.2	Annual herb occurring in broad-leafed upland forest, chaparral, cismontane woodland, north coast coniferous forest, and valley/foothill grassland between 100 and 1,200 m in elevation. Northern California Counites.	March-July	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Monterey pine	*Pinus radiata*	US: – CA: – CNPS: 1B.1	Perennial evergreen tree occurring in closed-cone coniferous forest, cismontane woodland; three primary stands native to California between 25 and 185 m in elevation. Found in Monterey, San Benito, San Luis Obispo, San Mateo, and Santa Cruz Counites.		**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Yadon's rein orchid	*Piperia yadonii*	US: FE CA: – CNPS: 1B.1	Perennial herb occurring in coastal bluff scrub, closed-cone coniferous forest, and chaparral with sandy soil between 10 and 415 m in elevation. Monterey County.	May–August	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2003, 2014) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Choris' popcornflower	*Plagiobothrys chorisianus var. chorisianus*	US: – CA: – CNPS: 1B.2	Annual herb occurring in chaparral, coastal prairie, and coastal scrub between 3 and 160 m in elevation. Found in Alameda, Monterey, San Francisco, San Mateo, Santa Clara, and Santa Cruz Counites.	March-June	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
San Francisco popcornflower	*Plagiobothrysd iffusus*	US: – CA: CE CNPS: 1B.1	Annual herb occurring in coastal prairie and valley/foothill grassland between 60 and 360 m in elevation. Found in Alameda, San Francisco, San Mateo, San Benito, and Santa Cruz Counites.	March-June	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Pine rose	*Rosa pinetorum*	US: – CA: – CNPS: 1B.2	Perennial shrub occurring in closed-cone coniferous forest and cismontane woodland between 2 and 945 m in elevation. Monterey and Santa Cruz Counties.	May-July	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Santa Cruz microseris	*Stebbinsoseris decipiens*	US: – CA: – CNPS: 1B.2	Annual herb occurring in broad-leafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub and valley and foothill grassland. Found in open areas, sometimes in serpentine soil between 10 and 500 m in elevation. Found in Marin, Monterey, San Francisco, San Mateo, and Santa Cruz Counties.	April–May	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-1: Special-Status Plant Species Potentially Occurring in the Project Vicinity

Common Name	Scientific Name	Status	General Habitat Description	Flowering Period	Likelihood of Occurrence within the Project Sites
Santa Cruz clover	*Trifolium buckwestiorum*	US: – CA: – CNPS: 1B.1	Annual herb occurring in moist grasslands in broad-leafed upland forest, cismontane woodland, and coastal prairie, in margins between 105 and 610 m in elevation. Found in Mendocino, Monterey, San Mateo, Santa Clara, Santa Cruz, and Sonoma Counites.	April–October	**Not Expected.** There are five records of occurrence in the project vicinity (CNDDB 1998, 2010, 2016, 2017) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Saline clover	*Trifolium hydrophilum*	US: – CA: – CNPS: 1B.2	Annual herb occurring in marshes, swamps, vernal pools, and valley/foothill grassland between 0 and 300 m in elevation. Northern California Counties.	April-June	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Pacific Grove clover	*Trifolium polyodon*	US: – CA: SR CNPS: 1B.1	Annual herb occurring in closed-cone coniferous forest, coastal prairie, meadows and seeps, and valley and foothill grassland; in mesic soil between 5 and 120 m in elevation. Found in Marin, Monterey, Santa Cruz, and Sonoma Counties.	April–June	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 2007, 2010) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.

[1] Project vicinity = Project sites plus a 5 mile buffer

Status: Federal Endangered (FE), Federal Threatened (FT), Federal Candidate (FC), Federal Proposed (FP, FPE, FPT), Federal Delisted (FD), California Endangered (CE), California Threatened (CT), California Species of Special Concern (SSC), California Fully Protected Species (CFP), California Special Plant (CSP), California Special Animal (CSA)

California Native Plant Society Designations:
1B = Rare, threatened, or endangered in California and elsewhere
2B = Rare, threatened, or endangered in California, but not elsewhere
0.1 = seriously endangered
0.2 = fairly endangered
CA = California

CNPS = California Native Plant Society
ft = foot/feet
m = meter/meters
mi = mile/miles
US = United States

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Insects				
Obscure bumble bee	*Bombus caliginosus*	US: – CA: CSA, Candidate	Coastal areas from Santa Barbara County to north to Washington state. Food plant genera include *Baccharis, Cirsium, Lupinus, Lotus, Grindelia,* and *Phacelia.*	**Not expected.** There are no known historical records of occurrence in the project vicinity [1] and suitable habitat is absent from both project sites. While the species may forage in the vicinity of the sites, none of the food plant genera were observed during the field survey.
Crotch bumble bee	*Bombus crotchii*	US: – CA: CSA, Candidate	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia,* and *Eriogonum*.	**Not expected.** There are no known historical records of occurrence in the project vicinity and suitable habitat is absent from both project sites. None of the food genera was observed during the field survey.
Western bumble bee	*Bombus occidentalis*	US: – CA: CSA, Candidate	Once common and widespread, species has declined precipitously from central CA to southern British Colombia.	**Not Expected.** There is one historical record of occurrence in the project vicinity (CNDDB 1904) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Globose dune beetle	*Coelus globosus*	US: – CA: CSA	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.	**Not expected.** There are no known historical records of occurrence in the project vicinity. Coastal sand dune habitat is absent from both project sites.
Monarch - California overwintering population	*Danaus plexippus plexippus pop. 1*	US: FC CA: –	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	**Not expected.** There are no known historical records of occurrence in the project vicinity. No roosting trees were observed within the project site.
Smith's blue butterfly	*Euphilotes enoptes smithi*	US: FE CA: –	Coastal dunes and sage scrub habitats in Monterey and Santa Cruz Counties*; Eriogonum latifolium* and *Eriogonum parvifolium* both larval and adult host plants.	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1992). Coastal dunes and sage scrub habitat is absent from both project sites.
Crustaceans				
California linderiella	*Linderiella occidentalis*	US: – CA: CSA	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools has very low alkalinity, conductivity, and total dissolved solids.	**Not Expected.** There are four records of occurrence in the project vicinity (CNDDB 1992, 1995). There are no suitable water bodies for this species in either project site. The maintained and developed nature of the site reduces the likelihood of occurrence.

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Fish				
Tidewater goby	*Eucyclogobius newberryi*	US: FE CA: –	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	**Not expected.** There are no known historical records of occurrence in the project vicinity. No brackish water or lagoons are present in the project sites.
Monterey hitch	*Lavinia exilicauda harengus*	US: – CA: SSC	Monterey hitch are widely distributed in the Pajaro and Salinas river systems. Hitch are thought to occur in both San Antonio and Nacimiento reservoirs and in the river stretches directly below them. Monterey hitch can occupy a wide variety of habitats, although they are most abundant in lowland areas with permanent water, large pools or in small reservoirs that mimic such conditions. Bottom substrates were mostly a mixture of sand and gravel and the presence of cover (e.g. fallen trees, overhanging bushes) are an important factor. Spawning takes place after high flows have subsided, typically May-June, but can extend into early August.	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2008) and suitable habitat is absent from both project sites. No suitable aquatic habitat is present in either project site. The maintained and developed nature of the site reduces the likelihood of occurrence.
Steelhead - south-central California coast DPS	*Oncorhynchus mykiss irideus pop. 9*	US: FT CA: –	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.	**Not expected.** There are no known historical records of occurrence in the project vicinity. No suitable aquatic habitat is present in either project site.
Longfin smelt	*Spirinchus thaleichthys*	US: FC CA: CT	Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	**Not expected.** There are no known historical records of occurrence in the project vicinity. No suitable aquatic habitat is present in either project site.
Amphibians				
California tiger salamander	*Ambystoma californiense*	US: FT CA: CT	Breeds in temporary pools (e.g., vernal pools) and ponds and occupies rodent burrows in grasslands, open valley oak and coast live oak woodland, and grassland chaparral mosaic. These salamanders migrate from their underground retreats to breeding ponds during periods of heavy winter rains.	**Not Expected**. There are 21 records of occurrence in the project vicinity. Suitable breeding and upland habitat is not present in either project site. The intensive disturbance from the agriculture and development reduces the likelihood of occurrence.
Santa Cruz long-toted salamander	*Ambystoma macrodactylum croceum*	US: FE CA: CE, FP	Breeds in temporary pools and ponds and occupies rodent burrows in oak woodland, chaparral and grasslands during the dry season, also found under surface litter such as fallen logs. Migration to breeding ponds occurs during nights with heavy rain from October to February, breeding occurs in January and February.	**Not expected.** There are no known historical records of occurrence in the project vicinity. Suitable breeding or upland habitat is not present on or adjacent to either project site. The project sites area also isolated from areas of occurrence by heavily traveled roadways and extensive agricultural landscapes.

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Foothill yellow-legged frog	*Rana boylii*	US: – CA: CE, SSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	**Not expected.** There are no known historical records of occurrence in the project vicinity. No suitable aquatic habitat is present in either project site. The maintained and developed nature of the site reduces the likelihood of occurrence.
California red-legged frog	*Rana draytonii*	US: FT CA: SSC	Lowlands and foothills; in or near permanent bodies of water with dense, shrubby, or emergent vegetation.	**Not Expected.** There are two records of occurrence in the project vicinity (CNDDB 2004, 2009) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Western spadefoot	*Spea hammondii*	US: – CA: SSC	Occurs primarily in grassland and other relatively open habitats. Found in elevations ranging from sea level to 4,500 ft. Requires temporary pools for breeding.	**Not Expected.** There is one historical record of occurrence in the project vicinity (CNDDB 1922). No suitable grassland or temporary pools are present in either project site.
Coast Range newt	*Taricha torosa*	US: – CA: SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	**Not Expected.** There are no records of occurrence in the project vicinity and suitable habitat is absent from both project sites. No suitable aquatic habitat is present in either project site.
Reptiles				
Northern California legless lizard	*Anniella pulchra*	US: – CA: SSC	Sandy soil, leaf litter/dunes, bush lupine and mock heather are often dominant plants in suitable habitat along the Central Coast. Moist soil and deep humus are important habitat elements. This species is generally absent from areas with extensive ground disturbance from agricultural.	**Not Expected.** There are 15 records of occurrence in the project vicinity with the most recent from 2018. The soils are too dry and compact from longstanding agricultural practices as well maintenance/development of the IWTF project site. Therefore, suitable habitat is absent from both project sites.
Western pond turtle	*Emys marmorata*	US: – CA: SSC	Occurs in a wide variety of freshwater habitats with deep water, including slow flowing pools of rivers and streams, ponds, and marshes. Prefers aquatic habitats with a muddy or sand bottom, but also occurs in areas with a rocky or cobble bottom. Generally most common in areas with abundant basking habitat such as fallen trees. Must have access to upland areas with friable soils for egg laying.	**Not Expected.** There are three records of occurrence in the project vicinity (CNDDB 1992, 2014, 2017) and suitable habitat is absent from both project sites.
Coast horned lizard	*Phrynosoma blainvillii*	US: – CA: SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial and abundant supply of ants and other insects.	**Not Expected.** There are four records of occurrence in the project vicinity (CNDDB 1992, 1999, 2006) and suitable habitat is absent from both project sites. The soils are too dry and compact within the IWTF project site and the Airport Lift

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
				is all developed. Furthermore, no ant hills were observed within the project sites.
Two-striped garter snake	*Thamnophis hammondii*	US: – CA: SSC	Coastal California from Salinas to northwest Baja, California; sea level to 7,000-foot elevation. Found in and near permanent freshwater streams with rocky beds and riparian growth.	**Not expected.** There are no known historical records of occurrence in the project vicinity. Suitable aquatic habitat is absent from either project site. The maintained and developed nature of the site reduces the likelihood of occurrence.
Birds				
Cooper's hawk	*Accipiter cooperii*	US: – CA: WL	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.	**Low probability of foraging, nesting not expected.** There are no known historical records of occurrence in the project vicinity. Marginal foraging habitat is present within the IWTF project site but lacks nesting habitat. No nesting or foraging habitat is present within the Airport Lift project site.
Tricolored blackbird	*Agelaius tricolor*	US: – CA: CT	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	**Low probability of foraging, nesting not expected.** There is one historical record of occurrence in the project vicinity (CNDDB 1936). This species generally nests in large colonies in extensive areas of cattail marsh or other suitable habitat. The area of cattails within the IWTF project site are too small to support a nesting colony. This species may forage in the vicinity of the project site. No suitable habitat is present in the Airport Lift project site.
Golden eagle	*Aquila chrysaetos*	US: – CA: WL, FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Rolling foothills, mountain areas, sage-juniper flats, and desert.	**Low probability of foraging, nesting not expected.** There are no known historical records of occurrence in the project vicinity. Marginal foraging habitat is present within the IWTF project site but lacks nesting habitat. No nesting or foraging habitat is present within the Airport Lift project site.
Short-eared owl	*Asio flammeus*	US: – CA: SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	**Low probability of foraging, nesting not expected.** There are no known historical records of occurrence in the project vicinity. Marginal foraging habitat is present within the IWTP project site but lacks nesting habitat. No nesting or foraging habitat is present within the Airport Lift project site.
Burrowing owl	*Athene cunicularia*	US: – CA: SSC	Open, dry annual grasslands; deserts and scrublands with mammal burrows (e.g., grounds squirrels) for nest sites and retreats.	**Low probability of occurrence.** There are five records of occurrence in the project vicinity (CNDDB 1997, 1999, 2004, 2007, 2017). No mammal burrows were observed within the IWTF project site making it unlikely nesting would occur. Suitable foraging habitat is present and this species could occur occasionally in open agricultural areas as a transient during migration.

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Ferruginous hawk	*Buteo regalis*	US: – CA: WL	Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.	**Low probability of foraging, nesting not expected.** There is one record of occurrence in the project vicinity (CNDDB 2004) and suitable nesting habitat is absent from both project sites. Marginal foraging habitat is present within the IWTF project site.
Swainson's hawk	*Buteo swainsoni*	US: – CA: CT	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**Low to moderate probability of foraging, nesting not expected.** There is one historical record of occurrence in the project vicinity (CNDDB 1915). Several eBird records documented Swainson's hawk foraging over the IWTF project site in 2008, 2011, and 2013. Suitable foraging habitat is present in the IWTF project site. Suitable nesting habitat is located outside of the IWFT project site within the riparian area along the Salinas River. No nesting or foraging habitat is present within the Airport Lift project site.
Western snowy plover	*Charadrius alexandrines nivosus*	US: FT CA: SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Requires barren areas with sandy, gravelly or friable soils for nesting.	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 1986). Suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Yellow rail	*Coturnicops noveboracensis*	US: – CA: SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2014) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
White-tailed kite	*Elanus leucurus*	US: – CA: WL, FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	**Moderate probability of foraging, nesting not expected.** There are no known CNDDB records of occurrence in the project vicinity, although foraging has been documented at the IWTF (eBird 2022). Marginal foraging habitat is present within the IWTP project site due to the lack of an abundant prey base, and the site lacks suitable nesting habitat although nesting habitat is present nearby along the Salinas River. No nesting or foraging habitat is present within the Airport Lift project site.
California horned lark	*Eremophila alpestris actia*	US: – CA: CSA, WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.	**High probability of nesting and foraging.** There are two records of occurrence in the project vicinity (CNDDB 1992, 2002) and several eBird records from August 2022. Suitable nesting and foraging habitat is present within the IWTP project site. No nesting or foraging habitat is present within the Airport Lift project site.

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Prairie falcon	*Falco mexicanus*	US: – CA: WL	Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.	**Low probability of foraging, nesting not expected.** There are no known historical records of occurrence in the project vicinity. Marginal foraging habitat is present within the IWTP project site but lacks nesting habitat. No nesting or foraging habitat is present within the Airport Lift project site.
American peregrine falcon	*Falco peregrinus anatum*	US: FD CA: CD, FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	**Moderate probability of foraging, nesting not expected.** There are no known CNDDB records of occurrence in the project vicinity, although foraging has been documented in the vicinity of the IWTF (eBird 2022). Marginal foraging habitat is present within the IWTF project site, but thee is no suitable nesting habitat. No nesting or foraging habitat is present within the Airport Lift project site.
California clapper rail	*Rallus longirostris obsoletus*	US: FE CA: CE, FP	Occurs in salt-water and brackish marshes traversed by tidal slough. Associated with abundant growth of pickleweed.	**Not Expected**. There are no known historical records of occurrence in the project vicinity. This is a salt marsh species; no suitable habitat is present within either project site.
Bank swallow	*Riparia riparia*	US: – CA: CT	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	**High probability of foraging nesting not expected.** There is one record of occurrence in the project vicinity (CNDDB 2012) and several eBird records documenting this species within the IWTF project site from 2015. Suitable foraging habitat is present within the IWTF project site. No nesting or foraging habitat is present within the Airport Lift project site.
Least Bell's vireo	*Vireo bellii pusillus*	US: FE CA: CE	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	**Not Expected**. There are no known historical records of occurrence in the project vicinity or documented eBird records. Suitable nesting habitat is absent from either project site.
Mammals				
Pallid bat	*Antrozous pallidus*	US: – CA: SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	**Roosting Not Expected**. There are no known historical records of occurrence in the project vicinity. Suitable roosting habitat is absent within either project site.
Townsend's big-eared bat	*Corynorhinus townsendii*	US: – CA: SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	**Roosting Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2013) and suitable roosting habitat is absent within either project site.

Table E-2: Special-Status Animal Species Potentially Occurring or Known to Occur in the Project Vicinity

Common Name	Scientific Name	Status Listing	Habitat and Comments	Likelihood of Occurrence within the Project Sites
Hoary bat	*Lasiurus cinereus*	US: – CA: CSA	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	**Roosting Not Expected**. There are no known historical records of occurrence in the project vicinity. Suitable roosting habitat is absent within either project sites, but marginal foraging habitat is present within the IWTF project site.
Monterey big-eared woodrat	*Neotoma macrotis luciana*	US: – CA: SSC	Occupies coastal sage scrub, chaparral, oak woodlands, and riparian woodlands.	**Not Expected.** There is one record of occurrence in the project vicinity (CNDDB 2017) and suitable habitat is absent from both project sites. Coastal sage scrub, chaparral, oak woodlands, and riparian woodlands habitats are absent from the project sites.
Salinas harvest mouse	*Reithrodontomys megalotis distichlis*	US: – CA: CSA	Known only from the Monterey Bay region. Occurs in fresh and brackish water wetlands and probably in the adjacent uplands around the mouth of the Salinas River.	**Not Expected.** There are two historical records of occurrence in the project vicinity (CNDDB 1936, 1937) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence.
Monterey shrew	*Sorex ornatus salarius*	US: – CA: SSC	Riparian, wetland and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. Feeds on insects and other invertebrates found under logs, rocks and litter.	**Not Expected**. There are no known historical records of occurrence in the project vicinity. Riparian, wetland and upland areas are absent from the project site.
American Badger	*Taxidea taxus*	US: – CA: SSC	Open undeveloped country supporting grasslands, open woodlands, deserts, and valleys with abundant populations of prey (e.g., ground squirrels, pocket gophers, voles)	**Not Expected.** There are four records of occurrence in the project vicinity (CNDDB 1992) and suitable habitat is absent from both project sites. The maintained and developed nature of the site reduces the likelihood of occurrence. No burrows were observed during the field survey.

[1] Project vicinity = Project area plus a 5 mile buffer

Status: Federal Endangered (FE), Federal Threatened (FT), Federal Candidate (FC), Federal Proposed (FP, FPE, FPT), Federal Delisted (FD), California Endangered (CE), California Threatened (CT), California Species of Special Concern (SSC), California Fully Protected Species (CFP), California Special Animal (CSA), Watch List (WL)

CA = California
ft = foot/feet
m = meter/meters
mi = mile/miles
US = United States