
GUADALUPE RESTORATION PROJECT
SEIR ADDENDUM TO:

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)
SCH#1996051053, JUNE 2005

AND

GUADALUPE OIL FIELD REMEDIATION AND ABANDONMENT
ENVIRONMENTAL IMPACT REPORT (EIR)
SCH #1996051053, JULY 1998

PREPARED FOR
DEPARTMENT OF PLANNING AND BUILDING
SAN LUIS OBISPO COUNTY
COUNTY GOVERNMENT CENTER
SAN LUIS OBISPO, CALIFORNIA
93408

PREPARED BY:
MARINE RESEARCH SPECIALISTS
3140 TELEGRAPH ROAD, SUITE A,
VENTURA CALIFORNIA 93003-3238

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1.0 Introduction

This report is a CEQA addendum to environmental documents prepared for the County of San Luis Obispo (SLO): (1) the Final Supplemental Environmental Impact Report dated June 2005 (2005 SEIR), prepared by Marine Research Specialists (MRS) and (2) the 1998 Guadalupe Oil Field Remediation and Abandonment Environmental Impact Report (1998 EIR), prepared by Arthur D. Little (ADL).

The 2005 SEIR was prepared to address the environmental impacts of trucking Non-Hazardous Impacted Soils (NHIS) from the former Guadalupe Oil Field (now known as the Guadalupe Restoration Project (GRP)) to the City of Santa Maria Landfill (Landfill or SMLF). The 2005 SEIR also evaluated the impacts of trucking NHIS material to various disposal sites in Kern and Kings Counties, including the Buttonwillow Landfill. In 2006, the San Luis Obispo County Board of Supervisors certified the SEIR and approved an Amendment to the Coastal Development Permit/Development Plan (CDP/DP) D890558D to allow the trucking of up to 860,000 cubic yards of NHIS to the Landfill or a disposal facility in Kern or Kings Counties.

Chevron Environmental Management Company (CEMC) on behalf of the landowner, Union Oil Company of California (Union Oil or UNOCAL) is requesting a new Coastal Development Permit/Development Plan (CDP/DP) to allow the trucking of up to 500,000 cubic yards of NHIS to the Landfill.

This Addendum has been prepared to evaluate the environmental impacts associated with the project proposed by Chevron Environmental Management Company (CEMC) on behalf of the landowner, Union Oil Company of California (Union Oil or UNOCAL). The proposed project consists of hauling up to 500,000 cubic yards of NHIS from the GRP to the SMLF. The NHIS material is used at the Landfill as cover for closing landfill cells.

As part of this Addendum, the transportation of up to 100,000 cubic yards (out of the total requested 500,000 cubic yards) of the material to the Buttonwillow disposal facility (Buttonwillow) has also been addressed in this document. This alternative may be needed for proper disposal of material that does not meet the acceptance criteria for NHIS as established by the Regional Water Quality Control Board (RWQCB) for the SMLF.

This Addendum has been prepared in compliance with the criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 and CEQA Guidelines, as amended. The remainder of this Chapter of the Addendum provides (1) some background on the GRP, (2) a brief summary of the proposed project, (3) the project objectives, and (4) a discussion on the purpose and use of a CEQA Addendum.

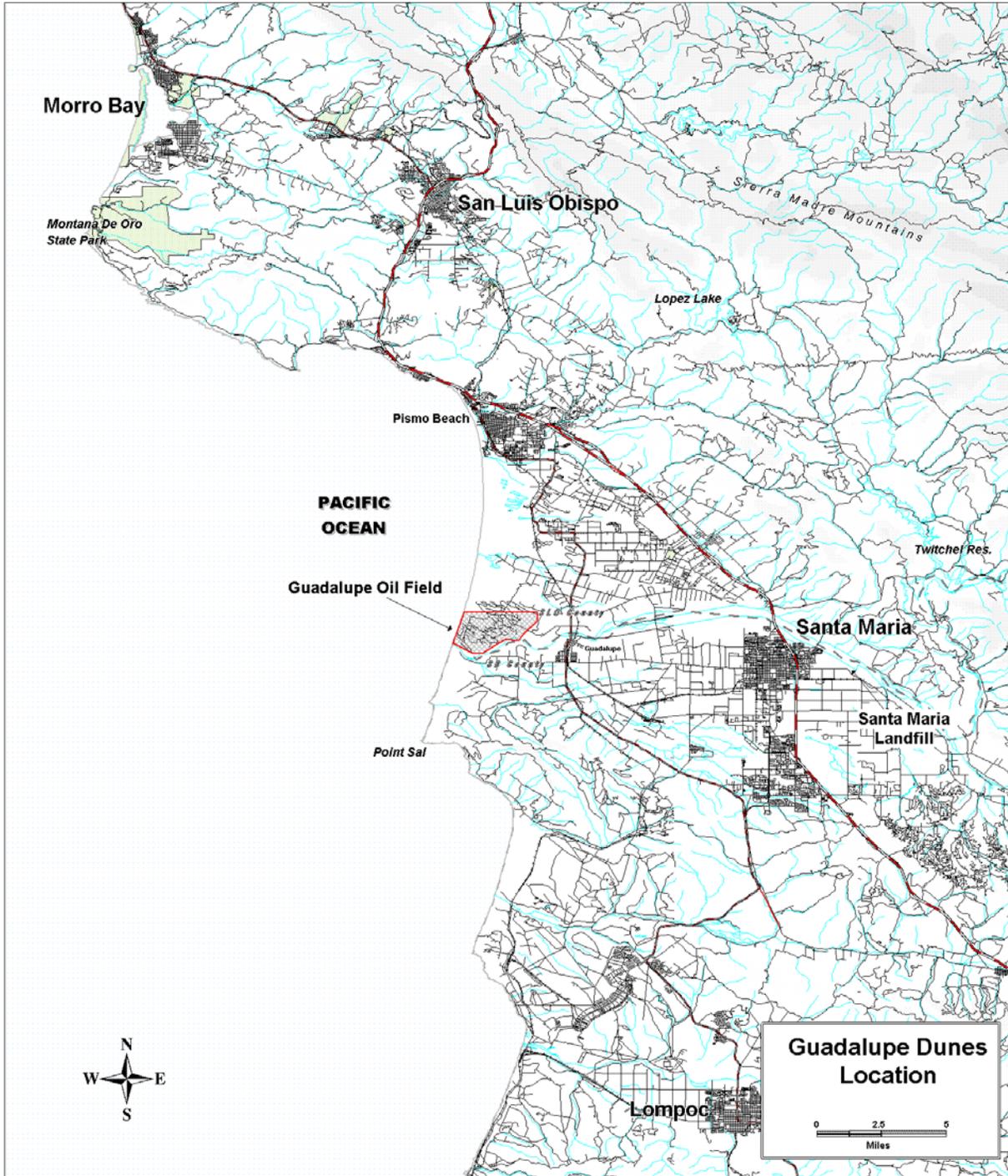
1.1 Project Background

The Guadalupe Restoration Project (GRP) site occupies over 2,700 acres of the larger Nipomo Dunes Complex and is located on the Central California Coast in San Luis Obispo and Santa Barbara Counties, as shown in Figure 1-1.

The principal land use at the GRP site, from 1946 to March 1994, was the production of oil and

natural gas. In the 1950s, a petroleum hydrocarbon referred to as diluent was introduced at the Guadalupe site to assist in the production of the heavy crude oil. Diluent use ceased in 1990.

Figure 1 Proposed Project Location



Over the years, diluent was inadvertently released from the pipelines and storage tanks, and diluent sources are now present in soils and diluent plumes are present in groundwater at the Guadalupe site. In addition, sumps are present in soils from historical production activities. Assessment activities to characterize and delineate the underground hydrocarbons and pilot studies to test the effectiveness of various remediation methods have been conducted at the GRP site.

In December 1998, SLO County certified the 1998 EIR that evaluated the impacts and determined mitigation measures for remedial actions, including excavation of hydrocarbon sources and treatment methods for the excavated material.

The Regional Water Quality Control Board (RWQCB) issued Cleanup and Abatement Order (CAO) 98-38, mandating remediation actions such as the excavation of specified hydrocarbon sources. SLO County issued CDP/DP D890558D, which covered remediation and abandonment activities at the GRP site. This CDP/DP authorized CEMC to conduct remediation and site restoration activities at the GRP site consistent with the RWQCB CAO 98-38 adopted by the RWQCB on April 3, 1998 and as amended on July 13, 1998 and November 6, 1998 (CDP/DP D890558D Condition F.1). On December 20, 2011, the RWQCB issued a letter requiring further actions, including excavations, as part of the Phase I work under CAO 98-38. This additional work requires hauling up to 500,000 cubic yards of NHIS offsite.

In accordance with California Code of Regulations (CCR) Title 27, which contains provisions to use NHIS to construct foundation layers for landfill closure, the RWQCB issued Revised Waste Discharge Requirements (WDR) Order No. 01-041 on May 18, 2001 to the SMLF. WDR 01-041 provides guidelines for the acceptance of NHIS from the restoration and cleanup of oil-producing sites. These plans were addressed in a Joint Technical Document (JTD) prepared by CH2MHill and evaluated in the CEQA addendum to the 1993 Landfill EIR (SCH 92031045) and in subsequent EIRs (SML February and May, 2004). A Revised Waste Discharge Requirements Order No. R3-2007-0045 and Monitoring and Reporting Program No. R3-2007-0045 were adopted by the RWQCB on October 19, 2007 (collectively, 2007 Order).

According to the JTD and the 2004 FSEIR, accepting impacted soils is consistent with the SMLF's intent to implement an expedited closure process at the SMLF by using the NHIS: (1) to achieve design grades and serve as the foundation layer of the final cover system for the existing active portion of the SMLF, and (2) for daily and intermediate cover material in the lined expansion areas of the SMLF. Various areas in California have an abundance of soils that are considered non-hazardous but that contain varying amounts of oil. The SMLF submitted sophisticated engineering studies to the RWQCB to determine what levels of oily soils would be acceptable for capping landfills. The City defines the soils that meet these approved levels as "non-hazardous hydrocarbon impacted soils," (NHIS). NHIS result from a century of oil production in many areas of the State, contain more soil than oil, and are not considered hazardous

It is important to note that the SMLF currently has a need for soil to close their remaining active cells. The SMLF updates the capacity status annually in July and determined that as of July 25, 2011 about 1,370,700 cubic yards of NHIS capacity remains through closure (Letter from SWT Engineering dated October 3, 2011).

The SMLF began accepting NHIS in early 2003. As discussed in the 2007 Order, specific screening of the impacted soils is performed by the SMLF to determine its conformance to the RWQCB's acceptance criteria for each source of material entering the site. Only NHIS meeting the acceptance criteria are allowed for disposal in the SMLF.

Hauling of NHIS from the GRP began in August 2006 after San Luis Obispo County issued an amendment to CDP/DP D890558D to allow transport of up to 860,000 cubic yards of NHIS to the SMLF and to other approved sites if needed. The NHIS material from the GRP has been sampled and analyzed in accordance with the SMLF load check program; results have been in compliance with the acceptance criteria as set forth by the RWQCB.

1.2 NHIS Quantities

Since CAO 98-38 was issued, excavations and cleanup activities required by the RWQCB and County of San Luis Obispo as part of the Phase I activities have been undertaken at the GRP.

Between August 2006 and the end of May 2012, CEMC has hauled approximately 857,697 cubic yards of NHIS to the SMLF. Approximately 400,000 cubic yards of this material was from stockpiles at the GRP site, which was associated with excavations and cleanup activities that occurred prior to beginning hauling in August 2011. The remaining approximately 458,000 cubic yards has been associated with excavations that have occurred since August 2006. To date, CEMC has excavated approximately 40 different sources, as part of Phase I of CAO 98-38. Figure 2 shows the location of the sites at the GRP that have been excavated as part of the Phase I CAO. The NHIS material associated with all of these excavations was included in the 2005 SEIR that covered hauling to the SMLF and other disposal sites. Through the end of May 2012, CEMC has moved 51,829 truck loads of NHIS from the GRP site to the SMLF.

The RWQCB has determined that a number of additional sites may need to be excavated as part of the Phase I activities since they could represent a potential threat to surface water and groundwater. Table 1 provides a list of these sites along with their estimated quantity of NHIS that may need to be transported to the SMLF.

The sites listed in Table 1 were not included in the 2005 SEIR, which covered the hauling of NHIS to the SMLF. The RWQCB has determined that these sites may need to be excavated as part of Phase I based upon ongoing assessments at the GRP site over the past few years. It is the hauling of the NHIS from these additional Phase I sites that is covered in this Addendum. Figure 2 shows the location of these additional Phase I CAO sites.

Figure 2 Location of Phase I CAO Excavation Sites and Onsite Truck Routes

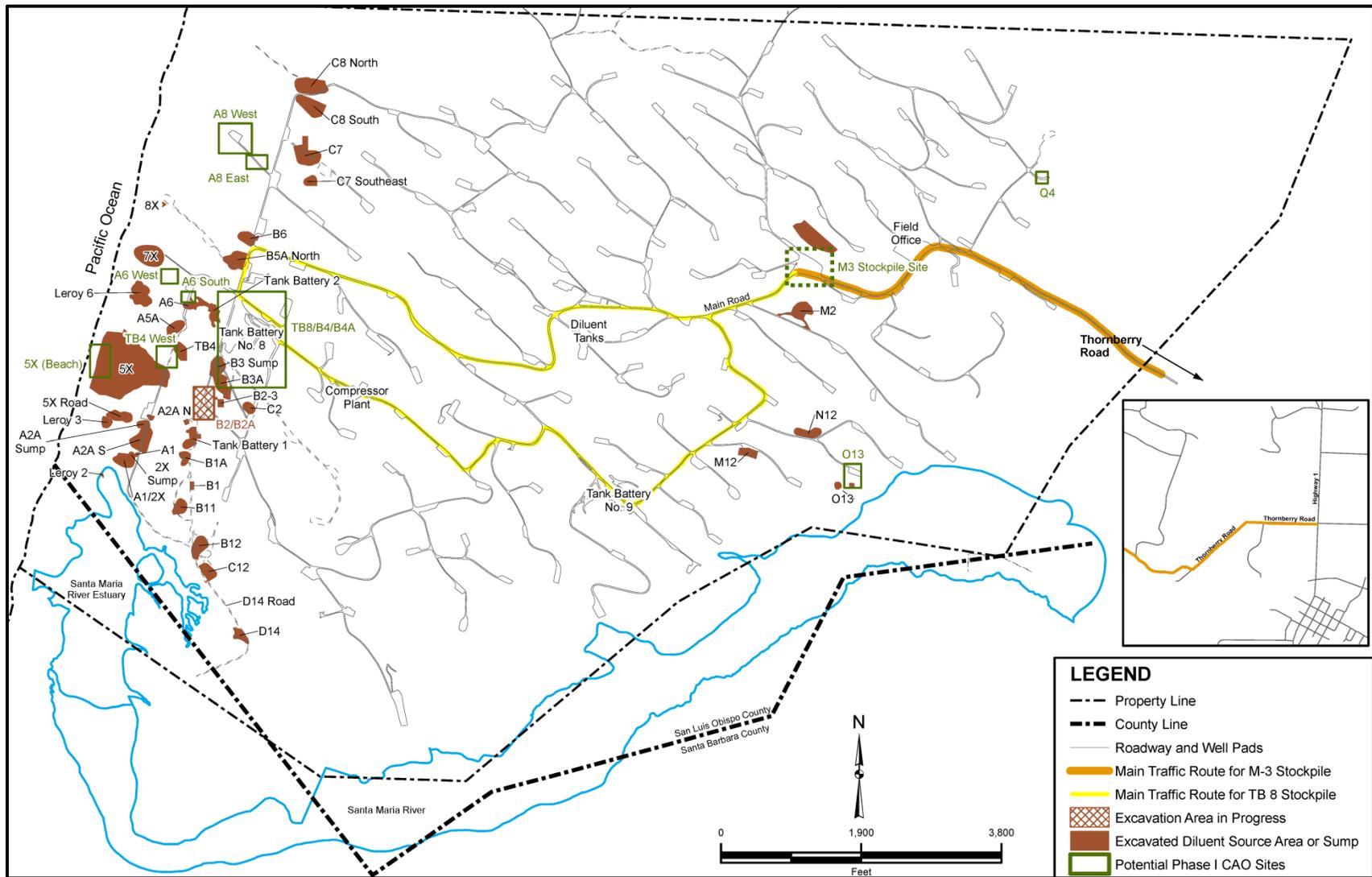


Table 1 Additional Potential Phase I Excavation Sites

Source Area	Approximate Volume NHIS (cubic yards) ^a
B2/B2A Additional Excavation	3809
A6S	2,420
A6W	11,852
TB4W	10,493
Q4	3,148
TB8/B4/ B4A	416,666
A8E	2,444
A8W	12,000
O13	19,444
5X	16,000
Total	498,276

a. Numbers include contingency for potential increased volume of affected material and associated well pads, roads, oil spray, material found outside sheet pile, etc.

Once Phase I is complete, the RWQCB will determine if additional remediation efforts are needed at the GRP site as part of Phase II. At this time it is too early to tell what remediation work Phase II will entail. Once the RWQCB has determined the remediation requirements of any Phase II effort, CEMC will provide a conceptual scope for conducting the work. At that time, the County of San Luis Obispo will evaluate the projects to determine what, if any, additional environmental review is needed.

1.3 Summary of Proposed Project

The 2005 SEIR analyzed the impacts of hauling up to 860,000 cubic yards of NHIS material to the SMLF or one of three disposal facilities in Kern and Kings Counties (Buttonwillow, McKittrick and Kettleman). The 2005 SEIR analyzed peak daily truck trips of 150 truck trips per day (300 one-way trips) between the GRP site and the SMLF as well as the alternative disposal sites.

The RWQCB approved acceptance of the GRP hydrocarbon-impacted material by the SMLF as part of the SMLF's NHIS program. San Luis Obispo County issued Exhibit B, an amendment to CDP/DP D890558D, to allow transport of up to 860,000 cubic yards of NHIS to the SMLF or one of the alternative disposal sites in Kern or Kings Counties.

CEMC has been hauling NHIS material to the SMLF since August 2006 as part of ongoing remediation operations. As of the end of May 2012, CEMC had hauled approximately 1,183,622 tons or 857,697 cubic yards of NHIS to the SMLF. The total number of truck trips used to haul this material to the SMLF has been 51,829, which is less than half of 107,500 trips evaluated as the worst case scenario in the 2005 SEIR. This reduction in truck trips has occurred since each truck has been able to carry on average 16.5 cubic yards of material, where as the 2005 SEIR assumed a worst case scenario of eight cubic yards per truck. The number of trucks used for the last five years on a daily basis has been between 12 and 20 trucks, with each truck making three to four trips to the SMLF per day (or a range of 36 to 80 trips per day). This is less than the 150 trips per day allowed under the San Luis Obispo County CDP/DP. In the last five years there

have been no trips to the Buttonwillow Landfill, or any other disposal facility in Kern or Kings Counties associated with the hauling of NHIS material from the GRP site.

This Addendum has been prepared to address the environmental impacts associated with CEMC's permit application, which is a request to:

1. Haul up to 500,000 cubic yards of NHIS from the GRP to the SMLF, as needed to complete the Phase I remediation activities as required by the RWQCB CAO 98-38 for Phase I activities and the County's Land Use Permit DP/CDP D890558D. (Note: This is less than the 860,000 cubic yards evaluated in the 2005 SEIR.)
2. Evaluate 120 as the maximum peak number of truck trips per day. (Note: This is reduced from the peak number of 150 truck trips per day as analyzed in the 2005 SEIR.)
3. Evaluate an option that assumes 100,000 cubic yards of material (of the 500,000 cubic yards being requested) may not meet the SMLF's NHIS acceptance criteria and would be transported to the Buttonwillow Landfill, with a maximum of 60 truck trips per day. (Note: The 2005 SEIR addressed the impacts of hauling 860,000 cubic yards to the Buttonwillow Landfill and two others in Kern and Kings Counties.)

For the proposed project analyzed in this Addendum, CEMC would continue to conduct offsite trucking to the SMLF similar to current practices. To conduct this work, haul trucks would be brought onsite, loaded with NHIS, and then travel to the SMLF where the NHIS would be off-loaded.

The SMLF is a permitted, offsite, solid-waste-handling facility located in the Santa Maria City limits. NHIS is used at the SMLF to expedite the closure process. The NHIS achieves design grades and serves as the foundation layer of the final cover system for the SMLF cells. The environmental impacts associated with the placement of material at the SMLF were addressed in a Supplemental EIR prepared by the City of Santa Maria (May 2004). The 2004 FSEIR included a summary of the environmental impacts of using NHIS material from the GRP.

1.4 Objectives of the Project

Section 15124(b) of the CEQA Guidelines requires that the CEQA analysis discuss the objectives of the project. The objective of the proposed trucking project is to remove the NHIS material from the environmentally sensitive areas of the GRP Site and to move it to a location where it can be contained and controlled.

1.5 Purpose of the CEQA Addendum

In order to implement the project, CEMC is requesting a permit from SLO County to allow up to 500,000 cubic yards of NHIS material to be transported from the GRP Site to the SMLF. SLO County has determined that a new Coastal Development Permit/Development Plan (CDP/DP) would need to be issued for this additional trucking.

San Luis Obispo County, as the CEQA Lead Agency, will need to certify this Addendum in order to consider the Applicant's request for a land use permit. San Luis Obispo County will use

this document for decision-making regarding the issuance of a new Coastal Development Permit/Development Plan (CDP/DP) for the proposed project.

Since the GRP site is in the Coastal Zone, decisions made by San Luis Obispo County regarding the land use permit can be appealed to the California Coastal Commission. Some of the project activities will take place within the coastal zone and are therefore, subject to the provisions of the San Luis Obispo County General Plan and Local Coastal Program (LCP), which was certified by the Coastal Commission in February 1998. After an LCP is certified, coastal development permit authority for new development within the coastal zone is returned to local government. However, the Coastal Commission retains direct permit authority for development activities (including remediation efforts) within portions of the coastal zone seaward of the mean high tide line, and over tidelands, submerged lands or public trust lands, as defined by the Coastal Act. Certain actions taken by the County in implementing the LCP remain appealable to the Coastal Commission in accordance with Section 30603 of the Coastal Act. CEMC's proposed GRP Site project activities are appealable to the California Coastal Commission.

The San Luis Obispo County Air Pollution Control District (APCD) will use this document for reviewing the impacts resulting from the hauling. Modifications to the existing agreement per the Memorandum of Understanding (MOU) between San Luis Obispo County APCD, Santa Barbara County APCD and CEMC for mitigation of impacts from air emissions resulting from the hauling activities will be needed in order to allow the transportation of an additional 500,000 cubic yards of NHIS from the GRP Site to the SML.

1.6 Use of a CEQA Addendum

CEQA Guidelines Section 15164 specifies the circumstance under which an Addendum can be prepared for a project where there is a previous certified EIR, SEIR or Negative Declaration. This section of the guidelines states that an Addendum can be prepared unless one of the following conditions have occurred

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

the previous EIR;

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As detailed in Chapter 3 of this Addendum, the impacts and mitigations in the 2005 SEIR were based on the potential maximum number of 150 truck trips, which turned out to be infeasible due to logistics and site constraints. The potential maximum number of daily truck trips was reduced to 120 for this analysis, so the proposed project will not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed project includes transporting up to 500,000 cubic yards of NHIS to approved landfills. Compared to the project evaluated in the 2005 SEIR, this is a reduction of the maximum daily truck trips allowed and the quantity that may be transported to the Buttonwillow Landfill. All other circumstances under which the project is being undertaken have remained the same.

The proposed project does not include any new information of substantial importance that results in any significant effects not discussed in the 2005 SEIR. None of the impacts associated with the proposed project have increased the severity of the impacts identified in the 2005 SEIR. In fact, the severity of most of the impacts would be reduced since fewer peak daily truck trips are being proposed.

All of the mitigation measures identified in the 2005 SEIR have been implemented via permit conditions and have been shown to mitigate the identified impacts, and as such are clearly feasible.

Given that the proposed project would not result in any new significant impacts, and would reduce the severity of most of the impacts identified in the 2005 SEIR, the use of a CEQA Addendum was warranted.

2.0 Project Description

This Chapter of the Addendum provides a detailed description of the proposed project and provides a comparison with project aspects evaluated in the 2005 SEIR. The project involves transporting up to 500,000 cubic yards of NHIS from the GRP site to the SMLF using a maximum of 120 truck trips per day (240 one-way trips per day). A round trip is a trip from the GRP site to the Landfill and then back to the GRP site. One round trip is equal to two one-way trips. Throughout this document reference to “truck trips per day” is based on round trips. Also, the maximum volume of material that may not meet the SMLF’s acceptance criteria that can be transported to Buttonwillow would be limited to 100,000 cubic yards (of the total 500,000 cubic yards being requested), using a maximum of 60 truck trips per day (120 one-way trips per day). A round trip is from the GRP site to the Buttonwillow Landfill and then back to the GRP site. One round trip is equal to two one-way trips.

2.1 Off-site Trucking

The proposed project is to haul excavated/removed material (including red rock, aggregate, oil spray, etc.) to the City of Santa Maria Landfill at 2065 E. Main Street. This facility is located in Santa Barbara County, approximately 16 miles east of the Guadalupe Restoration Project site. The total estimated requirement for additional foundation and interim cover in the SMLF as of July 25, 2011 was about 1,370,700 cubic yards.

The RWQCB has previously approved the SMLF to accept the GRP NHIS as part of the SMLF’s NHIS Program.

For this proposed project, trucks would be brought onsite and loaded with NHIS. Empty trucks may stage along Thornberry Road if necessary. These trucks would then travel to the SML where the NHIS would be off-loaded. Each haul truck would then return to the GRP site for reloading; typically making no more than four rounds trips per day, five days per week.

It is anticipated that 18-wheel dump trucks, 10-wheel dump trucks, or equivalent would be used for trucking operations. These trucks have a capacity ranging from 8–18 cubic yards (11 to 25 tons of NHIS). The current average quantity that haul trucks are carrying is 16.5 cubic yards (22-24 tons) per truck and is the most likely average quantity per truck trip expected for future hauling activities.

If feasible, trucks for offsite trucking would be loaded directly at specific excavation sites. The feasibility of direct loading from an excavation is dependant on the maneuverability of the trucks within the defined limits of disturbance at each site. Limits of disturbance would not be expanded strictly to accommodate loading of trucks. If trucks cannot be directly loaded at the excavation site, excavated material would be hauled to the TB8 or M3 stockpile sites using off-road haul trucks that remain within the GRP site (refer to Figure 2). While onsite, trucks would travel to and from loading sites on the existing paved roads. The majority of truck traffic within the site would be on the Main or TB9 roads. Other roads may be employed as needed for traffic control and safety.

Loading of trucks at the GRP site would occur at the current stockpile sites and, if feasible, at

excavation and remediation sites located throughout the site. Loading of trucks would be accomplished with loaders, or equivalent equipment. Excavators and/or bulldozers may be used intermittently to manage the stockpiles. Loading areas would include specified decon areas used for cleaning the trucks (dry decon) before they leave the loading site.

NHIS is currently stockpiled at the M3 site. Another approved stockpile location is the TB8 site. These sites have been used for this purpose and would, therefore, not require any additional site disturbances.

Trucks would be loaded with front-end loaders or equivalent equipment. Bulldozers, excavators, and/or similar equipment may be used intermittently if needed to manipulate the NHIS stockpiles as necessary for loading. Truck loading is expected to occur during daylight hours, five days a week, and up to 50 weeks a year.

Loaded trucks would be weighed, or weight will be monitored using truck gauges or other method before leaving the site to help ensure that they are not loaded above legal capacity. To reduce dust during transport, built-in cover assemblies or tarps would be placed over the NHIS in the trucks prior to their departure from the site. Water trucks would spray onsite traffic areas for dust control during loading and hauling operations.

NHIS would be hand broomed from truck exteriors and removed from tires using rumble mats. Rumble mats, or tread spreaders, are pads with a textured surface that separates the tread of the tires as the truck is driven over them. This allows the NHIS to fall out of the treads onto the mats. The mats would be of sufficient length to allow at least one complete revolution of the tires.

When loading activities and associated NHIS stockpile management operations cease for more than 24 hours, or as otherwise required by the Air Pollution Control District (APCD), soil sealant or another APCD-approved vapor control would be applied to disturbed stockpile areas.

For future areas at the GRP site where material is planned to be removed and transported to the SMLF, a minimum of one composite sample will be chemically analyzed to verify that there are no hazardous waste characteristics in accordance with the SMLF's NHIS testing requirements. If the material in the area meets the SMLF's NHIS criteria, then approximately one sample per 2,500 cubic yards of material would be collected and chemically analyzed to ensure it meets the SMLF's following acceptance criteria:

- Total Petroleum Hydrocarbons (TPH) in the carbon ranges (C₄-C₁₂), (C₁₃-C₂₂), and (C₂₃-C₄₀) by U.S. EPA method 8015M.
- Soluble TPH in the carbon ranges (C₄-C₁₂), (C₁₃-C₂₂), and (C₂₃-C₄₀) by U.S. EPA method 8015M Waste Extraction Test (WET) analysis using deionized (DI) water.

The SMLF's NHIS program includes a load checking program for all approved NHIS generators. Soil samples are randomly collected on a daily basis from the trucks of every incoming NHIS generator. These soil samples are sent to an independent lab for analysis to ensure the NHIS material is consistent with the original profiling determination and existing NHIS Program acceptance criteria.

Any material that does not meet the NHIS specifications for the SMLF as determined through the Sampling Plan described above would be stockpiled separately at the GRP site for further evaluation and action, such as allowing it to undergo further natural attenuation or mixing it with other material at the site before sending it back to the Santa Maria Landfill, etc. If the NHIS specifications are still not met, then the material will be transported to the Clean Harbors Environmental Services Facility (Buttonwillow Landfill) near the community of Buttonwillow in Kern County for disposal. It is expected that this volume of material would be less than 100,000 cubic yards.

The Buttonwillow Facility is a Class 1 disposal facility permitted to accept hazardous and non-hazardous material. The Buttonwillow Landfill is fully permitted to manage a large number of RCRA hazardous wastes, California hazardous waste, and non-hazardous waste for stabilization treatment, solidification, and landfill. It can handle waste in bulk (solids and liquids) and in containers. The Buttonwillow Landfill can also accept Naturally Occurring Radioactive Material (NORM) and Technologically Enhanced Naturally Occurring Radioactive Material (TENORM) wastes.

Table 2, below, illustrates the number of trips required for the range of truck capacities, and the amounts of NHIS being evaluated for transportation to each facility. The quantities include an estimated volume of red rock/road base/aggregate to be removed from the site. It is anticipated that 18-wheel dump trucks, 10-wheel dump trucks, or equivalent would be used for trucking operations. The actual number of trips required to complete the trucking operation would likely be within this range.

Table 2 Offsite Trucking: Truck Trips

Quantity (cubic yards)	Truck Trips Required (round trips)	
	8 cubic yards minimum per trip	18 cubic yards maximum per trip
100,000 ^a	12,500	5,555
500,000	62,500	27,778

a. Portion of the total 500,000 cubic yards of material being requested that may be transported to the Buttonwillow Landfill in Kern County.

The hauling schedule is difficult to forecast due to the unpredictable nature of remediation work. The timing could range from three to four years. Estimates assume a maximum peak rate of 120 truck trips (240 one-way trips) per day during short-term peak periods of activity. Equipment and personnel involved in offsite trucking operations are shown in Table 3.

Table 3 Equipment and Personnel

Task	Equipment/Personnel	Quantity	Daily duration (hours)
Load Trucks	980 CAT Front-End Loader	1	8
	Sweeper (SweepMaster 250)	1	1.5
	Water Truck	1	8 ^a
	Soil Sealant Applicator	1	As needed
	Portable Scales (if used)	1	8
Decontaminate Trucks	Brooms, Sweeping personnel	As needed	8
	Rumble Mats	1	8
Travel to and from solid-waste handling facility	Trucks, drivers	varies	See truck trips and equivalent mileage

a. Water truck is shared for all projects being conducted at the site.

2.2 Off-site Truck Routes

The 2005 SEIR analyzed a number of truck routes for moving the NHIS from the GRP site to the SMLF and the disposal sites in Kern and Kings Counties. These routes are discussed below.

2.2.1 Routes to the Santa Maria Landfill

There were three routes proposed for transportation of the NHIS from the GRP site to the SMLF analyzed in the 2005 SEIR. One of them, the Division Route, was removed from potential use by the County of Santa Barbara. The Betteravia Route was selected as the preferred route to use for the hauling conducted to date. For the previous hauling activities, the Betteravia Route has been the primary route with only rare exceptions due to traffic accidents, road repair, or other temporary road closures. The Main Street route has been a secondary route, but has not been used. For the purposed of this Addendum, CEMC has dropped the Main Street route and is requesting the use of the Betteravia Route only.

Vehicles using the Betteravia Route would exit the GRP site at Thornberry Road to Highway 1, travel south on Highway 1 through the City of Guadalupe to Highway 166 (Main Street), east on Main Street to Simas Street, south on Simas Street to Betteravia, then east on Betteravia Road continuing over Highway 101 to Philbric Road, and north on Philbric Road to the SML. Figure 3 shows the location of the Betteravia Route.

2.2.2 Route to Buttonwillow Landfill

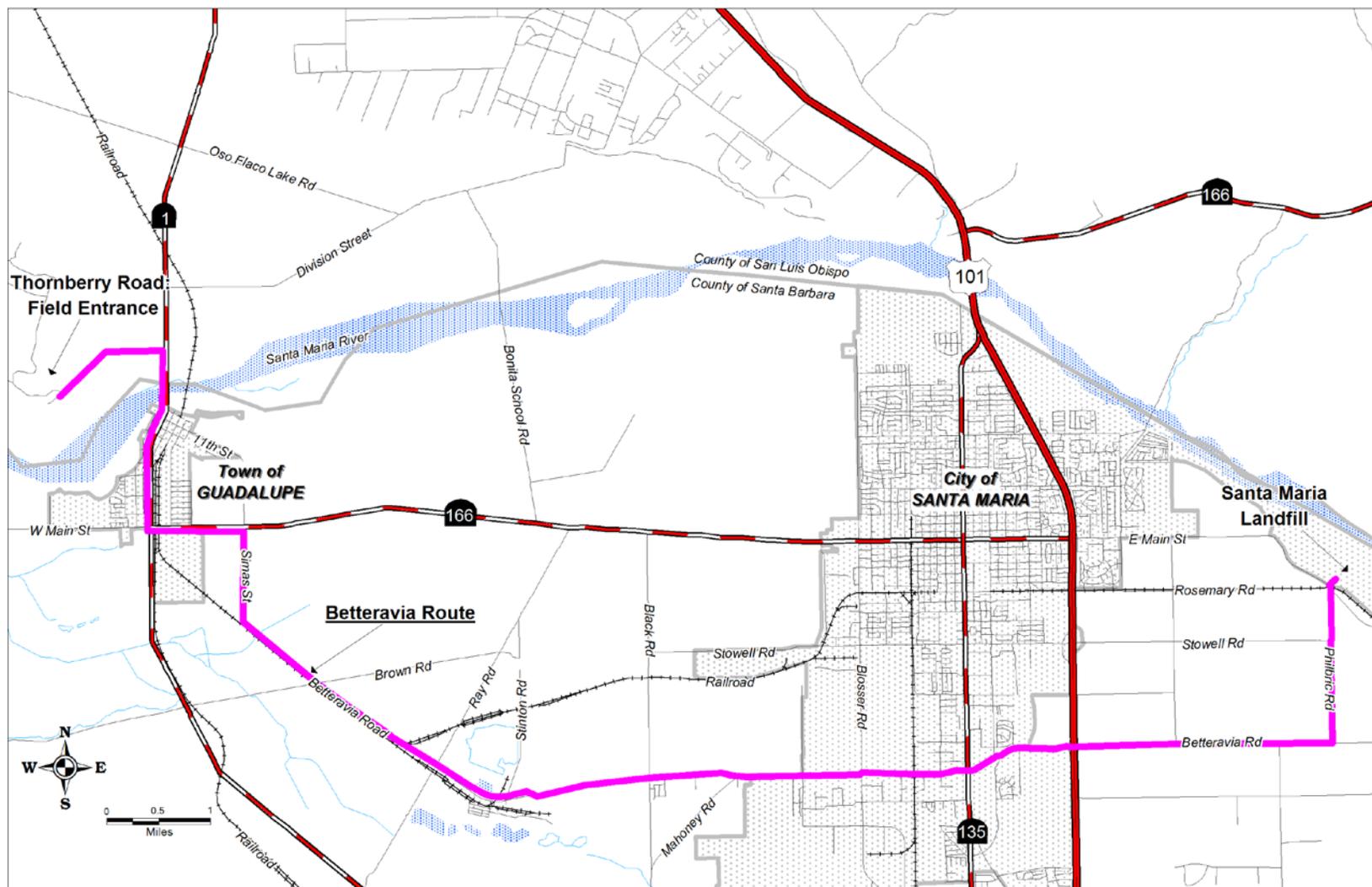
The route to the Buttonwillow Landfill is shown in Figure 4. Vehicles traveling to Buttonwillow would use the Betteravia Route to the intersection of Betteravia and Highway 101. Trucks would then proceed on Highway 101 north to Highway 166 east, to Highway 33 north, to Highway 58 west.

2.2.3 Detours

The approved Off-Site Transportation Plan has protocols that would be followed in case of unanticipated or planned closures of the approved routes. These protocols include use of detours

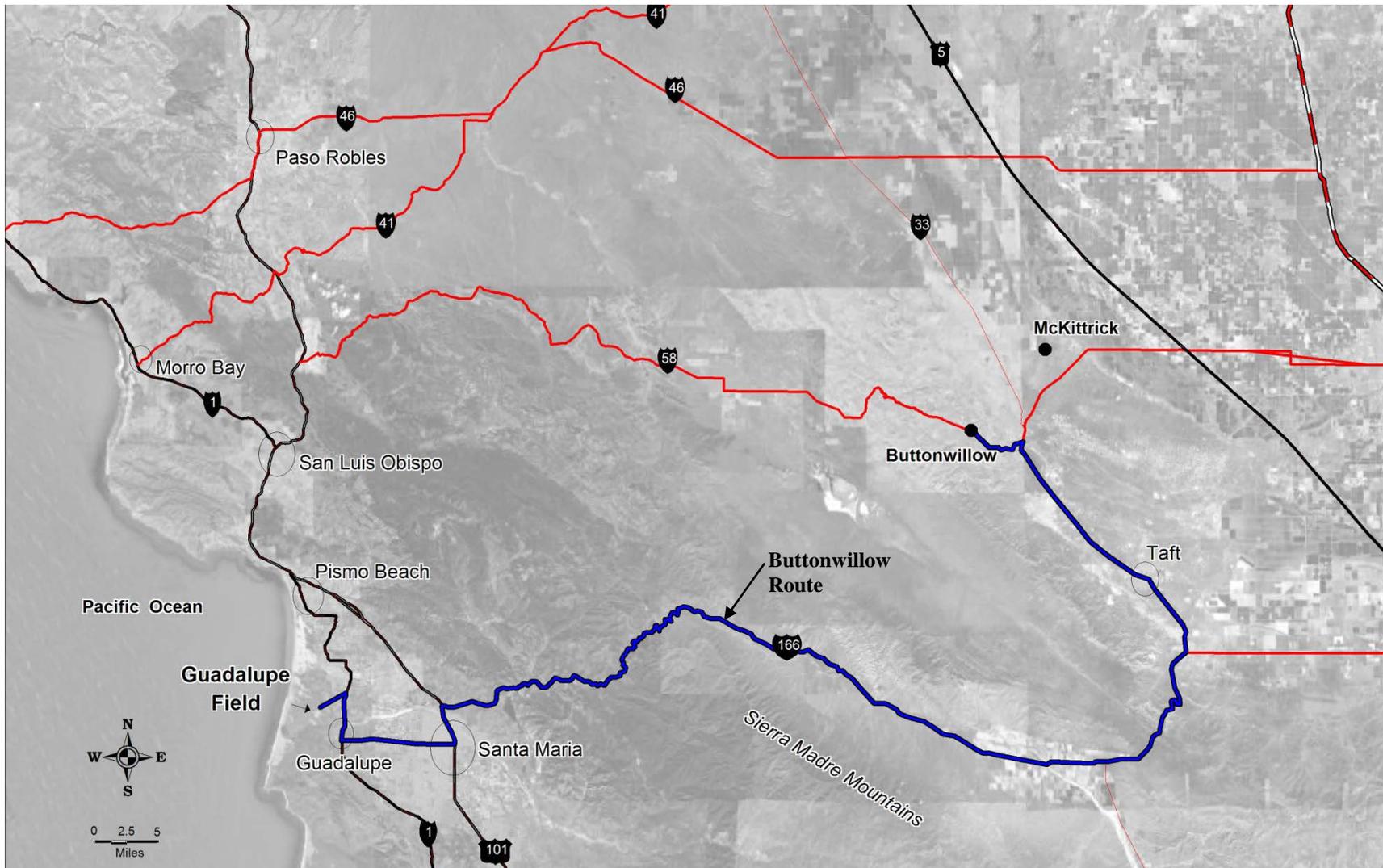
established by emergency response personnel or alternative routes specified by the public works department due to road repair work on the approved routes. Road closures that required implementation of these protocols have occurred for very short periods of time a few times per year since hauling from the GRP site began and are proposed to be continued as part of the future hauling. In the last six years of hauling, trucks have had to use detours less than ten times.

Figure 3 Betteravia Truck Route to the Santa Maria Landfill



Source: Marine Research Specialists

Figure 4 Truck Route to Buttonwillow Landfill



Source: Marine Research Specialists

3.0 Environmental Assessment

This Chapter discusses the environmental impacts of CEMC's permit application to transport up to 500,000 cubic yards of NHIS from the GRP site to the SMLF (with a maximum of 100,000 cubic yards of this material potentially transported to the Buttonwillow Landfill), and compares these impacts to what was identified in the 2005 SEIR to determine if there are any new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

This comparative analysis has been undertaken using a California Environmental Quality Act (CEQA) checklist adapted from the County of San Luis Obispo Initial Study Checklist and the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form, in this capacity, is used to assess the effects of all elements of the proposed project revisions and to compare them to the impacts identified in the 2005 SEIR.

For this checklist, the following designations are used:

1. ***New Potentially Significant Effect:*** The Project revision could potentially have a new significant effect on the environment that was not identified in the 2005 SEIR.
2. ***Impact Has Been Mitigated:*** Mitigation has been provided in the 2005 SEIR and included in SLO County Coastal Development Permit/Development Plan (CDP/DP) D890558D permit conditions to reduce the project revision impact to less than significant levels. The new CDP/DP permit will include these conditions with some minor revisions.
3. ***Insignificant or No Impact:*** Project revision impacts would be less than significant or have no impact.
4. ***Less Than or the Same as the 2005 SEIR:*** The impact identified for the project revision is same or less than that identified in the 2005 SEIR.

The GRP operations are required to comply with SLO County CDP/DP D890558D, which includes a large number of permit conditions. A number of these permit conditions are applicable to the hauling activities. This analysis has assumed that the applicable permit conditions are part of the project since CEMC must comply with these conditions. The County CDP/DP includes a number of monitoring and compliance conditions. The County permit requires that an Onsite Environmental Coordinator (OEC) be present at the GRP site to monitor compliance with the County permit conditions. The OEC works closely with CEMC, the County and other regulatory agencies to assure the activities associated with the GRP are done in compliance with the various permit conditions.

The remainder of this Chapter provides the environmental analysis for each of the issue areas covered by the 2005 SEIR.

3.1 Aesthetics

<i>Will the project:</i>		New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a)	<i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b)	<i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c)	<i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d)	<i>Create glare or night lighting which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e)	<i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The permit application includes transportation of up to 500,000 cubic yards of NHIS to the SMLF, a peak number of 120 truck trips per day (240 one-way trips) on any work day, and an estimate of the potential for transporting up to 100,000 cubic yards of the material that doesn't meet the SMLF criteria to the Buttonwillow Landfill. As compared to the evaluation in the 2005 SEIR, this is a reduction of the maximum volume, a decrease in the peak number of truck trips and a decreased volume of material that could be transported to the Buttonwillow Facility. The offsite trucking activities, which includes loading from previously approved stockpile sites at M3 and potentially TB8, would be limited to currently disturbed areas and existing haul routes. Given the location the remaining excavation sites the preferred stockpile site is M3, due to the shorter travel distance.

Travel routes are well-established travel corridors through the Cities of Guadalupe and Santa Maria and would not include any new critical viewshed areas. The 2005 SEIR found that the trucking of NHIS would not result in any visual impacts along the trucking routes. The 2005 SEIR did find a less than significant visual impact associated with the presence and operation of construction equipment for loading and transport of NHIS from TB8. The M3 stockpile, which was established after the 2005 SEIR, is centrally located within the project site and not visible from the perimeter of the site.

Views from the City of Guadalupe area and its vicinity are generally highly sensitive. However, views to the project areas are generally blocked from all areas of the City. From LeRoy Park in Guadalupe, views into the project areas are blocked by the backdunes less than one mile away and limited by trees and other park landscaping and structures in the foreground. Views into the project site from the proposed bicycle path and recreational vehicle camping facility will be similarly blocked. Groves of willows and dune topography can be expected to limit views to the foreground. A limited vista of TB8 tanks above the stockpile area is possible from the Rancho Guadalupe Dunes Park located on the beach south of the Santa Maria River estuary. However, if future loading/hauling activities will take place at TB8, it will be in areas that would be difficult, if not impossible, to be seen from the Park.

Views from offshore recreational boating are considered only moderately sensitive, given that there is no specific provision for access to the dunes (docks, harbor) by boaters. That is, boaters follow no direct route to the dunes.

Impact Discussion

a, b, c. The aesthetic impacts from trucking would be similar to those evaluated in the 2005 SEIR but at a decreased level due to smaller volume and a new interior stockpile/loading area. Trucking activities would not create an aesthetically incompatible site open to public view, introduce a new use within a scenic view open to public view, or change the visual character of an area. The M3 stockpile, which was established after the 2005 SEIR, is centrally located within the project site and not visible from the perimeter of the site. Equipment located at TB8 or M3 would include trucks and loaders. The viewing distance to TB8 is greater than 1,500 ft from the closest beach areas, and the construction equipment visible from public areas would appear small compared to the existing site features. While noticeable, the equipment and activity should be subordinate to other features in view, particularly the existing structures. Due to the existing equipment and the relatively large distances from TB8 to the beach and other viewing areas the impacts would be considered *less than significant*. This is the same finding as the 2005 SEIR. Therefore, the continued loading of NHIS from TB8 and M3 would not result in a new significant impact or increase the severity of the impact identified in the 2005 SEIR.

d. The trucking activities only occur during daylight hours and require no new lighting to be installed at the TB8 or M3 sites. Therefore, there would be no new nighttime glare or lighting associated with the project. This impact would not apply.

e. No aspect of the project would impact unique geological or physical features. All of the project sites are currently in use and would not be modified. Therefore, this impact would not apply to the project revisions.

Conclusions

The aesthetic impacts associated with the project would be the same as identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the identified impacts.

3.2 Agricultural Resources

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
<i>a) Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>b) Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>c) Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project would result in a maximum of 120 truck trips per day during work days between the GRP site and the SMLF. Alternatively, a maximum of 60 trips per day could be used to move material to the Buttonwillow Landfill located in Kern County. The 2005 SEIR identified Important Farmland along the proposed truck haul routes. An evaluation of traffic impacts in the 2005 SEIR found that the maximum number of truck trips (which used a total of

150 trips per day) would not have an effect on agricultural operations. The proposed project decreases the number of anticipated maximum truck trips per day from 150 to 120 trips. In addition, there have been no formal complaints submitted to the County or CEMC from any of the landowners during the five years of hauling that has taken place along these identical haul routes.

A large portion of the existing haul routes, as well as staging areas along Thornberry Road, are bordered by active farming operations. Thornberry Road is in an area designated as Prime Farmland. The staging area proposed in the 2005 SEIR was not needed, as the trucks stage in inactive existing areas along Thornberry Road created to stage farming equipment and agricultural worker parking.

Impact Discussion

a. The proposed project would not result in the conversion of agricultural land to non-agricultural land. Therefore, this impact would not apply to the proposed project.

b. The proposed project includes truck trips in the vicinity of the Thornberry Road staging area, which could limit access to agricultural areas and limit movement of agricultural crops and equipment in the area. This potentially significant impact was identified in the 2005 SEIR and mitigation was proposed that would apply to the proposed project. Since the number of peak daily truck trips is less with the proposed project than the number evaluated in the 2005 SEIR, the severity of the impact would be less than what was identified in the 2005 SEIR. Permit Conditions included in San Luis Obispo County CDP/DP D890558D (i.e., Conditions 17, 18, 19, and 20) will be required to assure that this impact is mitigated to *less than significant*. The permit conditions in CDP/DP D890558D are provided in Chapter 4 of the Addendum.

c. The proposed project would not result in conflicts with existing zoning or the Williamson Act program. Therefore, this impact would not apply to the proposed project.

Conclusions

The agricultural resource impacts associated with the project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the identified impacts.

3.3 Air Quality

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
e) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The proposed project would result in a maximum of 120 trips per day (240 one-way trips) between the GRP site and the SMLF. Potentially, a maximum of 60 trips per day (120 one-way trips) could be used to move as much as 100,000 cubic yards of material to the Buttonwillow Landfill located in Kern County. The 2005 SEIR identified emissions from trucking as an air quality concern. As part of the trucking operations approved under the 2005 SEIR, CEMC entered into a Memorandum of Understanding (MOU) with San Luis Obispo (SLO) County APCD and Santa Barbara (SB) County APCD for mitigation of impacts from air emissions resulting from the hauling activities.

The 2005 SEIR evaluated the emissions associated with trucking to the SMLF as well as other disposal sites in Kern and Kings Counties including Buttonwillow, which is located in the Western Kern County.

SLO and SB Counties are located within the Air Resources Board-designated South Central Coast Air Basin. SLO and SB Counties are in attainment for all air quality standards with the exception of the State 1-hour and 8-hour ozone standards and the State particulate matter (PM₁₀/PM_{2.5}) standards.

Western Kern County is located in the Air Resources Board-designated San Joaquin Valley (SJV) Air Basin. This basin stretches 300 miles long. The air basin has eight counties spread across 25,000 square miles. SJV is in non-attainment with the State 1-hour and 8-hour ozone standards and the State particulate matter (PM₁₀/PM_{2.5}) standards. SJV is also in non-attainment with the Federal 8-hour ozone standard, and the Federal PM_{2.5} standard.

Ambient air quality monitoring for criteria pollutants is conducted at numerous sites throughout the state. Ambient air quality in the three counties is generally good (i.e., within applicable ambient air quality standards), with the exception of particulate matter (PM) with an aerodynamic diameter of ten microns or less (PM₁₀/PM_{2.5}), and ozone (O₃).

Impact Discussion

a. The transportation of material to the SMLF or the Buttonwillow Landfill would generate air emissions. In estimating the emissions from the trucking, the following assumptions were used.

- Operations included transportation to the disposal site via the Betteravia Route.
- For the SMLF only option, 500,000 cubic yard would go to the SMLF over an approximately three-year period.
- With the Buttonwillow option, 100,000 cubic yard would go to Buttonwillow and 400,000 cubic yards would go to the SMLF over an approximately three-year period.

- Operations would occur 5 days per week, 50 weeks per year for the SMLF and 5 days per week for 40 weeks to the Buttonwillow Landfill.
- Emissions from the offsite truck travel were estimated using the distance from the GRP gate to the SMLF. Trucks traveling to the SMLF (approximately 17 – 18 miles one way) were assumed to travel at an average speed of 45 mph. Trucks to the Buttonwillow Landfill (approximately 120-122 miles one way), were assumed to travel 55 mph along Highway 166 and 33 along the route east of Highway 101 to Buttonwillow. On the portion of the route from the GRP gate to Highway 101 trucks were assumed to travel at an average speed of 45 mph.
- The M3 stockpile facility, 1.7 miles from the Thornberry gate, will predominantly be used for hauling operations. Loading equipment will operate about six hours per day.
- Emissions occurring in SLO County were estimated separately from emissions occurring in SB County (or the San Joaquin Valley for hauling to the Buttonwillow Landfill).
- Peak daily emissions were estimated for a daily maximum of 120 truck trips per day (240 one-way trips).

Emissions were estimated assuming trucks with 8-cubic yards transportation capacities to produce a worst-case emissions estimate for both the SMLF and the Buttonwillow Landfill. Summaries of the trucking emissions to the SMLF are presented in Table 4. This assumes all 500,000 cubic yards of material goes to the SMLF. Emissions are shown for peak day and annually. Peak day emissions are based upon 120 truck trips per day (240 one-way trips per day). Annual emissions are based upon an average of 83 truck trips per day over a three year period. Three years is the shortest estimated time frame for completing the hauling of the NHIS material to the SMLF. Therefore, this represents the highest annual emissions. If the duration to move the NHIS to the SMLF is longer than three years, the annual emissions would be lower.

Table 5 shows the emissions estimate for truck traffic to the Buttonwillow Landfill along with simultaneous traffic to the SMLF at a lower rate. With this option, 100,000 cubic yards would go to the Buttonwillow Landfill and 400,000 cubic yards would go the SMLF. Emissions are shown for peak day and annually. Peak day emissions are based on 60 truck trips per day to Buttonwillow and 60 truck trips per day to the SMLF occurring at the same time. Annual emissions are based upon an average of 67 truck trips per day to the SMLF and an average of 21 truck trips per day to the Buttonwillow Landfill over a three year period. Three years is the shortest estimated time frame for completing the hauling of the NHIS material. Therefore, this represents the highest annual emissions. If the duration to move the NHIS is longer than three years, the annual emissions would be lower.

While the peak day and annual emissions would be considered significant based upon the SLOAPCD operational thresholds, the emissions are less than what was analyzed in the 2005 SEIR. This potentially significant impact was identified in the 2005 SEIR and mitigation was proposed that would apply to the proposed project as part of this EIR Addendum. Since the number of peak daily truck trips and average annual trips are less with the proposed project than those analyzed in the 2005 SEIR, the severity of the impact would be less than what was identified in the 2005 SEIR.

Table 4 Summary of Maximum Trucking Emissions to the Santa Maria Landfill

Source	Peak Day Emissions, lbs/day						Annual Emissions, Tons/yr									
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	N ₂ O	CH ₄	CO ₂	CO ₂ e ¹
<i>Within SLO County</i>																
Truck Loading	1.44	5.09	13.38	0.01	0.56	0.56	0.18	0.64	1.67	0.00	0.07	0.07	0.00	0.02	194	176
HHDT Trucks - Onsite Hauling (M3 to Main Gate)	0.89	4.23	13.12	0.00	0.48	0.44	0.08	0.37	1.14	0.00	0.04	0.04	0.00	0.00	156	141
HHDT Trucks - Offsite Hauling: Betteravia Route	0.46	2.55	11.21	0.00	0.37	0.34	0.04	0.22	0.97	0.00	0.03	0.03	0.00	0.00	128	116
Peak within SLO County	2.80	11.87	37.71	0.01	1.41	1.34	0.30	1.22	3.78	0.00	0.14	0.14	0.01	0.02	479	433
<i>Within Santa Barbara County</i>																
HHDT Trucks - Offsite Hauling: Betteravia Route	4.32	23.84	104.84	0.00	3.48	3.20	0.38	2.07	9.10	0.00	0.30	0.28	0.02	0.02	1,196	1,081
Peak within Santa Barbara County	4.32	23.84	104.84	0.00	3.48	3.20	0.38	2.07	9.10	0.00	0.30	0.28	0.02	0.02	1,196	1,081
Total All Counties: Maximum Emissions	7.12	35.71	142.55	0.01	4.89	4.54	0.67	3.29	12.88	0.00	0.45	0.42	0.02	0.04	1,674	1,514
2005 SEIR Emissions Estimates: SMLF Only																
SLO County	7.20	29.50	107.50	2.50	4.90	-	0.88	3.63	13.16	0.30	0.60	-	-	-	-	-
SB County	5.40	24.20	169.30	1.90	9.20	-	0.65	2.90	20.22	0.23	1.09	-	-	-	-	-
Total	12.60	53.70	276.80	4.40	14.10	-	1.53	6.53	33.38	0.53	1.69	-	-	-	-	-

1. CO₂e is in metric tons/yr.

2. HHDT-Heavy-Heavy Duty Truck

Emissions are based upon the use of eight cubic yard trucks, which is half the size of the trucks that have been used for actual operations. This represents the worst case emissions. Actual emissions would be lower since larger trucks (16 cubic yards) are likely to be used, which reduced the number of truck trips.

Appendix A contains the detailed air emission calculations.

Table 5 Summary of Maximum Trucking Emissions to the Buttonwillow Landfill

Source	Peak Day Emissions, lbs/day						Annual Emissions, Tons/yr									
	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	SO ₂	PM ₁₀	PM _{2.5}	N ₂ O	CH ₄	CO ₂	CO ₂ e ¹
<i>Within SLO County</i>																
Truck Loading	1.44	5.09	13.38	0.01	0.56	0.56	0.1802	0.6358	1.672576	0.0017	0.0696	0.0696	0.0014	0.0161	194	176
HHDT Trucks - Onsite Hauling (M3 to Main Gate)	0.89	4.23	13.12	0.00	0.48	0.44	0.08	0.37	1.14	0.00	0.04	0.04	0.00	0.00	157	142
HHDT Trucks - Offsite Hauling to SMLF	0.23	1.27	5.60	0.00	0.19	0.17	0.03	0.18	0.78	0.00	0.03	0.02	0.00	0.00	102	93
HHDT Trucks - Offsite Hauling to Buttonwillow	4.72	24.45	116.45	0.00	4.65	4.28	0.17	0.86	4.08	0.00	0.16	0.15	0.01	0.01	521	471
<i>Peak within SLO County</i>	<i>7.29</i>	<i>35.05</i>	<i>148.55</i>	<i>0.01</i>	<i>5.88</i>	<i>5.45</i>	<i>0.46</i>	<i>2.04</i>	<i>7.67</i>	<i>0.00</i>	<i>0.30</i>	<i>0.28</i>	<i>0.01</i>	<i>0.03</i>	<i>974</i>	<i>881</i>
<i>Within Santa Barbara County</i>																
HHDT Trucks - Offsite Hauling to SMLF	2.26	12.45	54.73	0.00	1.81	1.67	0.31	1.73	7.60	0.00	0.25	0.23	0.01	0.02	999	903
HHDT Trucks - Offsite Hauling to Buttonwillow	6.23	32.29	153.74	0.00	6.14	5.65	0.22	1.13	5.38	0.00	0.21	0.20	0.01	0.01	687	622
<i>Peak within Santa Barbara County</i>	<i>8.49</i>	<i>44.73</i>	<i>208.47</i>	<i>0.00</i>	<i>7.95</i>	<i>7.32</i>	<i>0.53</i>	<i>2.86</i>	<i>12.98</i>	<i>0.00</i>	<i>0.47</i>	<i>0.43</i>	<i>0.03</i>	<i>0.03</i>	<i>1,686</i>	<i>1,525</i>
<i>Within Kern County</i>																
HHDT Trucks - Offsite Hauling to Buttonwillow	6.23	32.29	153.74	0.00	6.14	5.65	0.95	5.02	23.22	0.00	0.87	0.80	0.05	0.05	2,997	2,711
<i>Total All Counties</i>	<i>22.00</i>	<i>112.07</i>	<i>510.76</i>	<i>0.01</i>	<i>19.97</i>	<i>18.42</i>	<i>1.93</i>	<i>9.92</i>	<i>43.87</i>	<i>0.00</i>	<i>1.64</i>	<i>1.51</i>	<i>0.08</i>	<i>0.10</i>	<i>5,657</i>	<i>5,117</i>
2005 SEIR Emissions Estimates: Buttonwillow Only																
SLO County	29.40	128.40	800.00	10.00	27.10	-	3.49	15.43	95.81	1.20	3.18	-	-	-	-	-
SB County	9.70	43.30	302.40	3.40	9.60	-	1.16	5.17	36.12	0.41	1.15	-	-	-	-	-
San Joaquin Valley	14.40	64.70	451.40	5.10	14.40	-	1.72	7.72	53.92	0.61	1.72	-	-	-	-	-
Total	53.50	236.40	1,553.80	18.50	51.10	-	6.37	28.32	185.85	2.22	6.05	-	-	-	-	-

1. CO₂e is in metric tons/yr.

2. HHDT-Heavy-Heavy Duty Truck

Emissions are based upon the use of eight cubic yard trucks, which is half the size of the trucks that have been used for actual operations. This represents the worst case emissions. Actual emissions would be lower since larger trucks (16 cubic yards) are likely to be used, which reduced the number of truck trips.

Appendix A contains the detailed air emission calculations.

An updated Memorandum of Understanding (MOU) between San Luis Obispo County APCD, Santa Barbara County APCD and CEMC as proposed in Section 4.0 as a slightly modified version of Condition 14 from the San Luis Obispo County CDP/DP D890558D, Appendix A, Exhibit B along with other permit conditions in Exhibit B (i.e., Conditions 13, 15, 16, and 26) would be included in the new permit to assure this impact is *less than significant*. The permit conditions in CDP/DP D890558D are provided in Chapter 4 of the Addendum.

The traffic analysis, included in this Addendum, estimated traffic impacts and addressed CO hot spots. Two project-route intersections with the most traffic (Betteravia and Miller and Betteravia and Broadway) were assessed with a project 38 peak-hour trips as the worst-case, short-term scenario from the project.

It was determined that because the project and other developments in the area would not contribute 800 peak-hour trips to the intersections classified as LOS D, the project does not meet the APCD criteria that would require CO modeling. As the current project would contribute less than the levels assessed in the 2005 SEIR, no significant CO “hotspot” impacts are anticipated. Impacts are therefore considered *less than significant*, which is the same finding as the 2005 SEIR.

b. Potential health risks associated with exhaust from diesel powered trucks was evaluated in the 2005 SEIR. Modeling was done by ENSR (2004) to determine if exposure to diesel exhaust from trucks hauling soil to a landfill could pose potential health risks to the sensitive receptors along the hauling route due to the long nature of the project (two to four years). Appendix C contains a copy of the 2004 ENSR Health Risk Assessment. Conservative, worst-case assumptions were made for the health risk modeling. The most important assumptions contained in the ENSR report include:

- Trucks would be 8-cy size (maximizing the number of trips);
- The daily average number of round trips was 143, based on five days/week, 50 weeks/year of operations over a three-year period;
- PM₁₀ exhaust emission factor for the haul trucks is 0.24 grams per mile;
- Trucks were modeled as volume emissions sources;
- Truck traffic on the roadway was approximated as equally spaced volume sources along the entire length of the truck route; and
- Nine-year project duration at peak activity levels.

Although the duration of potential exposure to diesel exhaust particulate matter from the truck emissions was approximately three years, OEHHA (2003) does not support the use of current cancer potency factors to evaluate cancer risk for exposures of less than nine years because the cancer potency factors have been derived from long-term exposure studies. Therefore, OEHHA (2003) recommends assuming that the average daily dose occurs for nine-year duration to evaluate risks from short-term exposures. In accordance with this recommendation, a nine-year exposure was assumed for the 2005 SEIR health risk assessment, which resulted in a health risk estimate higher than the proposed activities.

This Addendum includes the following:

1. Hauling a volume of up to 500,000 cubic yards of NHIS material from the GRP Site to the SMLF. The 2005 SEIR evaluated a volume of 860,000 cubic yards.
2. A peak number of truck trips per day of 120, compared to 150 truck trips per day as analyzed in the 2005 SEIR.
3. A potential volume of 100,000 cubic yards of material that could be transported to the Buttonwillow Facility, with a maximum of 60 truck trips per day. The 2005 SEIR addressed the impacts of moving 860,000 cubic yards to the Buttonwillow Landfill with a maximum of 150 truck trips per day.

Since the SEIR health risk assessment was based on a nine year duration for NHIS material transportation, which was far greater than the original application (approximately triple the duration of truck transportation), and the proposed changes would not exceed the assumed NHIS material transport duration of nine years that was assumed in the 2005 SEIR, potential health risks associated with the current proposal would not exceed the acceptable health risks that were presented in the 2005 SEIR. Therefore, the proposed project covered in this Addendum would not result in any change to the health risk estimates that were presented in the 2005 SEIR. Appendix C provides a copy of the 2005 health risk assessment. Impacts are therefore considered *less than significant*, which is the same finding as the 2005 SEIR.

A screening analysis was conducted to evaluate potential cumulative impacts associated with potential exposure to diesel particulate exhaust from the proposed project and other facilities/sources of toxic air contaminants (TAC). Table 6 lists the sensitive receptors that are located along the transportation route. Table 7 lists the sources of TACs that are listed in the Air Toxics Hot Spots Act (AB2588) facility inventory. Figure 5 shows the relative locations of the transportation route, sensitive receptors and other sources of TACs.

The SLOAPCD CEQA Guidelines defines potential cumulative impacts where a sensitive receptor is located within 1,000 feet (305 meters) of multiple sources, in this case the truck transportation route and AB2588 sources. As shown in Figure 5, no sensitive receptors are located within 1,000 feet of both the transportation route and an AB2588 facility. Therefore, potential cumulative impacts associated with potential exposure to truck transportation diesel exhaust and TACS from AB2588 facilities are considered *less than significant*.

c. All of the trucks are required to be covered during transportation, which would eliminate the potential for odors. Therefore, the project would have no odor impacts, which is the same finding as the 2005 SEIR.

d. The Memorandum of Understanding (MOU) between San Luis Obispo County APCD, Santa Barbara County APCD and CEMC that is in place for the trucking operations assures that the project is consistent with the Clean Air Plan. As part of the proposed project, the MOU will be revised to mitigate the hauling of up to 500,000 cubic yards, which will assure consistency with the Clean Air Plan. This was the same finding as the 2005 SEIR.

Table 6 Diesel Exhaust Particulate Matter Concentrations and Cancer Risks for Transportation Route

Sensitive Receptor	Name	Address/Location	Annual Average Concentration ($\mu\text{g}/\text{m}^3$)	Cancer Risk (per million)	
				Child	Adult
1	Residence (Ranch)	End of Thornberry Rd.	0.0104	0.587	0.397
2	Residences in Guadalupe	Hwy 1 north end of Guadalupe	0.0141	0.793	0.537
3	Residence	5795 West Main St.	0.0009	0.050	0.034
4	Guadalupe Head Start	120 Tognazzini St.	0.0057	0.323	0.219
5	Guadalupe Day Care	130 Tognazzini St.	0.0066	0.371	0.251
6	Rancho Guadalupe County Park and beachfront	End of West Main St.	0.0009	0.049	0.033
7	North end of Pacific Dunes Way, Point Sal Dunes residential area	W. Main St.	0.0009	0.051	0.035
8	LeRoy County Park	North of 11th St., adjacent to City of Guadalupe	0.0129	0.725	0.491
9	Mary Buren Elementary School	1050 Peralta St.	0.0055	0.312	0.211
10	Kermit McKenzie Jr. High School	4710 W. Main St.	0.0012	0.067	0.046
11	Residences	After intersection of Hwy 1 and 166, between Obispo St. and Flower Ave.	0.0106	0.594	0.402
12	Residence	Hwy 166 between Hwy 1 and Black Rd.	0.0188	1.059	0.717
13	Guadalupe Branch of Santa Maria City Library	1005 Guadalupe St.	0.0146	0.824	0.558
14	Guadalupe Foursquare Church	177 Guadalupe St.	0.0208	1.170	0.791
15	Apostolic Church	893 Pioneer St.	0.0082	0.460	0.311
16	Guadalupe Community Church	4635 6th St.	0.0089	0.501	0.339
17	Our Lady of Guadalupe	1164 Obispo St.	0.0062	0.350	0.236
18	Guadalupe Cemetery	4655 W. Main St.	0.0013	0.075	0.050
19	Central Park	South of 10th St.	0.0114	0.641	0.434
20	Bonita Elementary School	2715 W. Main St., Santa Maria	0.0184	1.036	0.700
21	Residences	Carmen Lane, N. Westgate Rd.	0.0061	0.341	0.231
22	Residences at intersection of Betteravia Rd. and Miller Rd.	Daniel Dr., Douglas Way	0.0146	0.824	0.558
23	Valley Christian Preschool	2970 Santa Maria Way, Santa Maria	0.0020	0.113	0.077
24	Battles Elementary School	605 E. Battles Road, Santa Maria	0.0030	0.169	0.115
25	Single Residence	E. Betteravia Rd.	0.0137	0.773	0.523
26	Residence	2161 Division	0.0007	0.042	0.028
27	Residence	2100/2108 Division	0.0007	0.038	0.026
28	Residence	2299 Bonita School Road	0.0007	0.038	0.026

Table 6 Diesel Exhaust Particulate Matter Concentrations and Cancer Risks for Transportation Route

Sensitive Receptor	Name	Address/Location	Annual Average Concentration ($\mu\text{g}/\text{m}^3$)	Cancer Risk (per million)	
				Child	Adult
29	Residence	2475 Bonita School Road	0.0007	0.039	0.026
30	Residence	1280 Bonita School Road	0.0008	0.045	0.030
31	Residence	450 Ray Road	0.0031	0.177	0.120
-	Modeling Domain Maximum		0.0219	1.234	0.834

Note: Applicable sensitive receptors are shown in Figure 1 as green dots.

Table 7 AB 2588 Air Toxics Hotspots Listed Facilities Near Transportation Route

Facility	Address	City
Addamo Estate Vineyards, Llc.	2510 E. Clark Avenue	Santa Maria
Advanced Cleanup Various	1580 E. Battles Road	Santa Maria
Art-Craft Paint, Incorporated	3203 Skyway Drive	Santa Maria
AT&T - W. Cypress	308 W. Cypress Street	Santa Maria
C&D Zodiac	2641 Airpark Drive	Santa Maria
City Of Guadalupe WWTP	75 Calle Cesar E Chavez	Guadalupe
City Of Santa Maria - Blending Facility	1301 Fairway Drive	Santa Maria
City Of Santa Maria - City Hall	110 E. Cook Street	Santa Maria
City Of Santa Maria - Fire Station #1	300 W. Cook Street	Santa Maria
City Of Santa Maria - Police Dept.	222 E. Cook Street	Santa Maria
City Of Santa Maria - Water Reservoir	1520 Prell Road	Santa Maria
City Of Santa Maria - Well 12s	2902 E Street	Santa Maria
City Of Santa Maria - Well 13s	3200 E Street	Santa Maria
City Of Santa Maria - Well 14s	3490 E Street	Santa Maria
City Of Santa Maria Landfill	2065 E. Main Street	Santa Maria
City Of Santa Maria WWTP	601 Black Road	Santa Maria
Guadalupe Water Booster Station	390 Pioneer Street	Guadalupe
KCOY TV	1211 W. McCoy Lane	Santa Maria
Mafi-Trench	3037 Industrial Parkway	Santa Maria
Marian Medical Extended Care	1530 E. Cypress Way	Santa Maria
Marian Medical West	505 E. Plaza Drive	Santa Maria
Mission Linen Supply	602 S. Western Avenue	Santa Maria
Peppertree Chevron	1601 N. Broadway	Santa Maria
Santa Maria Refining Company	1660 Sinton Road	Santa Maria
SPC, Laguna Sanitation District WWTP	3500 Black Road	Santa Maria
The Okonite Company	2900 Skyway Drive	Santa Maria
U.S. Energy Services, Inc.	601 Black Road	Santa Maria
Verizon - 200 W. Church Street	200 W. Church Street	Santa Maria
Verizon Wireless - Black Road	601 Black Road	Santa Maria
Wood Concepts	2240 A Street	Santa Maria
Troesh Ready Mix Sand/Gravel	2280 Hutton Rd	Nipomo

Note: Applicable facilities are shown in Figure 1 as red dots. A radius of 1,000 feet is also shown for each facility as a red dashed circle.

e. Tables 4 and 5 include a tabulation of the total greenhouse gas (GHG) emissions produced annually for the project for transportation to the SMLF and the Buttonwillow Landfill respectively. The level of GHG emissions would be less than the 10,000 annual metric tons of CO₂ equivalent established as the interim threshold by the SLOAPCD. It would also be less than the 10,000 annual metric tonnes of CO₂ equivalent established as the threshold by the Santa Barbara County APCD. San Joaquin Valley APCD has not established GHG emission thresholds for transportation projects, only for fixed facilities. Therefore, the impacts would be considered *less than significant*. Greenhouse gas (GHG) emissions were not assessed in the 2005 SEIR as the issue of GHG emissions had not risen to the level of importance as it has today. If GHG emissions has been evaluated in the 2005 SEIR they would have been greater than the project modification covered in this Addendum since it covered more annual trucks and greater annual miles. As such, GHG emissions would not be a new significant impact, and the GHG emissions generated during a peak day would be less than those from the trucking contained in the 2005 SEIR.

Conclusions

The air quality and GHG impacts associated with the project would be the same, or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.4 Biological Resources

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Result in a loss of unique or special status species or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The habitat located adjacent to the proposed haul routes to the SMLF and alternative Buttonwillow Landfill is predominantly agricultural fields, industrial, and/or urban areas which typically do not provide suitable habitat for most biological resources. Some limited open areas and stream and drainage crossings do support denser vegetation, riparian habitats, and wetland resources which provide resources for greater densities and varieties of biological resources including some sensitive species. However, all of these more biologically important areas already experience high levels of traffic.

The 2005 SEIR described the current average daily traffic conditions (in a peak month) along the proposed haul route as exceeding 10,000 truck trips. The proposed project would continue to add, at most, 120 truck trips per day (240 one-way trips per day) to the current 10,000 trips. This continued level of use would therefore, not be expected to substantially increase the potential for impacts to wildlife or plant species living along the proposed haul routes. The 2005 SEIR

evaluated traffic impacts and found that the maximum number of truck trips (which used a total of 150 truck trips per day) would not have an effect on biological resources in the vicinity of the haul routes. The proposed project actually decreases the number of anticipated maximum truck trips per day from 150 to 120 (300 one-way trips per day to 240 one-way trips per day) and therefore the biological impacts would be less than would be analyzed in the 2005 SEIR. Since trucking started in 2006 there have been no spills or impacts to biological resources associated with the trucking operations.

Impact Discussion

a,c. The habitat adjacent to the proposed haul route between the GRP site and the SMLF is predominantly agricultural fields and industrial or urban areas. These areas, in general, do not provide suitable habitat for most biological resources. However, portions of the haul route along Betteravia Road (predominantly between Black and Blosser roads) and Highway 166 contain wetlands, vernal pool, and open grassland habitats, which support numerous plant and wildlife species and potentially support several species with special status (California tiger salamander and western spadefoot toad). The traffic impacts discussion (see Section 3.10) describes the current average daily traffic conditions (in a peak month) on this portion of the haul route as exceeding 10,000 truck trips and, therefore, the proposed addition of 120 truck trips per day (240 one-way trips per day) on these routes is not reasonably expected to increase the potential for impacts to wetlands, wildlife or plant species along any portions of the haul route. Impacts to all biological resources adjacent to the haul route would be *less than significant*, which is the same finding as in the 2005 SEIR.

b. The proposed project does not include the removal of any vegetation, and therefore would not reduce the extent, diversity or quality of native or other important vegetation. This impact would not apply to the proposed project.

d. The proposed project does not include the construction of any facilities that would introduce barriers to movement of resident or migratory fish or wildlife species. Since the trucks associated with the proposed project would use existing roads, they would not hinder the normal activities of wildlife. This impact would not apply to the proposed project revisions.

Conclusions

The biological resource impacts associated with the proposed project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.5 Cultural Resources

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The trucking of NHIS material from the GRP site to the SMLF and Buttonwillow Landfill would

not involve any construction related activities. The trucking activities would use existing roads, and no new infrastructure would be built. Therefore, the project revisions would not disturb any pre-historic, historic, or paleontological resources.

The GRP site is located within an area of Central California with a history of prehistoric occupation extending back over 9,000 years ago. The GRP site is characterized by sand dunes that began to form along the coastline above Point Conception approximately 5,000 years ago. At that time, the sea level that had been constant since the end of the last Ice Age had nearly stabilized. An archaeological site at Cayucos (CA-SLO-877) contains two components that illustrate dune formation chronology: the lower deposit containing rocky coast shellfish dates to approximately 8,000 before present (B.P.), while the upper dune component containing sandy beach shellfish dates to approximately 5,000 B.P. Dune formation in southern San Luis Obispo County is considered to have been most extensive in the past 3,000 years.

Impact Discussion

a,b,c. Continued truck traffic along the current haul routes would not increase direct or indirect impacts on cultural resources within the vicinity of the haul routes. No ground disturbances are proposed for the continued use of existing well travelled haul routes. In addition, the continued use of existing haul routes would not have the potential to elevate access to prehistoric sites and associated illicit artifact collection. Therefore, continued truck traffic in the vicinity of any potential cultural resources along the proposed haul routes would not constitute a change in the existing environment.

Conclusions

The cultural resource impacts associated with the project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.6 Geology and Soils

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
<i>a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>b) Be within a CA Dept. of Mines & Geology Earthquake Fault Zone (formerly Alquist Priolo)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>d) Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>e) Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

No ground disturbances are proposed for the continued use of existing well travelled haul routes; therefore, continued truck traffic in the vicinity of any potential geological resources along the proposed haul routes would not constitute a change in the existing environment. Similar to all of southern California, the project area is subject to several types of seismically induced geologic hazards, including ground shaking, liquefaction, landslides, and tsunamis. Ground shaking can occur as a result of small to moderate earthquakes, which can be common in the region.

Impact Discussion

a. The proposed project is associated with trucking activities and would not result in any ground disturbance activities that would result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards. Therefore, this impact would not apply to the project.

b. No new structures are proposed as part of the project revisions, and would not be within a California Department of Mines & Geology Earthquake Fault Zone. Therefore, this impact would not apply to the project.

c,e. Continued truck traffic along the current haul routes would not introduce any additional disturbed areas or new structures which could cause disruptions or modifications to existing areas. None of the activities associated with the proposed trucking activities would cause erosion, topographic changes, loss of topsoil or unstable soil conditions. The proposed trucking operations would not result in any vegetation removal, grading, excavation, or fill. Therefore, these impacts would not apply to the project.

d,f,g. The proposed trucking would involve the use of existing roadways, and no new roadways or structures would be built that would affect the existing surface water runoff and drainage patterns, or result in any new impacts with the 100-year flood zone. Therefore, these impacts would not apply to the project.

h. Since the proposed project would not result in the construction of any facilities, it would be consistent with the County's Safety Element relating to Geologic and Seismic Hazards. This is the same finding as in the 2005 SEIR.

i. The project would not have any impact on future extraction of valuable mineral resources since

no new land would be developed as part of the project. Therefore, this impact would not apply.

Conclusions

The geological resource impacts associated with the project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.7 Hazards and Hazardous Materials

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project would involve the transportation of up to 500,000 cubic yards of NHIS from the GRP site to the SMLF or the Buttonwillow Landfill. Over the past five years, CEMC has been trucking NHIS to the SMLF. During this period there have been no truck accidents or release of NHIS material during transportation.

The transportation of NHIS from the GRP to the SMLF increases truck traffic on local area streets and presents the potential for an associated increase in risks to other drivers and pedestrians on those local streets. NHIS is soil (in the case of the GRP, mostly sand) that contains various levels of hydrocarbons (i.e., NHIS). The material is not flammable and does not represent a flammable or explosive hazard. The hazards associated with a potential NHIS spill include contamination of surface water in the unlikely event that the spill occurs in a surface water body. Also, in the unlikely event of a truck accident there is the possibility of a diesel spill from the truck’s fuel tank.

Since trucking began in 2006, there have been no truck accidents or spills associated with the GRP trucking operations.

Impact Discussion

a,e. Transportation hazards are related to those components of a project where there is the possibility of a traffic accident resulting from the increased level of traffic on the local area roadways due to the project. This traffic increase would be primarily associated with increases in traffic associated with truck transportation of NHIS. Employee commuter traffic is generally not considered because it is assumed that these trips would be located on area roadways for other,

unrelated employment projects if the proposed project did not go forward.

The project revisions would add truck-miles annually for a minimum of three years during the course of the project. Transportation of NHIS would pass through Santa Maria along Betteravia Road, over Highway 101, to the SML. Some limited areas of the route would pass by residential areas near Highway 101. With the implementation of the permit conditions for trucking; the risk would be less than 1×10^{-3} fatalities per year, which would be a less than significant impact. Table 8, below, details the fatality frequency due to traffic accidents from the transportation of the NHIS to both the SMLF and the Buttonwillow Landfill.

Table 8 Truck Transport Fatality Frequency

Element	Santa Maria Landfill	Buttonwillow Landfill
Days/year ¹	250	200
Daily average truck trips ²	40	12
Annual Average Trips	10,000	2,400
Miles per Round Trip	35	259
Total Annual Miles	350,000	621,600
Fatality Frequency	3.24×10^{-4}	5.75×10^{-4}
Significant??	No	No

1. Days per year assume transporting five days per week with 50 weeks per year to the Santa Maria Landfill and 40 weeks per year to the Buttonwillow Landfill.

2. Daily average truck trips based upon average cubic yards per truck moved from the Guadalupe Restoration Project site over the past five years (16.5 cubic yards per truck.). Assumes 500,000 cubic yards of NHIS is moved to the Santa Maria Landfill over a three year period. Assumes 100,000 cubic yards of NHIS is moved to the Buttonwillow Landfill over a three year period.

Note: Based on DOT base truck fatality rate, with corrections, of 2.5×10^{-9} fatalities per year to account for permit conditions that include 41% due to good drivers and 21% due to speed control (SBC, 2004).

Since the total annual miles would be less with the proposed project than the total analyzed in the 2005 SEIR, the severity of the impact would be less than what was identified in the 2005 SEIR. San Luis Obispo County CDP/DP D890558D, Appendix A, Exhibit B contains permit conditions (i.e., Conditions 11, 12, 21, 22, and 23) that would be applied to the proposed project to assure this impact is *less than significant*. The permit conditions in CDP/DP D890558D are provided in Chapter 4 of the Addendum.

b. The project would involve the continuation of trucking of NHIS to the SMLF and, as needed, to the Buttonwillow Landfill. All trucking would occur on existing roads and highways. No new roads or facilities would be built. Therefore, the project would not interfere with emergency response or evacuation planning. This impact would not apply to the project.

c. The project does not involve any activities near airports, so there would be no safety risk associated with airport flight patterns. This impact would not apply to the project.

d. The project would involve the continuation of trucking of NHIS to the SMLF and, as needed, the Buttonwillow Landfill. All trucking would occur on existing roads and highways. No new roads or facilities would be built. Therefore, the project would not increase fire hazards or expose people or structures to high fire hazard conditions. This impact would not apply to the

project.

Conclusion

The hazards and hazardous material impacts associated with the project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.8 Noise

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Expose people to noise levels which exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Noise is defined as unwanted sound that is heard by people or wildlife and that interferes with normal activities or otherwise diminishes the quality of the environment. Sources of noise may be transient (e.g., the passing of a train or aircraft through the area) or continuous (e.g., the hum of distant traffic or the operation of air conditioning equipment). Sources of noise may have a broad range of sounds and may be generally nondescript or have a specific, readily identifiable sound, such as a car horn. The sources of noise may also be steady or impulsive. These characteristics all bear on the perception of the acoustic environment.

Major sources of noise in the study region near the Guadalupe-Nipomo Dunes Complex include occasional passing aircraft and trains and recreational activities, such as off-road vehicles, northwest of Oso Flaco Lake. Along the transportation routes the noise sources include mainly the vehicles on the roadways.

Impact Discussion

a,b,c. Noise would be generated offsite by the trucks hauling soil to the Santa Maria and Buttonwillow Landfills. The noise impacts from traffic were estimated in the 2005 SEIR using Sound 2000 software. The software allows simulation of various traffic lane configurations (e.g., if a receptor is impacted by noise from several roadways), and noise barriers (such as noise walls, buildings separating the traffic routes, and the receptors).

At many sensitive receptors, current noise levels are already above the exterior noise significance threshold (a CNEL of 60 dBA for the City of Santa Maria) or L_{eq} of 50 dBA (for SLO County) (see Table 9). The 2005 SEIR found that under the worst-case scenario of 300 Average Daily Traffic (ADT) (one-way trips) or 38 peak-hour trips between the GRP site and the SMLF, noise levels along the proposed haul route would increase by less than 3 dBA (see Table 9). This was found to be a less than significant impact. With the proposed project the worst-case scenario would be reduced from 300 to 240 Average Daily Traffic (ADT) (one-way trips), which would decrease the level of noise impact. Therefore, the impact of the proposed project would be *less than significant*, and less severe than what was analyzed in the 2005 SEIR.

Table 9 Peak Noise Impacts from Traffic at Sensitive Receptors for Transportation to the Santa Maria Landfill, CNEL (dBA)

Sensitive Receptor/Jurisdiction	Address/Location	CNEL Before Project	CNEL After Project	CNEL Difference
Residences at north end of Guadalupe Guadalupe Branch of Santa Maria City Library Guadalupe Foursquare Church/Guadalupe	Hwy 1 (Guadalupe St.) 1005 Guadalupe St. 177 Guadalupe St.	58.4	60.5	2.1
Residences between Obispo St. & Flower Ave./SBC	North-east of intersection of Hwy 166 and Hwy 1	55.4	56.5	1.1
Residence on Hwy 166/SBC	Hwy 166 between Hwy 1 & Black Rd.	57.1	58.2	1.1
Bonita Elementary School/Santa Maria	Hwy 166 (2715 W. Main Street)	63.0	64.0	1.0
Residences at Intersection of Betteravia & Blosser/Santa Maria	Carmen Lane/N. Westgate Rd.	57.3	58.2	0.9
Residences at intersection of Betteravia & Miller/Santa Maria	Daniel Dr., Douglas Way	60.6	61.2	0.5
Residence/SBC	W. Betteravia Rd./Coast Rd.	54.6	56.5	1.9

Note: Noise levels before and after project were estimated using Sound 2000 software, based on the existing and project traffic on the roads adjacent to a sensitive receptor.

Source: 2005 Guadalupe Restoration Project SEIR

For the route to Buttonwillow the 2005 SEIR found that the addition of 300 peak-period one-way truck trips to Highway 101 and other streets used to travel to the Buttonwillow Landfill would cause little change to the noise level (see Table 10). The highest levels of noise would be experienced by those sensitive receptors located near the roadside of the affected roads. Sound 2000 software was used to estimate baseline traffic noise and traffic noise that would occur with travel to the Buttonwillow Landfill for locations at the side of the affected roads (for locations 50 feet from a street centerline or 100 feet from Highway 101). Baseline noise levels from traffic on the affected roads are already high. The proposed peak of 300 Average Daily Traffic (ADT) (one-way trips) between the GRP site and the Buttonwillow Landfill would increase noise levels along the proposed haul route by less than 1 dBA. This was found to be a less than significant impact.

Table 10 Peak Noise Impacts from Traffic at Sensitive Receptors for Transportation to the Buttonwillow Landfill, CNEL (dBA)

Roadway*	Location/Jurisdiction	Noise Before Project	Noise After Project	Difference
Highway 101, Jct. with Rte. 135	Cal Trans, SBCAG, Santa Maria	CNEL = 72.2	CNEL = 72.3	0.1
Highway 166, Jct. with Rte. 135	SBCAG, Santa Maria	CNEL = 68.6	CNEL = 69.0	0.4

* The noise is simulated for locations at the roadside – 50 ft from the centerline for streets, and 100 ft for Highway 101.

Source: 2005 Guadalupe Restoration Project SEIR

With the proposed project, the worst-case scenario would be reduced from 300 to 240 Average Daily Traffic (ADT) (one-way trips), which would decrease the level of noise impact. Therefore, the impact of the proposed project would be *less than significant*, and less severe than what was

analyzed in the 2005 SEIR.

Conclusion

The noise impacts associated with the proposed project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.9 Recreation

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Nearby uses along the trucking routes include farms, ranches, residential areas and businesses in the town of Guadalupe, the Rancho Guadalupe Park and Oso Flaco Lake recreational sites, and the Los Padres National Forest. Because trucking related traffic would avoid direct access to most of the areas referenced above, impacts are anticipated to be minimal. There have been no formal complaints submitted to the County or CEMC from any of the recreational users since hauling began in August of 2006 along these identical haul routes. The proposed project would result in a maximum of 120 daily truck trips (240 one-way trips per day) between the GRP site and the SMLF. In addition, a maximum of 60 daily truck trips (120 one-way trips) could be used for NHIS to haul material to the Buttonwillow Landfill located in Kern County.

Impact Discussion

a. The proposed project would not increase demand or use of parks or other recreational opportunities. The proposed project is associated with the transportation of NHIS to the SMLF and the Buttonwillow Landfill. The trucks used for these hauling operations have historically been in operations within the San Luis Obispo and northern Santa Barbara County areas, and would not represent new employment within the study area. Therefore, no new demand would be placed on parks or other recreational opportunities. This impact would not apply to the proposed project.

b. No new structures are proposed as part of the project. All trucking activities would use existing roads and highways. Therefore, the proposed project would not affect access to trails, parks or other recreation opportunities. This impact would not apply to the project.

Conclusions

The recreational impacts associated with the proposed project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.10 Transportation and Circulation

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Reduce existing “Levels of Service” on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project would involve moving up to 500,000 cubic yards of NHIS from the GRP site to the SMLF, using a maximum of 120 trips per day (240 one-way trips). This is less than the 860,000 cubic yard and 150 trips per day (300 one-way trips) covered in the 2005 SEIR. The project would also include moving up to 100,000 cubic yards (out of the 500,000 cubic yards) of volume of material that may not meet the Santa Maria Landfill’s acceptance criteria to the Buttonwillow Landfill using a maximum of 60 trips per day (120 one-way trips). This is less than the 860,000 cubic yards and 150 trips per day (300 one-way trips) covered in the 2005 SEIR for transportation to the Buttonwillow Landfill. The last project truck must arrive at the SMLF no later than 4:00 PM. The peak number of trucks used for the project operation has been assumed to be 20 trucks, with each truck making six trips to the SMLF each day.

The offsite trucking activities, which include loading from previously approved stockpile sites, would be limited to the existing Betteravia haul route. The travel route is a well-established travel corridor through the Cities of Guadalupe and Santa Maria to the SMLF. The trucking activities would not include any new or different routes than what was evaluated in the 2005 SEIR.

The proposed haul route enters Highway 1 southbound at Thornberry Road to Highway 166 eastbound to Simas Street southbound which transitions to Betteravia Road southeasterly to Philbric Road.

Highway 1 is known as Cabrillo Highway in this area. Highway 1 is a primarily coastal highway under California State Department of Transportation (Caltrans) District 5 jurisdiction. In the vicinity of the project, Highway 1 connects to Highway 101 (Camino Real Freeway) north of the project site north of Pismo Beach in San Luis Obispo County. Highway 1 connects to Highway 101 freeway south of Bulleton and Lompoc south of the project site in Santa Barbara County.

According to Caltrans Volumes 2010, Highway 1 carries approximately 6,000 vehicles per day (VPD) south of Thornberry Road and 5,800 VPD south north of Highway 166. These volumes provide good operational service at LOS A. No roadway segment improvements are anticipated along this portion of Highway 1.

Highway 166 also known as Main Street extends from Highway 1 in the City of Guadalupe to Highway 101 in Santa Maria. Main Street extends west of Highway 1 and east of Highway 101. Highway 166 initiates north of Main Street off of Highway 101 and extends easterly to beyond the Golden State Freeway (I-5) to west of Highway 99 in Kern County. Highway 166 is under Caltrans jurisdiction. According to Caltrans Volumes 2010, Highway 166 carries approximately 9,300 VPD between Highway 1 and Simas Street. These volumes provide good operation service at LOS A.

Highway 166, including the portion used in the project route, has been designated as a Highway Safety Corridor in Santa Barbara County. The California Highway Patrol (CHP) has received funds from the Office of Traffic Safety to establish task forces comprised of representatives from the City, County, Regional, State, and Federal Government agencies and private sector. The mission is to access high collision highways, track driving under the influence records and pedestrian corridors to make recommendations to improve traffic safety on the designated roadways. The task force has identified an awareness pamphlet and designated more CHP officer enforcement and Caltrans improvements along Highway 166. The pamphlet is provided in the May 2012 Guadalupe Project Traffic Impact Evaluation, which is Appendix B of this Addendum. Caltrans District 5 has initiated a Highway 166 Guadalupe Ditches project. The project will relocate drainage ditches away from the roadside for a minimum of 30 foot distance away. This improvement will be implemented from Post Mile 0.9 to 2.4 and from Post Mile 3.8 to 4.8. The truck route travels from Post Mile 0.00 at Highway 1 to Post Mile 0.89 at Simas Street. The drainage ditch project will initiate east of the project truck route. The drainage ditch improvement is currently in the final design stages with work anticipated to be constructed summer of 2013.

Simas Street initiates north of Highway 166 in the City of Guadalupe as a continuation of 11th Street. Simas Street changes name to Betteravia Road south of Highway 166. Betteravia Road traverses from Simas Street to east of Highway 101 to the Santa Monica Landfill. Betteravia Road is designated as a major road by the County of Santa Barbara. There is one lane in each direction along Simas Street and along Betteravia Road from Simas Street to A Street in the City of Santa Maria. Within the City of Santa Maria limits, the roadway provides two lanes in each direction, a center median and turn lanes at major intersections. East of Highway 101, Betteravia resumes two lanes in each direction. Philbric Road is a two lane rural road to the landfill with up to 1,400 VPD according to 2010 Santa Maria City counts.

An evaluation of traffic impacts in the 2005 SEIR found that the maximum number of truck trips (which used a total of 300 one-way truck trips per day) would not have an effect on roadway and intersection Levels of Service (LOS), as shown in Tables 11 and 12. The information evaluated in the 2005 SEIR has been supplemented with current average daily traffic (ADT) volumes along segments, Volume to Capacity ratios at signalized intersections, delay at intersections which are not signalized and Level of Service (LOS) at segments and intersections.

Table 11 Average Daily Traffic on Roadways

Roadway Segment	2003 ADT + Project*	2003 LOS + Project**	Current ADT	Current LOS**
Hwy 1 s/o Thornberry Rd	5,682 (a)	A	6,000 (e)	A
Hwy 1 n/o Hwy 166	5,871 (a)	A	5,800 (e)	A
Hwy 166 (Hwy 1 - Simas St.)	8,240 (a)	A	9,300 (e)	A
Simas Street s/o Hwy 166	3,169 (b)	A	4,025 *	A
Blosser Road (Main St. – Betteravia Rd.)	21,815 (c)	A	17,840 (g)	A
Betteravia Rd. e/o Simas	3,387 (c)	A	4,031 *	A
Betteravia Rd. (Simas - Black Rd.)	4,262 (c)	A	5,413 *	A
Betteravia Rd. (Black Rd. - “A” St.)	3,387 (c)	A	5,210 (g)	A
Betteravia Rd. (“A” St. - Blosser Rd.)	14,847 (c)	A	14,794 (g)	A
Betteravia Rd. (Blosser Rd – Broadway)	20,034 (c)	A	16,352 (g)	A
Betteravia Rd. (Broadway - Miller)	25,745 (c)	B	24,549 (g)	B
Betteravia Rd. (Miller - Bradley)	30,769 (c)	C	27,859 (g)	B
Betteravia Rd. (Bradley - Hwy 101)	29,839 (c)	C	33,827 (g)	D
Betteravia Rd. (Hwy 101 - Philbric Rd.)	6,528 (c)	A	6,800 (h)	A
Philbric Rd. (Betteravia - Main St.)	1,530 (c)	A	1,400 (h)	A

Notes: e/o = east of; w/o = west of; s/o = south of.

* Year of the traffic data: 2003 – 2012; to obtain current ADT, the ADT data from earlier years were increased by 3% per year.

** LOS as per SBC Public Works Department screening criteria.

Sources for ADTs: (a) Caltrans 2003; (b) SBC 2003; (c) SMC 2003; (d) SLOC 2003; (e) Caltrans 2010; (f) SLOC 2010; (g) SMC 2010a; (h) SMC 2010c

Table 12 Peak Hour Intersection Operations

Intersections	Control	2012 Peak Hour		Current A.M. Peak		Current P.M. Peak	
		v/c (1), (2)	LOS	ICU	LOS	ICU	LOS
Hwy 1/Thornberry Rd	Stop	n/a	n/a	11.9 Sec.	B	10.7 Sec.	B
Hwy 1/Hwy 166	Stop	n/a	n/a	14.75 Sec.	B	19.57 Sec.	C
Hwy 1/Simas St.	Stop	n/a	n/a	12.72 Sec.	B	20.02 Sec.	C
Betteravia Rd./Black Rd.	Stop	n/a	n/a	8.6 Sec.	A	9.4 Sec.	A
Betteravia Rd./Mahoney Rd.	Stop	n/a	n/a	12.5 Sec.	B	18.2 Sec.	C
Betteravia Rd./“A” St.	Signal	n/a	n/a	0.49	A	0.47	A
Betteravia Rd./Blosser Rd.	Signal	0.66, 0.73	B-C	0.49	A	0.66	B
Betteravia Rd./Depot St.	Stop	n/a	n/a	9.4 Sec.	A	10.8 Sec.	B
Betteravia Rd./Broadway St. (SR 135)	Signal	0.83, 0.81	D	0.53	A	0.67	B
Betteravia Rd./Miller St.	Signal	0.75, 0.78	C	0.40	A	0.63	B
Betteravia Rd./College Dr.	Signal	n/a	n/a	0.44	A	0.60	A
Betteravia Rd./Bradley Rd.	Signal	n/a	n/a	0.31	A	0.63	B
Betteravia Rd./U.S. 101 SB ramps	Signal	n/a	n/a	0.47	A	0.55	A
Betteravia Rd./U.S. 101 NB ramps	Signal	n/a	n/a	0.33	A	0.54	A

Notes: v/c = roadway volume to capacity ratio

LOS based on average control delay per vehicle in seconds for stop control intersections

Sources: SMC 2010b; MRS 2005

The 2005 SEIR information has also been supplemented with additional intersection evaluation at Highway 1 & Thornberry Road, Highway 1 & Highway 166 and at Highway 166 & Simas Street. Greater detail on this supplemented analysis is provided in the Guadalupe Project Traffic Impact Evaluation May 2012 by Overland Traffic Consultants provided in Appendix B.

Notably, the LOS classification on Betteravia Road between Miller Street and Bradley Road improved from LOS C to LOS B, as well as at the following intersections: i) Betteravia Road and Blosser Road from LOS B-C to LOS A-B; ii) Betteravia Road and Broadway Street from LOS D to LOS A-B; and iii) Betteravia Road and Miller Street from LOS C to LOS A-B (see Tables 11 and 12).

However, the roadway segment on Betteravia Road between Bradley Road and Highway 101 has a decreased level of service from LOS C to the current LOS D (see Table 11). LOS D is considered tolerable in urban areas during peak hours for the City of Santa Maria under whose jurisdiction the roadway is located.

The City of Santa Maria has established LOS D as the minimum acceptable level of roadway operations (SMC 2011). The State of California Department of Transportation (Caltrans) District 5 has established LOS D as the minimum acceptable level of roadway and intersection operations for urban areas and LOS C as the minimum acceptable level of service for roadways and intersection operations in rural areas.

The route to the Buttonwillow facility would also use the Betteravia route to the intersection of Betteravia and Highway 101. Trucks would then enter Highway 101 northbound to Highway 166 east to Highway 33 north to Highway 58 west. Tables 13 show the current levels of service for roadway segments exclusive to the route to the Buttonwillow facility beyond Betteravia Road.

Table 13 Traffic on Routes for Buttonwillow Facility

County	Roadway Description	2012 ADT+ Project (c)	2012 LOS With Project (c)	Current ADT	Current LOS
Highway 101					
SB	Betteravia Road.	59,300	D	57,000 (b)	C
SB	East Stowell Rd	61,300	D	60,000 (b)	D
SB	Jct. with Rte. 166 West, Main Street	58,300	C	56,000 (b)	C
SB	Donovan Road	55,300	C	55,000 (b)	C
SB	Jct. Rte. 135 South, Santa Maria	61,300	D	65,000 (b)	D
SLO	Jct. Rte. 166 East	53,300	C	54,000 (b)	C
SLO	Tefft Street	53,300	C	55,000 (b)	C
State Route 166					
SB	Guadalupe, Jct. Rte. 1	8,900	A	9,300 (b)	A
SLO	Tepesquet Rd.	2,700	A	3,000 (b)	A
SLO	New Cuyama, Perkins Rd.	4,300	A	1,500 (b)	A
SLO	Bell Rd.	4,850	A	4,300 (b)	A
Kern	Maricopa, North Jct. Rte. 33	4,350	A	2,500 (b)	A
State Route 33					
Kern	Maricopa, Jct. Rte. 166 East; Poso St.	6,000	A	4,750 (b)	A

Table 13 Traffic on Routes for Buttonwillow Facility

County	Roadway Description	2012 ADT+ Project (c)	2012 LOS With Project (c)	Current ADT	Current LOS
Kern	County Road P263	6,800	A	4,700 (b)	A
Kern	Taft, Jct. Rte. 119 East	5,900	A	5,350 (b)	A
Kern	Taft, Kern/1st Streets	9,500	A	8,750 (b)	A
Kern	Taft, Kern/6th Streets	13,000	A	12,200 (b)	A
Kern	Taft, Lincoln/10th Streets	13,800	A	11,000 (b)	A
Kern	Midway Rd. (County Rd. P268)	3,500	A	3,700 (b)	A
Kern	Jct. Rte. 58 West; McKittrick, South	3,400	A	2,750 (b)	A
Kern	Jct. Rte. 58 East; McKittrick, North	2,100	A	1,400 (b)	A
Kern	Lokern Rd. (County Rd. P208)	5,800	A	4,900 (b)	A
Kern	Lost Hills Rd. (County Rd. P213)	4,500	A	3,700 (b)	A
Kern	Blackwells Corner/Rt. 46	2,800	A	1,650 (b)	A
Kern	Devils Den Rd. (Barker Rd.)	2,800	A	1,300 (b)	A
Kern	Kings County	2,700	A	1,300 (b)	A
Kings	Reef City, Jct. Rte. 41	2,750	A	2,050 (b)	A
Kings	Avenal, 7th Ave.	2,950	A	2,200 (b)	A
Kings	Jct. Rte. 269, Skyline Blvd.	2,900	A	2,100 (b)	A
State Route 58					
Kern	Jct. Rte. 33; McKittrick-Lokern Rd.	2,000	A	1,250 (b)	A
Kern	Lokern Rd. - Corn Camp Rd.	4,250	A	7,000 (b)	A
Kern	Corn Camp Rd. - Buttonwillow Ave.	5,500	A	7,000 (b)	A
Kern	Buttonwillow Ave – Wasco Way (Road 267)	6,100	A	5,000 (b)	A
Kern	e/o Wasco Way (Road 267)	8,500	A	9,000 (b)	A

Sources: (a) SLOC 2010; (b) Caltrans 2010; (c) MRS 2005

Notably, the LOS classification on Highway 101 southbound at Betteravia Road conditions improved from LOS D to LOS C.

Impact Discussion

a,b,c. An evaluation of current traffic impacts finds that the maximum number of truck trips, which decreases from 300 to 240 one-way trips per day and decreases from a maximum 38 one-way trips during the peak hours to a maximum of 20 one-way trips during the peak hours, would not have a detrimental effect on roadway or intersection levels of service, as shown in Table 11, Table 12 and Table 13.

All of the intersections are operating at LOS C or better. Most of the roadway segments are operating at LOS C or better with a few at LOS D including Betteravia Road between Bradley and Highway 101 and to the Buttonwillow facility the segments of Southbound 101 east of Stowell and Southbound 101 at Route 135. The segment's operating at LOS D will not degrade further with the addition of worst case project traffic.

As part of this Addendum a detailed traffic analysis was conducted at Highway 1 & Thornberry Road, Highway 1 and Highway 166 and at Highway 166 & Simas Street to determine what if any impact the project would have on these intersections. These are locations along state facilities where turning movements by trucks are required as part of the Betteravia Route. Details are provided in the May 2012 Traffic Evaluation in Appendix B.

Project traffic will be less than previous operations under the previous entitlements. The number of trucks typically used for the project operation is 20 trucks. These 20 trucks operate to and from the disposal sites throughout the day. Typically 10 to 15 trucks arrive at the GRP site around 7AM. By 8AM they are loading their trucks and at approximately 8:15AM the first trucks are leaving the site. Since the SMLF closes at 4PM, the last truck is typically leaving the GRP site at 3:15PM. The last truck would be going through the three study intersections no later than 3:30 PM. In order to present a conservative estimate of project traffic, a worst case scenario of 20 trucks per hour leaving and 20 trucks per hour arriving was conducted during the hours of operation. The AM peak hour was evaluated using this maximum number of trucks coming and going through the study intersections. Mid-day counts were conducted at Highway 1 and Highway 166. This mid-day peak hour was evaluated using the maximum number of trucks coming and going through the study intersections. No project truck traffic would be traveling through the study intersections beyond 3:30 PM. A conservative evaluation of potential impact is conducted for the time period of 2:30 to 3:30 PM with 20 trucks coming and 20 trucks leaving the during this time period.

Due to the additional space and time for turning movements and start up that trucks take, all project truck trips were increased according to Highway Capacity Manual 2000 guidelines. This is referred to the Passenger Car Equivalent (PCE). According to the Highway Capacity Manual 2000, Chapter 21 which addresses Multilane Highways Table 21-8 a PCE of 1.5 would be appropriate for level terrain. The project area is level terrain. Therefore, the project truck trips were multiplied by 1.5 for a conservative intersection analysis of potential traffic impacts (20 trucks X 1.5 PCE Multiplier = 30 PCE). The PCE reference is provided in Appendix B, Attachment D.

The PCE project trips were added to the existing traffic volumes to provide the necessary information to conduct the “Existing plus Project” analysis. As indicated in Table 14, all intersections are operating at good levels of service and *no significant traffic impacts* are anticipated.

Table 14 Focused Peak Hour Intersection Operations Without and With Project

Intersections	Peak Hour	Dir*	Existing		Existing + Project		Significant Impact?
			Delay	LOS	Delay	LOS	
Hwy 1/Thornberry Rd	AM	WB	11.9 Sec.	B	13.7 Sec.	B	No
	Early PM	EB	10.8 Sec.	B	10.9 Sec.	B	No
		WB	10.5 Sec.	B	11.5 Sec.	B	No
	PM	EB	10.7 Sec.	B	11.9 Sec.	B	No
		WB	11.5 Sec.	B	11.5 Sec.	B	No
		EB	11.3 Sec	B	11.3 Sec.	B	No
Hwy 1/Hwy 166	AM		14.75 Sec.	B	17.04 Sec.	C	No
	MID DAY		10.63 Sec.	B	11.64 Sec.	B	No
	Early PM		11.33 Sec.	B	12.71 Sec.	B	No
	PM		19.57 Sec.	C	19.57 Sec.	C	No
Hwy 1/Simas St.	AM		12.72 Sec.	B	15.40 Sec.	C	No
	Early PM		11.71 Sec.	B	12.57 Sec.	B	No
	PM		20.02 Sec.	C	20.02 Sec.	C	No

* Direction – For one way stoppered intersection only

See Appendix B for detailed intersection analysis.

The project would have a *less than significant impact* on traffic.

The intersection of Highway 1 and Highway 166 was evaluated for the potential current and further need for a traffic signal. The traffic control at the intersection is currently an all-way stopped intersection. All approach directions are stopped before proceeding through the intersection. The westbound approach has a railroad track intersecting at approximately 70 feet east of the intersection.

The State of California and Federal Government have established “Warrants” to determine if traffic signal control is required at an intersection. The State of California and Federal Warrants are essentially the same with two differences. The State has a Warrant for Bicycles which the Federal system does not. The Federal system has a Warrant for intersections near railroad crossings which the State does not have. Warrant analysis was conducted using the State of California 2007/2010 Warrants and using the Federal 2009 Warrants.

The signal analysis was conducted incorporating size of the community, traffic volumes, lane configurations, speed limits, distance to other controls, peak hour delay, accidents, number of pedestrians and bicyclists, number of trains during peak periods, percentage of trucks and percentage of buses. Both “Existing” and “Existing plus Project” were evaluated.

It is common traffic engineering practice to use the Signal Warrant Analysis as a tool to determine if a traffic signal is needed. Meeting one or even more than one traffic signal warrant does not necessarily mean that a traffic signal is the best solution to improve traffic conditions at a location. Other items are also considered including potential degradation to progression, alternative improvements such as widening or other traffic controls.

Signal warrant analysis of the intersection of Highway 1 and Highway 166 (Main Street) indicates that four of the signal warrants are met for “Existing” and for the “Existing plus Project” conditions. Table 15 provides a summary of the warrant analysis. The detailed signal warrant analysis is presented in Appendix B.

Table 15 Summary Signal Warrant Analysis Highway 1 & Highway 166

Warrant #	Description	Existing		Existing + Project	
		CA 2007/2010	Federal 2009	CA 2007/2010	Federal 2009
1	Eight-Hour Vehicle Volume	Met	Met	Met	Met
2	Four-Hour Vehicle volume	Met	Met	Met	Met
3	Peak Hour	Met	Met	Met	Met
4	Pedestrian Volume	Not Met	Not Met	Not Met	Not Met
5	School Crossing	Not Met	Not Met	Not Met	Not Met
6	Coordinated Signal System	Not Met	Not Met	Not Met	Not Met
7	Crash Experience	Not Met	Not Met	Not Met	Not Met
8	Roadway Network	Met	Met	Met	Met
	Bicycle Warrant	Not Met	Not Applicable	Not Met	Not Applicable
9	Intersection Near a Grade Crossing	Not Applicable	Not Met	Not Applicable	Not Met

See Appendix B for detailed warrant analysis.

The traffic signal is currently warranted without the project. The addition of the project traffic will not create a significant traffic impact.

Mitigation measures provided in the 2005 SEIR were designed to reduce the traffic impacts resulting from project-related truck trips. One of the measures restricts truck-hauling traffic from travel on Betteravia Road between 4:30 p.m. and 5:30 p.m. The other measure required an update of the existing Traffic Control Plan that details specific truck trip vehicle routes, peak hour and route restrictions, road surface maintenance, and traffic safety. These measures were included as permit conditions in the San Luis Obispo County CDP/DP D890558D, Appendix A, Exhibit B, which covered the previous approved trucking operations. These conditions (i.e., COA Conditions 5, 11 and 12) of approval would be required for the proposed project. The permit conditions in CDP/DP D890558D are provided in Chapter 4 of the Addendum.

d. The project would not involve the construction of any new facilities and would use existing roads and highways. Therefore, the project would have no impact on emergency access, and this impact would not apply.

e. Parking for the trucks used to haul the NHIS is provided onsite at the Guadalupe Restoration Project. The site has adequate parking to handle the peak day trucks. With the proposed project, the peak day trucks would be reduced from what was approved in the 2005 SEIR. Therefore, the impact would be *less than significant*.

f. The Guadalupe Restoration Project has an onsite traffic control plan that addresses traffic circulation within the site. The project would reduce the peak day trucks from what was approved in the 2005 SEIR. Therefore, the impacts on internal circulation would be *less than significant*.

g. The project would not involve the construction of any new facilities and would use existing roads and highways. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.) and this impact would not apply.

h. The project does not involve any air traffic components. Therefore, safety impacts associated with changes in air traffic patterns would not apply.

Conclusions

The traffic and circulation impacts associated with the project would be the same, or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.11 Water Resources

<i>Will the project:</i>	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
a) Violate any water quality standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Will the project:	New Potentially Significant	Impact has been Mitigated	Insignificant or No Impact	Less than or the Same as the SEIR
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) Adversely affect community water service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project would involve the continued transportation of NHIS from the GRP site to the SMLF or the Buttonwillow Landfill. Since trucking began in August 2006, there have been no spills of NHIS or fuel along the various haul routes. The proposed haul routes are adjacent to agricultural and undeveloped fields, except for the portion of the route that crosses through the cities of Guadalupe and Santa Maria, which consist predominantly of residential areas and light industry. In addition to the surface water features within the GRP site, bodies of open water along the truck routes consist of drainage ditches from agricultural fields, seasonal ponds (vernal pools) that form in undeveloped fields following winter rain storms, the Twitchell Reservoir and a number of other surface streams.

Impact Discussion

a,b. NHIS material that adheres to the truck exteriors could fall off after the truck leaves the loading area and potentially contaminate surface water. To prevent this occurrence, trucks are swept with brooms (dry decontaminated) and run over rumble plates to remove the material before leaving the loading area. Also, containment and cleanup equipment is kept onsite during all loading and trucking activities. The County Onsite Environmental Monitor (OEC) monitors the effectiveness of decontamination methods and requires additional measure as needed.

An accident could result in the release of NHIS material being transported by a truck or a fuel spill, which could cause a hazard to surface water depending upon the location of the spill. This could potentially be a significant impact if the spill was to reach surface water. The 2005 EIR included a number of mitigation measures to address potential spills. A spill response plan was required for spills onsite or near the truck routes, and drivers were required to receive training in spill response procedures should an accidental release occur during transport. Drivers currently receive training about public safety precautions in the event of an accidental release or spill during transport. These mitigation measures were incorporated as permit conditions in the San Luis Obispo County CDP/DP D890558D, Exhibit B, (conditions 4, 5, 6, 7, 8) which covered the previous approved trucking operations. These permit conditons are included in Appendix A of this Addendum, and would be include in any new permit issued for this project.

Since the number of peak daily truck trips is less with the proposed project, the severity of the impact would be less than what was identified in the 2005 SEIR. San Luis Obispo County CDP/DP D890558D, Appendix A, Exhibit B contains permit conditions (Conditions 4, 5, 7, and 8) that would be required for the proposed project to assure this impact is *less than significant*.

The proposed hauling activities would not impact water movements or the direction of existing water. Continued hauling would not change the amount of water in any surface water body nor alter the flow of surface waters, nor create a need for private flood control projects. It would not expose people or property to water related hazards. The proposed project would not alter the direction of groundwater. It would not overdraft groundwater basins nor cause groundwater degradation due to saltwater intrusion. The proposed project would not alter the amount of water currently available for public water supplies.

c. The proposed project would not use any groundwater and therefore would not result in any changes to quality of groundwater. This impact would not apply to the project.

d. Continued hauling would not change the amount of water in any surface water body nor alter the flow of surface waters, nor create a need for private flood control projects. It would not expose people or property to water related hazards. The proposed project would not alter the direction of groundwater. This impact would not apply to the proposed project.

e. The proposed project would not use any community water service provider, so this impact would not apply.

Conclusions

The water resource impacts associated with the proposed project would be the same or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

3.12 Land Use

<i>Will the project:</i>	Inconsistent	Potentially Inconsistent	Consistent	Same as SEIR
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project would introduce no additional structures incompatible with existing land use and would not induce growth or concentrate population. The proposed project involves the trucking of up to 500,000 cubic yards of NHIS material from the GRP site to the SMLF and possibly the Buttonwillow Landfill in Kern County. No new road or infrastructure would need to be built as part of the proposed project.

The existing environment within the southern San Luis Obispo County and northern Santa Barbara County and eastern Kern County region contains a variety of natural landform features, including the Guadalupe-Nipomo Dunes Complex, the Santa Maria River, Twitchell Reservoir and related sensitive resource areas, such as Oso Flaco Lake and the Dune Lakes, and prime agricultural land.

Within this region, land uses include agriculture, coastal recreation, residential suburban and rural developments, including the City of Guadalupe, Callender-Garrett Village, and Palo Mesa Village, New Cuyama, Cuyama, Maricopa, Taft, and the Los Padres National Forest.

Impact Discussion

a,b,c,d. As part of the 2005 SEIR process, a land use consistency analysis was conducted to address the impacts of trucking NHIS from the GRP site to various landfills including the SML and the Buttonwillow Landfill. A copy of this consistency analysis is provided in Appendix D. This consistency analysis was based upon 150 peak daily truck trips (300 one-way trips per day). The consistency analysis found that the trucking operations were consistent with the applicable land use policies and regulations, and was compatible with the surrounding land uses. The proposed project would reduce the peak daily truck trips to 120 (240 one-way trips per day) for the SMLF and 60 (120 one-way trips per day) for the Buttonwillow Landfill. Since the peak daily truck trips would be reduced, the proposed project would be consistent with the applicable land use policies and regulations.

Conclusion

The land use impacts associated with the proposed project would be the same, or less than what was identified in the 2005 SEIR and would not result in any new significant impacts or increase the severity of any of the impacts.

4.0 Proposed Draft Permit Conditions for the Project

This section of the Addendum provides a table listing the permit conditions that were part of the San Luis Obispo County Coastal Development Permit/Development Plan (CDP/DP) D890558D, issued in 2006 for trucking of material from the GRP site to the landfills. This table also includes proposed draft revisions to these permit conditions that would be included in a new CDP/DP for the additional trucking to the landfills.

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
Approved Development	
<p>1. This approval authorizes:</p> <p>a. Amendment of Coastal Development Permit/Development Plan D890558 to allow transport up to 860,000 cubic yards (cy) of Non-Hazardous Impacted Soil (NHIS), via truck, from the approximately 2,700-acre Guadalupe Oil Field (project site) to the City of Santa Maria Landfill (Landfill), and to allow for an increase in use of clean sand for backfill from the project, located at the Q4 dune borrow site over a two to four year period.</p>	<p>1. This approval authorizes:</p> <p>a. Issuance of a Coastal Development Permit/Development Plan to allow transport up to 500,000 cubic yards (cy) of Impacted Soil, via truck, from the approximately 2,700-acre Guadalupe Oil Field (project site) to the City of Santa Maria Landfill (Landfill), and the Buttonwillow Landfill (Buttonwillow) in Kern County, and to allow for an increase in use of clean sand for backfill from the project, located at the Q4 dune borrow site. Impacted soil transported to Buttonwillow shall be limited to 100,000 cy. Peak truck trips for Impacted Soil transportation shall be limited to 120 round-trips per day with no more than 60 round-trips per day to Buttonwillow.</p>
Surficial Geology and Coastal Geomorphology	
<p>2. Prior to any disturbance activities and/or removal of sand at the Q4 dune borrow site, edges of the excavation boundary at Q4 should be set back at least 8 meters (26 ft) from the present boundary of established vegetation on adjacent undisturbed slopes. Excavation edge boundary shall be physically delineated in a highly visible, maintainable, and in a no impact manner</p>	<p>Condition to remain the same.</p>
<p>3. During disturbance and/or sand removal activities at the Q4 dune borrow site, the position of the angular boundary at the top of the excavated dune area shall be monitored weekly in areas adjacent to the vegetation line while excavation is actively occurring, so that Condition of Approval No. 2 above is not violated.</p>	<p>Condition to remain the same.</p>
Surface And Groundwater Quality	
<p>4. Prior to issuance of construction permit, the applicant shall develop and implement response plans specifically addressing NHIS spills from haul trucks that include the following:</p> <p>a. Explicit emergency notification procedures;</p> <p>b. Identification of a designated response team;</p> <p>c. Procedures for maintenance and clean-up of</p>	<p>Condition to remain the same.</p>

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
<p>equipment onsite or near the haul truck route; and,</p> <p>d. Driver requirements for completion of the spill response training program.</p>	
<p>5. Prior to issuance of construction permit, the applicant shall revise the Traffic Control Plan to include the following traffic control measure:</p> <p>a. Placing a flagman and traffic cones to prevent haul trucks from passing along narrow portions of the onsite route with non-paved shoulders;</p> <p>b. Creating turn-outs to minimize erosion from truck traffic; and,</p> <p>c. Installing temporary erosion control measures (e.g., silt fences) as needed, where there are construction activities, along truck routes to minimize dispersion of eroded soils. Added measures are to be implemented during road construction and trucking operations.</p>	<p>Condition to remain the same.</p>
<p>6. During all pre-construction and construction activities, require licensed professional drivers to operate haul trucks and adhere to the Traffic Control Plan (refer to CDP/DP D890558D, Condition of Approval F.93).</p>	<p>Condition to remain the same.</p>
<p>7. During construction activities, the applicant, in coordination with the County On-site Environmental Coordinator, shall monitor the effectiveness of current cleaning and decontamination methods for haul trucks leaving loading areas. If monitoring results indicate that the existing practice of using rumble-pads and tire-brushing is not effectively removing soil from haul trucks, the applicant shall implement additional and more effective truck cleanup procedures (e.g., washing each truck following loading, with collection and treatment of wash waters).</p>	<p>Condition to remain the same.</p>
<p>8. During construction activities, the applicant, in coordination with the County On-site Environmental Coordinator, shall monitor ditches along Thornberry Road that drain agricultural fields and work with the applicable landowner/jurisdictional agency to repair any erosion related to haul truck staging or transport activities.</p>	<p>Condition to remain the same.</p>
Biological Resources	
<p>9. Prior to issuance of construction permit, the applicant shall determine if road-widening activities are required. If so, the applicant shall mitigate loss of backdune habitat and sensitive plant species individuals and habitat and reduce impacts associated with the loss of habitat by implementing</p>	<p>Condition is removed since no road widening would be required as part of this project. All truck route road widening at the GRP site has already occurred.</p>

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
<p>the restoration of an equal number of acres of backdune habitat at other currently disturbed or degraded locations within the project site (such as areas degraded by infestations of invasive species). The applicant shall implement habitat replacement using the guidelines of the approved Habitat Revegetation, Restoration, and Monitoring Plan (refer to CDP/DP D890558D, Condition of Approval F.64) for areas restored as a result of road widening. To minimize temporal losses, restoration shall be completed within 90 days after habitat removal disturbance. The restoration shall be bonded for prior to removal/disturbance of habitat.</p>	
<p>10. Prior to issuance conducting hauling activities along the Main Road Entrance wetlands or the M12/L11 Valley during the California red-legged frog migration/breeding season (November 1st through June 1st), the applicant shall revise the Sensitive Species Management Plan (SSMP) to include measures that would be implemented to protect California red-legged frogs, and other non-listed sensitive and common wildlife species potentially affected by hauling activities near known or potential habitat. The revised SSMP shall be approved by the USFWS, CDFG, and the County On-site Environmental Coordinator and shall include the following:</p> <ul style="list-style-type: none"> a. A permanent speed limit of 15 mph along the main haul road adjacent to dune swale wetlands in the M12/L11 Valley and the Entrance Road wetlands during the California red-legged frog breeding season (i.e., when it is raining, the roads are wet, or after daylight). Signs detailing speed limits shall be posted in appropriate locations along the route; b. Survey by biologists of the active portions of the haul route within 200 feet of sensitive resources, including the dune swale wetlands, at least four times per day during hauling activities when it is raining or the roads are wet; and, c. Halting of truck hauling activities on the roadways adjacent to dune swale wetlands during the California red-legged frog migration/breeding period if a substantial number of mortalities, identified in the revised SSMP, continue to occur along the haul route after implementing the above mitigation. Hauling activities can be re-initiated once additional protective measures are determined and approved by the County OEC, USFWS and CDFG or for the duration of the specific 	<p>Condition to remain the same.</p>

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
migration event (as determined by the applicant and the County On-site Environmental Coordinator) to reduce wildlife mortality.	
Transportation and Circulation	
11. Prior to issuance of construction permit , the applicant shall update the existing Traffic Control Plan (refer to CDP/DP D890558D, Condition F.93) that details specific truck trip vehicle routes to the Landfill, peak hour and route restrictions, road surface maintenance, and traffic safety. The updated Traffic Control Plan shall be approved by the County of San Luis Obispo Department of Public Works in consultation with the County of Santa Barbara Public Works Department, Transportation Division.	Prior initiation of trucking activities , the applicant shall update the existing Traffic Control Plan (refer to CDP/DP D890558D, Condition F.93) that details specific truck trip vehicle routes to the Landfill, peak hour and route restrictions, road surface maintenance, and traffic safety. The updated Traffic Control Plan shall be approved by the County only after the applicant has submitted preapproval evidence from Caltrans; and the Public Works Divisions of Santa Barbara County and the City of Santa Maria.
12. During construction activities , haul truck traffic shall be restricted from travel between the project site and the Santa Maria Landfill on Betteravia Road between the hours of 4:30 p.m. and 5:30 p.m. (evening peak hour), except as otherwise approved by the County On-site Environmental Coordinator.	During construction activities , haul truck traffic shall be restricted from leaving the GRP site after 3:15 PM, except as otherwise approved by the County On-site Environmental Coordinator.
Air Quality	
13. Prior to issuance of construction permit , the applicant, in coordination with the APCD, shall update the APCD-approved Emission Reduction Plan to include the following additional mitigation measures: <ul style="list-style-type: none"> a. Development of a comprehensive construction activity management plan designed to minimize, as feasible, the amount of large construction equipment operating during any given time period; b. Scheduling of construction truck trips, as feasible, during non-peak hours to reduce peak hour emissions; c. Limiting the length of the construction work-day period, if necessary and feasible, during periods with high air pollutant levels; d. Phasing of construction activities, if appropriate and feasible. e. Use of direct injection (ID) diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of NOx; f. Electrify equipment where feasible; g. Maintain all fossil-fuelled equipment in tune per manufacturer's specifications, except as otherwise required above; h. Encourage use of catalytic converters on gasoline-powered equipment; i. Substitute gasoline-powered for diesel-powered equipment, where feasible; j. Use compressed natural gas (CNG) or propane-powered portable equipment (e.g., compressors, generators, etc.) onsite instead of diesel- 	Condition to remain the same.

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
<p>powered equipment, where feasible;</p> <p>k. All off-road and portable diesel-powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fuelled exclusively with CARB-certified motor vehicle diesel fuel. Off-road equipment may use tax-exempt motor vehicle fuel if not operated on public roads;</p> <p>l. Maximize, to the extent feasible, the use of diesel construction equipment meeting the CARB's 1996 or newer certification standard for off-road heavy-duty diesel engines;</p> <p>m. All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated areas to remind drivers of the 5-minute idling limit; and,</p> <p>n. Portable equipment with engines greater than 50 horsepower used during the activities covered under the Final SEIR may require California statewide portable equipment registration (issued by the CARB) or an APCD permit. Operational sources, such as backup generators, may also require APCD permits. To minimize potential delays, prior to start of the project, the Applicant shall contact the APCD representative for specific information regarding permitting requirements of these types of equipment.</p>	
<p>14. Prior to issuance of construction permit, the applicant shall fund an APCD managed air-emission-reduction program (AER Program) designed to achieve timely, real, quantifiable criteria and diesel PM reductions to offset project emissions. The Final SEIR estimates that the project's NOx emissions will be 90 tons. This estimate shall be refined by the applicant using actual vehicle fleet information as well as the scheduling that will be used for the proposed project. The refined estimate shall be submitted to the APCD for review and approval. The approved refined NOx emission estimate shall be used by APCD to set the necessary funding amount for the AER Program. Payment shall be submitted to the APCD in 4 quarterly payments, with the first payment commencing after the refined emission estimate is approved and the total funding amount is finalized.</p>	<p>Prior to issuance of construction permit, the applicant shall fund an APCD managed air-emission-reduction program (AER Program) designed to achieve timely, real, quantifiable criteria and diesel PM reductions to offset project emissions. The applicant shall calculate the NOx and ROG from hauling activities based upon vehicle fleet information and submit the emissions estimates to the APCD for review and approval. Payment for the AER Program shall be submitted to the APCD on a quarterly basis with the amount based upon the actual hauling completed during the previous quarter, or as otherwise agreed in a Memorandum of Understanding (MOU) with the APCD. These payments shall be made to the APCD until such time as the NHIS trucking operations under this permit are complete.</p>
<p>15. During construction activities, the applicant, in coordination with the County of San Luis Obispo Air Pollution Control District (APCD), shall update the APCD-approved Dust Control Plan to include additional mitigation measures if determined</p>	<p>Condition to remain the same.</p>

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
<p>necessary by the County On-site Environmental Coordinator (OEC) that include the following:</p> <ul style="list-style-type: none"> a. If use of dry decontamination methods to remove impacted material from the exteriors of trucks used to haul NHIS offsite is not sufficiently removing the impacted material such that it is being tracked outside the loading area, install wheel washers where vehicles enter and exit public streets, or wash off trucks and equipment leaving the site; and, b. Sweep streets at the end of each day if visible soil material is carried by or spilled from the trucks hauling NHIS off the project site and deposited onto public roads. Water sweepers with reclaimed water should be used where feasible. 	
<p>16. During Construction activities, all truckloads hauling NHIS from the project site to the Santa Maria Landfill shall be tarped on all four sides to prevent any NHIS from leaving the truck during transport. Tarping shall be verified by the On-site Environmental Coordinator prior to trucks leaving the project site.</p>	<p>During Construction activities, all truckloads hauling NHIS from the project site to the Santa Maria Landfill or the Buttonwillow Landfill shall be tarped on all four sides to prevent any NHIS from leaving the truck during transport. Tarping shall be verified by the On-site Environmental Coordinator prior to trucks leaving the project site.</p>
Agricultural Resources	
<p>17. Prior to issuance of construction permit, the applicant shall delineate a “driveway” through the truck staging area, connecting Thornberry Road to the farm equipment staging area using construction stakes or other means. This driveway shall be at least 20 feet in width to allow for two-way traffic to and from the farm equipment staging area. Haul trucks shall be prohibited from blocking this driveway at all times.</p>	<p>Condition is removed since the practice of establishing a driveway through the truck staging area connecting Thornberry Road to the farm equipment staging areas has already been completed.</p>
<p>18. During construction activities that result in more than 100 haul truck round-trips per day, the applicant shall provide advanced notification (i.e., 1 week) to farmers adjacent to the Thornberry Road staging area.</p>	<p>Condition to remain the same.</p>
<p>19. During construction, the applicant shall stockpile topsoil, generated through grading necessary to temporarily locate the farm equipment staging area along Thornberry Road, in a manner that will preserve the soil for later replacement.</p>	<p>Condition is removed since the practice of establishing a driveway through the truck staging area connecting Thornberry Road to the farm equipment staging areas has already been completed and no topsoil was removed for this purpose.</p>
<p>20. Upon completion of all NHIS hauling activities, the applicant shall return the farm equipment staging area to its original location along Thornberry Road. Any temporary improvements made in the relocated farm equipment staging area shall be removed and any topsoil replaced.</p>	<p>Condition is removed since the practice of establishing a driveway through the truck staging area connecting Thornberry Road to the farm equipment staging areas has already been completed and no topsoil was removed for this purpose.</p>
Public Safety	
<p>21. During construction, the applicant shall implement a review system for truck carriers contracted to haul</p>	<p>Condition to remain the same.</p>

2005 Trucking Permit Conditions CDP/DP D890558D	2012 Truck Draft New Permit Conditions
<p>NHIS offsite to ensure that only those with the safest records can carry loads. The review system would include the following:</p> <ul style="list-style-type: none"> a. A review of CHP Mister Reports; b. Ensuring correct Class licensing; c. Enrollment in a controlled substance and alcohol abuse program; d. Completion of Motor Carrier Safety Review type safety questionnaire; and, e. Assessment of Bureau of Motor Carrier Safety Ratings. 	
<p>22. During construction, the applicant shall ensure that trucking companies contracted to haul NHIS offsite have programs in place to ensure that drivers maintain appropriate speeds. This would include the following:</p> <ul style="list-style-type: none"> a. 55-mph maximum or applicable speed limit policy; and, b. Training on speeding and speed limits along the proposed route and/or speed control systems or governors in-place on trucks. 	<p>Condition to remain the same.</p>
<p>23. During construction, the applicant shall ensure that contracts made with trucking companies to haul NHIS offsite address safety reviews, speeding and violations, and unacceptable incentive practices, such as increased pay for increased numbers of loads that may be an incentive for drivers to act in an unsafe manner.</p>	<p>Condition to remain the same.</p>
<p>On-going Conditions of Approval (valid for life of the project)</p>	
<p>24. This land use permit is valid for a period of 24 months from its effective date unless time extensions are granted pursuant to Land Use Ordinance Section 23.02.050 or the land use permit is considered vested. This land use permit is considered to be vested once a construction permit has been issued and substantial site work has been completed. Substantial site work is defined by Land Use Ordinance Section 23.02.042 as site work progressed beyond grading and completion of structural foundations; and construction is occurring above grade.</p>	<p>Condition to remain the same.</p>
<p>25. All conditions of this approval shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action by the Department of Planning and Building. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Section 23.10.160 of the Land Use Ordinance.</p>	<p>Condition to remain the same.</p>

<p align="center">2005 Trucking Permit Conditions CDP/DP D890558D</p>	<p align="center">2012 Truck Draft New Permit Conditions</p>
<p>26. During construction activities, the applicant shall implement a manifest system for tracking each truck that leaves the Guadalupe site with NHIS. The manifest system shall include the license plate or other identification number of the truck, the load number, the date and the start and completion time for hauling. The weight ticket from the Santa Maria Landfill, which will document the time and arrival at the landfill and the weight of the material left at the landfill, will be attached to the copy of the manifest maintained at the Guadalupe site and made available for review by the County On-site Environmental Coordinator.</p>	<p>Condition to remain the same.</p>
<p>27. The applicant shall as a condition of approval of this conditional use permit defend, at his sole expense, any action brought against the County of San Luis Obispo, its present or former officers, agents or employees, by a third party challenging either its decision to approve this conditional use permit or the manner in which the County is interpreting or enforcing the conditions of this conditional use permit, or any other action by a third party relating to approval or implementation of this conditional use permit. This applicant shall reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action, but such participation shall not relieve the applicant of his obligation under this condition.</p>	<p>Condition to remain the same.</p>

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