

# **CALTRAIN EXTENSION TO MONTEREY COUNTY PASSENGER RAIL STATIONS**

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***VOLUME III***

**FINAL ENVIRONMENTAL IMPACT REPORT  
SCH #2003091011**

**July 2006**

***Prepared For:***



**TRANSPORTATION AGENCY OF MONTEREY COUNTY  
55-B Plaza Circle  
Salinas, California 93901  
Phone: 831.775.0903**

***Prepared By:***

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## **1.0 INTRODUCTION**

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### **1.1 OVERVIEW OF THE FINAL ENVIRONMENTAL IMPACT REPORT**

The Transportation Agency for Monterey County (TAMC), as the lead agency, prepared an Environmental Impact Report (EIR) for its proposed project to extend Caltrain commuter rail service from Gilroy south to Salinas. Caltrain is a commuter rail service that runs between Gilroy and San Francisco. The complete set of the Environmental Impact Report for the project consists of the following documents:

- Volume I: *Caltrain Extension to Monterey County Passenger Rail Stations Draft Environmental Impact Report*. April 26, 2006. State Clearinghouse number 2003091011.
- Volume II: *Caltrain Extension to Monterey County Passenger Rail Stations Appendices to the Draft Environmental Impact Report*. April 26, 2006.
- Volume III: *Caltrain Extension to Monterey County Passenger Rail Stations Final Environmental Impact Report*. August 2006.

In addition to the above, the following environmentally-related documents are referenced in the Draft and Final EIRs:

- *County of Monterey General Plan, 1982.*
- *City of Salinas General Plan, 2002*
- *County of Monterey North County Land Use Plan Local Coastal Program, June 1982.*
- *Project Study Report for the Commuter Rail Extension in Monterey County, prepared by Parsons, 2006.*

The following subsections outline the environmental review process for this document and summarize the Project's environmental compliance.

### **1.2 ENVIRONMENTAL REVIEW PROCESS**

An Initial Study was prepared pursuant to Section 15063 of the CEQA guidelines, and was circulated to notify the public and interested agencies of the proposed project. The intent of the Initial Study was to solicit comments about the environmental impacts of the project and to request assistance from stakeholders in identifying key issues that the EA/EIR should address and evaluate. A copy of the Initial Study and Notice of

Preparation, and comments received on the Initial Study, are included in Appendix A. A Project Study Report (PSR) has also been prepared (Parsons 2005).

### **Project Scoping**

Project scoping activities for an extension of Caltrain to Monterey County have been ongoing since 1996. Between June 1996 and June 1998, the City of Salinas sponsored investigations of development options for a Salinas Intermodal Transportation Center (ITC) to be developed at the site of the existing Amtrak Station. Phase 1 of the transportation center consisting of bus layover bays, surface parking, site landscaping and lighting, was subsequently constructed and placed into operation in 1999.

In 1997, the City of Watsonville prepared a Draft Pajaro Valley Station PSR in cooperation with Monterey County, TAMC, and the Santa Cruz County Regional Transportation Commission. While not finalized, the draft PSR identified a potential site location and set of program requirements for this station.

From 1998 to 2000, these program requirements and opportunities for adjacent site development were further refined and explored by a Monterey County – sponsored Pajaro Railyards Area Feasibility Study. This study, as well as the draft PSR, sited the Pajaro Valley<sup>1</sup> Station (Pajaro/Watsonville) adjacent to the former Southern Pacific Passenger Depot, accessed from Salinas Road.

In 2000, TAMC sponsored the preparation of the Extension of Caltrain Commuter Service to Monterey County Business Plan. The business plan considered, but did not thoroughly evaluate alternative sites for stations at Pajaro and Castroville and a layover yard in Salinas. Following the completion of the business plan, a Pajaro Valley Station Working Committee of public agency staff met regularly during 2001 to discuss site location alternatives and program requirements.

### **Meetings and Consultations**

The following meetings and consultation sessions were held during the course of project development and review:

- Community meetings regarding the provision of passenger rail service, the proposed location of stations and support facilities, and the conceptual design of Caltrain facilities were held in Pajaro (March 31, 2003), Castroville (January 15, 2003), and Salinas (March 31 and April 2, 2003). Public comments received during these meetings were included as part of the Initial Study prepared for the project (Parsons, 2003).

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<sup>1</sup> Pajaro Valley Station is also known as Watsonville Junction.

- Public participation meetings were held in Pajaro, Castroville, and Salinas between May and November 2002.
- Between January 2003 and February 2005, design concepts, status, issues, and public input were regularly presented to policy boards and advisory committees and as public outreach to interested parties within the communities.
- A series of monthly Project Development Team meetings were held between March 2002 and February 2005 at either Monterey County Redevelopment Agency offices or TAMC offices. Discussion topics included review of scope of work and schedules, design of project and project components, integration with existing data (e.g., traffic, noise, ridership expectancy, etc.), negotiations with other agencies and parties (i.e., Union Pacific Railroad, Federal Transit Administration, Peninsula Corridor Joint Powers Board, Santa Cruz Rapid Transit District, Monterey County Rapid Transit District, and Monterey-Salinas Transit), parking options, status reports, and funding requirements and updates.
- Meetings were held with affected property owners in Salinas in March 2003 and from August through December, 2004.

### **Public Review of Draft EIR**

The Draft EIR was prepared based on input received during the meeting and consultation process, and from input received on the Initial Study. On April 3, 2006, the Rail Policy Committee (RPC) reviewed the Draft EIR prior to its release for public review. The Draft EIR was circulated for review by the public and agencies for 45 days (April 26, 2006 through June 16, 2006). Copies of the Draft EIR were distributed to reviewing agencies and interested parties as requested. The Draft EIR was also made available in the TAMC offices and in electronic format on the TAMC website. The 45-day comment period ended Friday, June 16, 2006. In addition, a public hearing was held at the TAMC Board of Director's office in Salinas on Wednesday, May 24, 2006, to take verbal comments from members of the public. This Final EIR contains copies of all written and verbal comments received on the Draft EIR and responses to those comments in Section 2.0 Responses to Comments.

Community information meetings were held to answer questions that the public may have had regarding the proposed project. No formal comments were taken at these meetings. These information meetings were held as shown below:

- May 10, 2006 – Pajaro, at the Pajaro Community Advisory Meeting, Porter Vallejo Mansion.
- May 16, 2006 – Salinas, at the City of Salinas City Council Meeting
- May 19, 2006 – Watsonville, at the Action Pajaro Valley Growth Management Committee

- May 24, 2006 – Castroville, at the Castroville Community Advisory Committee meeting, Castroville Elementary School

## **Final EIR**

The RPC and TAMC will review the EIR for adequacy and consider it for certification pursuant to the requirements of Section 15090 of the CEQA Guidelines, and consider whether or not to approve the Project. Prior to such an approval, TAMC will (1) adopt appropriate findings regarding the significant environmental effects identified in the Final EIR, the availability of feasible alternatives and mitigation measures to reduce or avoid significant environmental effects, and other matters pursuant to Public Resources Code Sections 21002, 21002.1, 21081, and 21081.5 and CEQA Guidelines Sections 15002, 15021, 15064, and 15091; (2) if necessary, adopt a statement of overriding considerations pursuant to Public Resources Sections 21002 and 21081 and CEQA Guidelines Section 15093; and (3) adopt a mitigation, monitoring and reporting program pursuant to Public Resources Section 21081.6 and CEQA Guidelines Sections 15091 and 15097. After the City certifies the adequacy of the EIR, approves the Project, and adopts the appropriate Findings and Statement of Overriding Considerations and required Mitigation Monitoring and Reporting Program, it will file a Notice of Determination (NOD) with the State Clearinghouse pursuant to CEQA Guidelines Section 15094. Certification of the EIR and Project approval by TAMC are expected to take place in August/September 2006.

## **1.3 REPORT ORGANIZATION OF THE FINAL EIR**

This Final EIR is organized as follows:

- *Section 1.0 Introduction* – Overview of the document and environmental process.
- *Section 2.0 List of Commenters and Responses to Comments* – Section 2.0 includes a list of individuals and agencies that submitted comments on the Draft EIR. Section 2.0 also includes a complete copy of all written comment letters and the minutes of the public hearing. The individual comments within each letter are marked and enumerated in the right-hand margin. Responses to comments follow each letter, numbered to correspond to the comments in the letter.
- *Section 3.0 Errata and Revisions* – Section 3.0 of the Final SEIR contains errata and revisions to the Draft SEIR. The errata and revisions are shown as ~~strikeout~~ for deletions and underline for new text in the pages from the Draft SEIR. Overall, the errata represent minor modifications to the text of the Draft SEIR.
- *Section 4.0 Mitigation Monitoring and Reporting Program* – Provides a matrix showing the required mitigation, responsible parties, and implementation schedule.

## 1.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As required by CEQA, identification of the environmentally superior alternative is presented in Chapter 4.0-Mandatory Environmental Analysis, Section 4.5, Environmentally Superior Alternative, of the Draft EIR. Chapter 5.0-Alternatives in the Draft EIR includes analysis and comparison of the Project with each of the alternatives. As discussed in Section 5.0, the Project would result in more significant impacts or impacts that result in a higher level of disturbance, than any of the alternatives studied. However, the proposed project meets all of the goals established by TAMC.

Because the No Project Alternative assumes that no development of the project would occur, this alternative is the least environmentally damaging. However, the No Project Alternative would not allow the applicant to achieve their objectives for this project.

The Alternate Castroville site would have similar impacts to the LPA. However, due to the more urban location of the station in the Alternative Castroville Site, this alternative would not be expected to reduce any of the significant cumulative impacts.

Based on the analysis in previous sections of the EA/EIR, the proposed project is the environmentally superior alternative among the alternatives. In addition, it results in impact reductions to air quality, socioeconomics, and traffic and transportation. Therefore, the proposed project is considered the environmentally superior alternative.

## 1.5 CEQA COMPLIANCE AND RECIRCULATION DETERMINATION

This Final EIR includes additional information that is intended to clarify and expand the information in the Draft EIR. After a careful review of the comments received on the Draft EIR, the responses to the comments, and the information added to the Final EIR, TAMC has determined that recirculation of the document for additional public review and comment is not required. Section 15088.5 of the CEQA Guidelines governs recirculation of a Draft EIR prior to certification. Recirculation is only required when “significant new information” is included in the Final EIR, such as information showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of significance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.



Because the Final EIR does not identify any new significant environmental impacts from the Project or from a new mitigation measure and does not identify a substantial increase in the severity of an environmental impact over that described in the Draft EIR, the requirements for recirculation have not been met and, therefore, recirculation is not required.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS

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### 2.1 LIST OF COMMENTERS

The Draft EIR for the Caltrain Extension to Monterey County Passenger Rail Stations project was circulated for review by the public and agencies for 45 days. The 45-day comment period ran from April 26, 2006 through Friday, June 16, 2006. Written comments were submitted during this review period to TAMC at 55-B Plaza Circle, Salinas, California, 93901, and were accepted up to close of business on June 16, 2006. However, the commenter for Comment Letter 7, which was received on June 12, 2006, requested to submit a revised letter, based on the results of discussions with TAMC staff. The revised letter was received and accepted on July 13, 2006. In addition, a public hearing was held during a regular meeting of the TAMC Board of Directors on Wednesday, May 24, 2006, to take verbal comments from members of the public.

The following written comments were received on the Draft EIR:

Letter No.	Commenter	Letter Date
1	Terry Roberts, State of California Governors Office of Planning and Research (State Clearinghouse)	June 12, 2006
2	Elizabeth O'Donoghue, Amtrak/National Railroad Passenger Corporation ( <i>memo</i> )	March 24, 2006
3	Nicolas Papadakis, Association of Monterey Bay Area Governments	May 11, 2006
4	Carolyn M. Gonot, Santa Clara Valley Transportation Authority	June 6, 2006
5	Robert W. Floerke, California Department of Fish and Game	May 31, 2006
6	Chris Fitz, LandWatch Monterey County	June 9, 2006
7	David M. Murray, California Department of Transportation	July 13, 2006 (revised from June 12, 2006 letter)
8	Mary Archer, Monterey-Salinas Transit	June 12, 2006
9	Ila Mettee-McCutchon, Mayor, City of Marina	June 13, 2006

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<b>Letter No.</b>	<b>Commenter</b>	<b>Letter Date</b>
10	Mike Novo, Monterey County Resource Management Agency	June 14, 2006
11	Jean Getchell, Monterey Bay Unified Air Pollution Control District	June 15, 2006
12	Marie Pang, Caltrain	June 15, 2006
13	Katie Morangue, California Coastal Commission	June 16, 2006

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### **Public Hearing**

On May 24, 2006, a public hearing was held during the regular meeting of the TAMC Board. The Board received a presentation by staff on the Caltrain Extension to Monterey County Draft Environmental Impact Report. The Chair opened the public hearing and with no public comments, the public hearing was closed.

On April 26, 2006, the TAMC Board approved releasing the Caltrain Extension to Monterey County Draft Environmental Impact Report for public review. This draft EIR was developed in accordance with the California Environmental Quality Act Comments are due to TAMC on June 12, 2006. The TAMC Board will certify the Final EIR on August 23, 2006.

## **2.2 COMMENTS AND RESPONSES TO COMMENTS**

This section contains copies of the comment letters received on the Caltrain Extension to Monterey County Passenger Rail Stations Draft EIR. Individual comments within the letters have been enumerated (e.g., the first comment on Letter 2 is shown as “2-1” on the letter). Responses are numbered to correspond to the comment number shown on the letter. Responses to each comment immediately follow its corresponding letter.



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

June 12, 2006

William E. Reichmuth  
Transportation Agency of Monterey County  
55-B Plaza Circle  
Salinas, CA 93901-2902

Subject: Caltrain Extension to Monterey County Project  
SCH#: 2003091011

Dear William E. Reichmuth:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 8, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

1-1

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2003091011  
**Project Title** Caltrain Extension to Monterey County Project  
**Lead Agency** Monterey County Transportation Agency

**Type** EIR Draft EIR  
**Description** The proposed project consists of five elements: (1) commuter rail station construction at Pajaro; (2) commuter rail station construction at Castroville; (3) renovations/expansions of an existing passenger rail station and construction of a new parking facility at Salinas; (4) construction of a commuter rail layover facility at Salinas; and (5) expanded commuter train service and operations.

**Lead Agency Contact**

**Name** William E. Reichmuth  
**Agency** Transportation Agency of Monterey County  
**Phone** (831) 775-4406 **Fax**  
**email**  
**Address** 55-B Plaza Circle  
**City** Salinas **State** CA **Zip** 93901-2902

**Project Location**

**County** Monterey  
**City** Monterey  
**Region**  
**Cross Streets**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 1, 156, 183  
**Airports**  
**Railways** UPRR  
**Waterways** Pajaro River, Cojo Moro Slough, Elkhorn Slough  
**Schools**  
**Land Use** Light Industrial  
 Agricultural Preservation - Coastal  
 Light Industrial  
 Heavy Industrial  
 Agricultural  
 Light Industrial

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Board, Region 3; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Office of Historic Preservation; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Caltrans, Division of Transportation Planning; State Lands Commission; Air Resources Board, Transportation Projects

**Date Received** 04/25/2006 **Start of Review** 04/25/2006 **End of Review** 06/08/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Response to Comment Letter 1 from Terry Roberts, State of California  
Governors Office of Planning and Research, dated June 12, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 1-1 TAMC appreciates the assistance of the State Clearinghouse in complying with CEQA requirements for review of environmental documents.

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NATIONAL RAILROAD PASSENGER CORPORATION

530 Water Street, 5<sup>th</sup> Floor, Oakland, CA 94607  
tel 510.238.4380 fax 510.238.4397

# Memo



Date March 24, 2006  
To Christina Watson

From Elizabeth O'Donoghue  
Department Planning and Analysis  
Subject Caltrain to Monterey County  
cc Wayne Pusey, Amtrak  
Michael Albanese, Amtrak  
Patsy Hall, Amtrak

Message

Thank you for the opportunity to comment on TAMC's plans for the Caltrain Extension to Monterey County. Amtrak's Engineering Department staff reviewed the plans and we submit these comments for your review.

2-1

We also look forward to reviewing and commenting on the City of Salinas's plans for the redevelopment of the Salinas Intermodal Transportation Center. Both projects will be great enhancements to the rail system and will benefit rail passengers.

Feel free to contact me if you have any questions.

Comments:

2-2

1. Platform height must provide level boarding as per ADA regulations (recently proposed by FTA but not yet adopted). Plans must be submitted for approval to the FRA, Amtrak and operating railroad. (XS-2, XS-3)
2. Preparation for the Passenger Information Display System (PIDS) should be added to all stations being added to the California Corridor. (General)
3. Existing center platform should be removed if it will no longer be used. This will allow better access for track maintenance. (XS-2)
4. UPRR normally requires cantilevered platform design to allow access for track maintenance. (XS-2)
5. It is suggested that the tactile material be set-in from the edge of the platform to protect it from equipment strikes. (General)
6. Undercutting and track work should be completed prior to drainage installation and platform construction. (General)



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**Response to Comment Letter 2 from Elizabeth O'Donoghue,  
Amtrak/National Railroad Passenger Corporation, dated March 24, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

2-1 TAMC appreciates the support of the project expressed by Amtrak in its letter.

2-2 The six comments shown relate to design specifications for the proposed stations and are not part of required CEQA review. However, these comments will be incorporated into the design specifications and plans.

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ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

May 11, 2006

MAY 15 2006

Mr. William Reichmuth  
TAMC  
55-B Plaza Circle  
Salinas, CA 93901-2902

**Re: MCH# 20060420 – Draft Environmental Impact Report  
Caltrain Extension to Monterey County  
Passenger Rail Stations**

Dear Mr. Reichmuth:

*5/16/06*  
*Christine*  
*self*

AMBAG's Regional Clearinghouse circulated a summary of notice of your environmental document to our member agencies and interested parties for review and comment.

3-1

The AMBAG Board of Directors considered the project on **May 10, 2006** and has no comments at this time.

Thank you for complying with the Clearinghouse process.

Sincerely,

Nicolas Papadakis  
Executive Director

SERVING OUR REGIONAL COMMUNITY SINCE 1968  
445 RESERVATION ROAD, SUITE G ♦ P.O. BOX 809 ♦ MARINA, CA 93933-0809  
(831) 883-3750 ♦ FAX (831) 883-3755 ♦ www.ambag.org

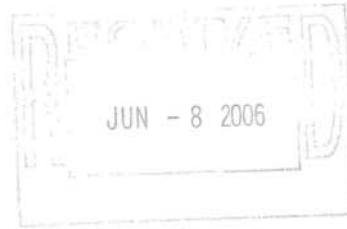
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**Response to Comment Letter 3 from Nicolas Papadakis, Association of Monterey Bay Governments, dated May 11, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 3-1 TAMC appreciates the acknowledgement by AMBAG of receipt and review of the Draft EIR. The commenter has no comments on the project.

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June 6, 2006

Mr. William E. Reichmuth, P.E. Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

Subject: Caltrain Extension to Monterey County

Dear Mr. Reichmuth:

*Handwritten signatures and notes:*  
- [Signature]  
- [Signature]  
- [Signature]  
- Bob S. correspondence

Santa Clara Valley Transportation Authority (VTA) staff has reviewed the Draft Environmental Impact Report (DEIR) to extend Caltrain service to Monterey County and have the following comments:

**Background**

4-1

A Joint Powers Agreement (JPA) between San Francisco, San Mateo and Santa Clara counties governs Caltrain. Samtrans is the managing partner and is responsible for operations and planning for the system. A Joint Powers Board (JPB), consisting of three members from each county transit agency, sets policy and approves the operating budget and capital plans. The trackage, stations and most parking areas, from Tamien Station in San Jose to San Francisco is owned by the JPB with Union Pacific (UP) and other commuter operations (ACE, Capitol Corridor, Amtrak Coast Route) operating under trackage rights agreements. South of Tamien to Gilroy the track is owned by UP with Caltrain operating under trackage rights purchased from UP.

Caltrain operating funds come from the three transit agencies with the percentage determined by the proportion of morning peak hour boardings in each county. On an annual basis, funds to operate Caltrain must compete with the wide array of transit services funded in the three counties. In recent years the slump in the economy has placed a strain on the capacity of all of the JPB members to fund transit operations including Caltrain.

Capital funds for systemwide improvements (track improvements, signals, station platforms, ADA improvements) are funded equally by the three partners. Certain station improvements and expansion projects are negotiated between the partners based on the specifics of each project. As with operating funds, Caltrain capital expenses must compete with other capital needs funded by the three transit systems.

(continued)



All capital improvements south of Tamien are funded exclusively by VTA. These include capital improvements necessary for riders and improvements mandated by UP as well as purchase of track slots.

Other commuter rail lines share portions of the JPB tracks, ACE, Capitol Corridor and within 5 - 7 years Dumbarton rail service. In all cases, the other rail lines have funded improvements to the JPB core system to accommodate additional trains in addition to the improvements constructed exclusively for their projects.

As for recent history, Caltrain in 2005 reached a critical point with the three counties facing the prospect of paying more money for ridership trending downward. JPB staff responded to this challenge by completely revamping schedules to operate in a limited stop fashion (Baby Bullet service). This involved reducing service to and even closing certain stations, but actually increasing the number of daily trains and greatly reducing travel times. The results are successful, with ridership trending up. However, increased fuel costs are still placing pressure on the operating budget. Caltrain is also operating with a slim spare ratio for rolling stock (10%) and cannot expand service without additional rail cars and locomotives.



VTA, using new sales tax revenue is in the engineering phase of what will ultimately be a \$45 million project to double track sections in South Santa Clara County and construct improvements in Gilroy that will allow up to 10 round trips when ridership warrants. VTA has purchased, or negotiated the purchase price, of the track slots necessary to allow the 10 round trips.

With this introduction, VTA has the following comments:

**Operating Plan**

• The specifics of your operating plan in regard to schedule, train consists, crewing requirements, provisions for overnight storage and inspection need to be included in the Project description to properly evaluate this project. 4-2

• Given the length of this extension and the uncertainties of operating on another party's tracks, a service with TAMC operating trains to Gilroy or San Jose, with transfers available to Caltrain should be considered. 4-3



**Adequate Budget**

• Funding available to this project must cover the costs of new rolling stock and be adequate to participate in improvements being constructed by VTA in South Santa Clara County which were negotiated with UP for Caltrain service. As previously mentioned other commuter services sharing Caltrain tracks have brought either grant or local funds to the table to fund improvements to the core system. 4-4

**Gilroy Improvements**

- The EIR refers to \$3.2 million for Gilroy improvements. VTA is also embarking on a project to improve the Gilroy yard. The two projects must be coordinated.

4-5

VTA is supportive of improving transit connections to other regions, whether the selected mode is bus or rail. We will work with TAMC staff as this project proceeds to ensure it is coordinated with ongoing improvements VTA is making in south Santa Clara County. If you have any questions, or need follow-up on any of the items mentioned in our letter, please call Steven Fisher of my staff at (408) 321-5748.

4-6

Sincerely,



Carolyn M. Gonot  
Chief Development Officer

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**Response to Comment Letter 4 from Carolyn M. Gonot, Santa Clara Valley Transportation Agency, dated June 6, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 4-1 The commenter is providing background information on how the Joint Powers Board relates to the project. No specific CEQA comment is provided.
- 4-2 The specifics of the operating plan in regard to schedule, train consists, crewing requirements, provisions for overnights storage and inspection are thoroughly discussed in the Project Study Report (Parsons, 2005) for the project. The Draft EIR references pertinent information and summarizes the details of the operating plan in Chapter 2.0 – Project Description for each site to adequately analyze the project impacts.
- 4-3 The comment does not concern a CEQA or environmentally-related issue on the proposed project. The Draft EIR was prepared to analyze the environmental impacts associated with the construction and/or reuse of passenger rail stations at the proposed station sites (Pajaro, Castroville, and Salinas). As described in Section 1.4, Permits and Approvals, TAMC is coordinating with several agencies and municipalities to continue the existing Caltrain service into Monterey County, using the existing rail lines currently in place.
- 4-4 TAMC is coordinating with several agencies and securing the necessary funding to bring Caltrain service to Monterey County. Section S.5 on page S-18 of the Draft EIR identifies proposed funding sources that TAMC will utilize. Specifically, Section S.5 states that “funding for the project is drawn from a variety of sources, principally the State Traffic Congestion Relief Program, the State Proposition 116-Clean Air Transportation Improvement Act funds, rail bonds, State Transportation Improvement Program, federal earmark source funds, and Congestion Mitigation and Air quality Improvement (CMAQ) funding. A proposed application for Federal Transit Administration Section 5309 New Rail Start Grants will fill the gap between available funding and the estimated total project cost. Net annual operating costs will be funded through the recent voter-approved sales tax measure and local transit funds. To the extent applicable, TAMC will designate appropriate funding for its fair-share of Caltrain service.
- 4-5 Improvements to the Gilroy Yard item is shown in Table S.3 which identifies the Regional Transportation Program Constrained Project in Monterey County. TAMC will coordinate with VTA on improvements at this facility.
- 4-6 TAMC appreciates the support of the project by VTA.

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State of California - The Resources Agency  
DEPARTMENT OF FISH AND GAME  
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor

POST OFFICE BOX 47  
YOUNTVILLE, CALIFORNIA 94599  
(707) 944-5500



May 31, 2006



clear  
6-8-06  
e

Mr. William E. Reichmuth  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901-2902

Dear Mr. Reichmuth:

Caltrain Extension to Monterey County Project  
Pajaro, Castroville and Salinas, Monterey County  
SCH 2003091011

The Department of Fish and Game (DFG) has reviewed the document for the subject project. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G). Therefore, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Monterey County Clerk on or before filing of the Notice of Determination for this project.

5-1

Please note that the above comment is only in regard to the need to pay the environmental filing fee and is not a comment by DFG on the significance of project impacts or any proposed mitigation measures.

If you have any questions, please contact Mr. Serge Glushkoff, Environmental Scientist, at (707) 944-5597; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

*for Scott Wilson*  
Robert W. Floerke  
Regional Manager  
Central Coast Region

cc: State Clearinghouse

*Conserving California's Wildlife Since 1870*



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**Response to Comment Letter 5 from Robert W. Floerke, California Department of Fish and Game, dated May 31, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 5-1 Comment noted and accepted. If an environmental filing fee is required, pursuant to the requirements of California Code of Regulations Title 14, Section 753.5(d)(1)(A) through (G), TAMC will prepare and submit appropriate documentation and fees to the Monterey County Clerk on or before filing the Notice of Determination for the proposed project.



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Post Office Box 1876  
Salinas, CA 93902-1876  
Salinas Phone: 831-422-9390  
Monterey Phone: 831-375-3752  
Website: www.landwatch.org  
Email: landwatch@mclw.org  
Fax: 831-422-9391



June 9, 2006

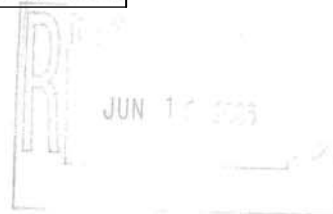
William Reichmuth  
Executive Director  
TAMC  
55-B Plaza Circle  
Salinas, CA 93901

Subject: DEIR for Caltrain Extension to Monterey County Passenger Rail Stations

Dear Mr. Reichmuth:

We have had an opportunity to review the DEIR for the proposed project and have the following comments:

- 1. [The DEIR states (p. S-19) the project would reduce and mitigate “the need for constructing additional lanes on highways and road in Monterey County”. The DEIR indicates that daily vehicle miles traveled (VMT) would be reduced by 54,864 (p. 3.2-19). This is 0.4 % of total projected countywide VMT of 14,185,000 in 2015. The EIR should address how a reduction of less than 1% of daily VMT will achieve this project objective.] 6-1
- 2. [The Air Quality section should address the impact of diesel train exhaust emissions on those who would be exposed to toxic air contaminants along the route and during stops in Castroville, Pajaro and Salinas.] 6-2
- 4. [The DEIR indicates (p. 1-9) the MBUAPCD has permitting authority over project emissions. Local air districts only have permitting authority over stationary and area sources of air pollution, not mobile sources.] 6-3
- 5. [The DEIR states ( p.3.1-21), “The Monterey County Community General Plan was developed in January 2005 by eight citizen sponsoring groups, and is under review the Monterey County Supervisors for adoption.” This Plan was developed by 17 citizen sponsoring groups and has been rejected by the Board of Supervisors. The DEIR should instead reference the fourth update to the 1982 General Plan (GPU#4).] 6-4
- 6. [The DEIR states (p. 3.2-2), “The State of California is divided geographically into 14 air pollution control districts”. There are 35 air districts, not 14.] 6-5



7. [The DEIR references an estimated daily travel reduction of 54,864 vehicle miles (p. 3.2-21) as the result of train service. Assumptions regarding the trip lengths and number of passengers using the train should be included in the document.] 6-6

We appreciate the opportunity to review the environmental document.

Sincerely,

A handwritten signature in dark ink, appearing to read "Chris Fitz", is written over the typed name.

Chris Fitz, Executive Director  
LandWatch Monterey County

## Response to Comment Letter 6 from Chris Fitz, LandWatch Monterey County, dated June 9, 2006

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 6-1 Vehicle miles traveled (VMT) is a calculation used in the analysis of daily emissions. Traffic volume is used to show reductions or increases in the number of cars on the road which would determine if additional highways or lanes are required. Traffic volume for the project is discussed in Section 3.14, Traffic and Circulation, of the Draft EIR, and the Traffic Impact Analysis report included in Appendix D of the Draft EIR.
- 6-2 Train operation emissions, which include diesel pollutant emissions, are discussed in Section 3.2.5.2 Operational Emissions (page 3.2-15 through 3.2-16) and summarized in Table 3.2-10 (page 3.2-17) of the Draft EIR. Emissions data were based on several train references, including the Rail Profile from the Bureau of Transportation Statistics, Emission Factors for Locomotives from the U.S. Environmental Protection Agency (EPA), and Emission Inventory Preparation Volume IV: Mobile Source also from the EPA. In addition, analysis of Impact AQ-3 in the Draft EIR found that exposure of substantial pollutant concentrations, including specifically diesel emissions, would be less than significant (see Page 3.2-22).
- 6-3 Comment noted and accepted. The text on page 1-9, third bullet, of the Draft EIR will be revised as follows:
- Monterey Bay Unified Air Pollution Control District (MBUAPCD)  
As required by the California Clean Air Act and the Federal Clean Air Act, the Monterey Bay Unified Air Pollution Control District is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to stationary and area sources of air pollution. The Monterey Bay Unified Air Pollution Control District is the permitting authority to allow stationary air emissions by the project, monitor compliance, and assess possible violations.
- 6-4 Comment noted and accepted. All references to the January 2005 Monterey County Community General Plan will be deleted. Specifically in response to this comment, the following text is deleted from the Draft EIR, page 3.1-21:

### **~~Monterey County Community General Plan~~**

~~The Monterey County Community General Plan was developed in January 2005 by eight citizen sponsoring groups, and is under review by the Monterey County Supervisors for adoption. A summary of relevant goals~~

~~and policies in the Community General Plan intended to protect visual resources within the County is provided below:~~

***Open Space Goal #2:***

~~Protect the scenic resources of the County for environmental quality and to support the economic vitality of the County's hospitality, tourism, and visitor serving industry.~~

~~The policies to support Goal #2 of the Monterey County Community General Plan are the same as Policies 9.1, 9.2, 9.4, 9.7, and 9.8 of the Monterey County General Plan Update, listed above.~~

Table 3.1-1 on page 3.1-24 is revised as shown:

**Table 3.1-1**

General Plan Goals, Objectives, and Policies  
Visual Resources

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
Monterey County 1982 General Plan	Chapter IV: Area Development, Transportation	Goal 26, Promote Appropriate Development & Protect Desirable Land Uses Goal 40, Scenic Highways	Policy 26.1.6 Encourage development which preserves and enhances the County's scenic qualities. Policy 26.1.7 Control development, siting, design, and landscaping. Policy 26.1.8 Development in scenic road and highway corridors shall be governed by policies located in the transportation section of the General Plan. Policy 40.2.1 Underground utilities and architectural and landscape controls. Policy 40.2.2 Land use controls to protect scenic corridors.	1, 2, 3, 4
Monterey County 2005 Community General Plan	Open Space	Open Space Goal #2, Protection of scenic resources	See Policies 9.1, 9.2, 9.4, 9.7, and 9.8 of the Monterey County General Plan Update	

**Table 3.1-1**

General Plan Goals, Objectives, and Policies  
Visual Resources

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
City of Salinas 2002 General Plan	Community Design Element Conservation and Open Space Element	Goal CD-1, Preserve Community Image/Identity Goal CD-2, Neighborhood Revitalization Goal COS-4, Protect and Enhance Community Historic Resources.	Policy CD-1.4, Use of landscaping, signing to preserve distinct community identity. Policy CD-2.2 Minimize light and noise impacts Policy CD-2.6 Preserve architecturally important historic buildings. Policy CD-2.8 Parking lot landscaping Policy COS-4.1 Renovate and maintain historic architecture when possible.	1, 3, 4

6-5 Comment noted and accepted. The text on page 3.2-2, Section 3.2.2, Environmental Setting, first paragraph of the Draft EIR, is corrected as shown below:

The State of California is divided geographically into ~~44~~ 35 air pollution control districts. The proposed project is located within the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which includes Monterey, San Benito, and Santa Cruz counties.

6-6 Page 3.2-21 references reduction in vehicle miles traveled (VMT), which is used to calculate daily emission levels. Traffic analysis is presented in Section 3.14 of the Draft EIR, and the complete Traffic Impact Analysis report is included in Appendix D of the Draft EIR.

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**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
 SAN LUIS OBISPO, CA 93401-5415  
 PHONE (805) 549-3101  
 FAX (805) 549-3077  
 TDD (805) 549-3259  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
 Be energy efficient!*

July 13, 2006

Debbie Hale, Executive Director  
 Transportation Agency for Monterey County  
 55-B Plaza Circle  
 Salinas, CA 93901



Dear Ms. Hale:

**COMMENTS TO CALTRAIN EXTENSION TO MONTEREY COUNTY**

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts on transportation facilities. This letter is intended to replace our letter of June 12, 2006. 7-1

1. The Department supports local transportation development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. This project will improve both interregional and local travel by providing a much-needed alternative to the single occupant vehicle. 7-2

2. As mentioned in our previous comments, roadways for the Salinas station accessing Lincoln Avenue should not be offset with existing intersections. Ensuring this will help reduce control delay. 7-3

3. Also at the Salinas station, on-site parking does not appear to be sufficient for the approximately 400-500 daily trips. Our concern is that spillover will impact adjacent roadway operations and local businesses. 7-4

4. The following is an excerpt from our March 15, 2006 letter regarding the Salinas station. It is repeated because it does not appear that the comment was noted in the Draft EIR. 7-5

**“Transit Station – Salinas:** There is no mention of the Amtrak Thruway Bus service with connection each day to the *Capitol Corridor* trains (Salinas to San Jose) and the *Pacific Surfliner* trains (Salinas to Santa Barbara) or two trip connections to the *San Joaquin* trains (Salinas to Merced). If there is mentioning of the Greyhound Intercity Bus Service, then the Amtrak Thruway bus service should also be mentioned.”

*“Caltrans improves mobility across California”*



Caltrain Extension – Debbie Hale  
July 13, 2006  
Page 2

5. [ There is lack of adequate discussion or analysis on trip generation for the Pajaro Valley station. This omission prevents impacts from being identified. ] 7-6
6. [ For the Castroville Station, it is important that all traffic analysis numbers match with the Castroville Community Specific Plan that is currently being developed. It appears that they do not. This is of particular concern when impacts are being analyzed for potential improvements at the Castroville Boulevard/Highway 101 intersection. ] 7-7
7. [ Finally, any work within the State right-of-way will require an encroachment permit issued from the Department. Detailed information such as complete drawings, biological and cultural resource findings, hydraulic calculations, environmental reports, traffic study, etc., will need to be submitted as part of the encroachment permit application. ] 7-8

Thank you for the opportunity to review the Draft EIR, and we look forward to seeing our comments addressed in the final document. If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 549-3168.

Sincerely,



DAVID M. MURRAY, Chief  
Regional Planning and Development Review

*"Caltrans improves mobility across California"*

**Response to Comment Letter 7 from David Murray, California Department of Transportation, District 5, dated July 13, 2006<sup>1</sup>**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 7-1 See footnote 1, below, regarding the revised comment letter submitted by Caltrans.
- 7-2 Comment noted and accepted.
- 7-3 Comment noted and accepted. Lincoln Avenue is designed to align with existing intersections. Refer to the plans in the Project Study Report prepared for the proposed project (Parsons, 2005).
- 7-4 The on-site parking supply at the Salinas ITC will be designed to provide 650 to 700 short-term and all day parking spaces.
- 7-5 The text of Section 3.14.2 Environmental Setting, page 3.14-8, “Transit System” of the Draft EIR is revised as shown below to include Amtrak Thruway bus service:

*Transit System*

Bus service in the study areas is provided by Monterey-Salinas Transit (MST) the Santa Cruz Metropolitan Transit District (SCMTD), Greyhound Lines, and Amtrak Thruway Motor Coach.

*Salinas*

The Salinas Amtrak Station is currently served by five MST routes: Route 28 Watsonville (passes the station on Market Street), Route 29 Watsonville (two daily trips to the Amtrak Station; all others pass the station on Market Street), Route 44 Westridge (passes the station on Market Street), Route 45 East Market-Creekbridge (passes the station on Market Street) and Route 46 Natividad (also passes the station on Market Street.)

These routes also serve the Salinas Transit Center, which is located two blocks south of the passenger rail station near Central Avenue, between Lincoln Avenue and Salinas Street. Six additional MST routes serve the Salinas Transit Center: Route 21 Salinas—Monterey via Highway 68, Route 23 Salinas-King City, Route 39 Laguna Seca-Salinas (special service), Route 41/42 East Alisal—Northridge/Westridge, Route 20 Salinas-Monterey via Marina and Route 43 Memorial Hospital.

---

<sup>1</sup> Caltrans originally submitted a comment letter to TAMC on June 12, 2006. After discussing comments from that letter with TAMC, Caltrans requested to submit a revised comment letter, and withdraw the June 12 letter. TAMC agreed to accept the revised letter.

The Greyhound Bus Station serves passengers traveling on the U.S. 101 corridor between Los Angeles and San Jose. Northbound buses arrive from origins such as Los Angeles and San Luis Obispo and dwell at the station for 5 to 30 minutes before continuing their journey to San Jose via Gilroy or Santa Cruz. Some buses originate or terminate at the Salinas Station. One bus, Schedule Number 6703, lays over at the station for 3½ hours before originating a new schedule, Number 6712.

Amtrak Thruway Bus service is located at Salinas ITC. This service provides connections each day to the Capitol Corridor trains (Salinas to San Jose) and the Pacific Surfliner trains (Salinas to Santa Barbara), or two trip connections to the San Joaquin trains (Salinas to Merced).

~~Both~~ In order to consolidate transit services at one site, the Salinas Transit Center, and the Greyhound Bus Station, and the Amtrak Thruway Bus service will be relocated to the proposed expanded ITC when construction of the Center is completed. in order to consolidate these transit services at one site.

- 7-6 Details on trip generation are provided for all stations in the Traffic Impact Analysis report included in Appendix D, Volume II of the Draft EIR. The number of daily and peak hour trips is summarized in Section 3.14.8 for each station, individually.
- 7-7 The Castroville Community Specific Plan is not adopted at the present time. Much like the 2005 Monterey County Community General Plan, which is also not adopted, the Castroville Community Specific Plan has no status insofar as potential impacts or transportation mitigations (required investments in transportation infrastructure). Traffic data collected for the Castroville Community Specific Plan traffic assessment, and traffic data collected for the Caltrain Extension to Monterey County Passenger Rail Station Traffic Impact Analysis are of a different age; and traffic engineering software used to evaluate intersection level of service performance is different. It is therefore nearly, or completely impossible to have the analysis numbers match.
- 7-8 Comment noted and accepted.

# MST

MONTEREY-SALINAS TRANSIT

JOINT POWERS AGENCY MEMBERS:

City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Marina • City of Monterey • City of Pacific Grove  
City of Salinas • City of Seaside • County of Monterey • City of Gonzales (ex. officio)  
June 12, 2006

Christina Watson  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901

**RE: Caltrain Extension to Monterey County  
Passenger Rail Stations**

Dear Ms. Watson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Caltrain Extension to Monterey County Passenger Rail Stations. MST has been active in the assessment of the future plans of the proposed Salinas Intermodal Transportation Center Expansion since the early planning stages. We would like to express our support of this project, which recognizes the need for improved access between Monterey County and the San Francisco Bay Area.

8-1

MST is committed to moving our existing transfer activity site from the Salinas Transit Center, located at Franklin, Salinas and Central Street to the proposed Salinas Intermodal Transportation Center location, less than three blocks away. However, MST plans to maintain the Salinas Transit Center as a "super stop" and maintain frequent transit service to the downtown area.

8-2

It should be noted that since the writing of the DEIR, MST has obtained state approval to replace the Greyhound service that was discontinued, leaving a gap in regional public transportation between the Monterey Peninsula and the San Francisco Bay Area. This new route, Line 55 Monterey – San Jose, will commence in August 2006. The DEIR should incorporate this new information to make Summary accurate in section S.1, Purpose and Need for Caltrain Extension to Monterey County.

Also the DEIR does not spell out the complete name of the MST acronym in the beginning pages. This information should be provided before the MST acronym is used, especially since MST is one of the major stakeholders.

8-3

If you have any further questions, please do not hesitate to contact me at (831) 393-8128.

Sincerely,



Mary Archer  
Planner

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**Response to Comment Letter 8 from Mary Archer, Monterey-Salinas Transit, dated June 12, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 8-1 TAMC appreciates the support of the project by Monterey-Salinas Transit (MST).
- 8-2 Section S.1 Purpose and Need, on page S-2, last paragraph in the Draft EIR will be revised as follows to show the new MST service:

Currently in the Monterey County and San Francisco Bay areas, job distribution and worker housing distribution patterns do not match. The San Francisco Bay counties have job surpluses and this pull of workers has created a large increase in interregional commuter traffic, leading to highway congestion and poor air quality in the basin. The U.S. Census for 2000 estimates that 18,073 persons living within Monterey County work in another county. Of this number, more than 30 percent are employed within Santa Clara or other Bay Area counties. Available public transportation choices between Monterey County and Santa Clara County are limited to one Greyhound bus trip during the normal northbound (morning) commute period. However, in August 2006, Monterey-Salinas Transit (MST) will begin bus service from Monterey to San Jose (Line 55). AMTRAK Coast Starlight trains and motor coach service to the Capitol Corridor, and San Joaquin and Pacific Surfliner trains do not operate during normal northbound commute periods. As a consequence, residents of Monterey County who work in Santa Clara County and points north must use private vehicles to travel between home and work.

- 8-3 With the addition of the new text shown in Response to Comment 8-2, above, MST is defined in the Summary section, page S-2. In addition, MST is defined in the list of acronyms that appears at the front of Volume I of the Draft EIR, immediately following the Table of Contents.

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# City of Marina

211 HILLCREST AVENUE  
MARINA, CA 93933  
TELEPHONE (831) 884-1278  
FAX (831) 384-9148



June 13, 2006

MS. DEBBIE HALE, EXECUTIVE DIRECTOR  
TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY  
55-B PLAZA CIRCLE  
SALINAS CA 93901-2902

RE: Rail Service

Dear Ms. Hale & Board Members:

On Tuesday, June 6, 2006, the City Council accepted a status report and update on the Transportation Agency for Monterey County (TAMC) Caltrain Extension Draft Environmental Impact Report (EIR), and authorized another letter be sent to TAMC reiterating the City's polity opposing the use of the Monterey County Branch Line for heavy rail through the City of Marina.

9-1

In order to ensure that TAMC and its Rail Policy Committee remain clear on the City's position with respect to the use of the TAMC Monterey County Branch Line through the City of Marina, we wish to reiterate our position. The City of Marina opposes the use of the Monterey County Branch Line through the City of Marina for any uses related to "heavy rail". Heavy rail is defined as any type of equipment that could legally operate on the existing Southern Pacific Rail Line, including such rail as the proposed "Colorado Rail Car".

We trust that you will consider our long-standing position when the TAMC Board considers this matter again.

Sincerely,

  
Ila Mettee-McCutchon  
Mayor  
City of Marina







**CERTIFICATE OF THE CITY CLERK**

I, JOY P. JUNSAY, CITY CLERK OF THE CITY OF MARINA, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of **Resolution No. 2006-141**, Accepting status report and update on Transportation Agency for Monterey County (TAMC) Caltrain Extension Draft Environmental Impact Report (EIR); authorizing that a letter be prepared reiterating City of Marina policy opposing use of Monterey County Branch Line for heavy rail through the City of Marina, and authorize the Mayor to execute the letter on behalf of the City Council, adopted by the City Council of the City of Marina at a regular meeting duly held on the 6<sup>th</sup> day of June 2006, and that the original appears on record in the office of the City Clerk.

9-2

WITNESS MY HAND AND THE SEAL OF THE CITY OF MARINA

Date: June 7, 2006



Joy P. Junsay, City Clerk

RESOLUTION NO. 2006-141

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA  
ACCEPTING STATUS REPORT AND UPDATE ON TRANSPORTATION AGENCY FOR  
MONTEREY COUNTY (TAMC) CALTRAIN EXTENSION DRAFT ENVIRONMENTAL IMPACT  
REPORT (DEIR), AUTHORIZING THAT A LETTER BE PREPARED REITERATING CITY OF  
MARINA POLICY OPPOSING USE OF MONTEREY COUNTY BRANCH LINE FOR HEAVY  
RAIL THROUGH CITY OF MARINA AND AUTHORIZING THE MAYOR TO EXECUTE THE  
LETTER ON BEHALF OF THE CITY COUNCIL

WHEREAS, The Transportation Agency for Monterey County (TAMC) is currently circulating a Draft Environmental Impact Report (DEIR) regarding its proposal to extend Caltrain commuter rail service from Gilroy to Salina through Pajaro and Castroville via the existing rail line; and

WHEREAS, The DEIR addresses impacts for the three (3) proposed stations in Pajaro, Castroville and Salinas; and

WHEREAS, Minor traffic improvements are proposed as mitigation measures in the vicinity of each station including street intersection improvements and traffic signals, which do not impact Marina or lands adjacent to the City; and

WHEREAS, As staff has continued to monitor the proposed Caltrain extension and in reviewing discussions associated with the proposed Caltrain extension with the City's City Council Liaison to the TAMC Board, concerns have again been raised about the ultimate goals and destination for Caltrain or any associated commuter rail service which may be further extended on the TAMC rail right-of-way from Castroville, through the City of Marina, and ultimately into the City of Monterey; and

WHEREAS, These discussions have occurred within the framework of TAMC consideration of extending passenger rail service from Monterey to Santa Cruz by using the rail right-of-way from Pajaro and switching to the Santa Cruz line.

WHEREAS, The City Council's current policy regarding the use of the Monterey County Branch Line through the City of Marina is to oppose use of the Branch Line through the City of Marina for any uses related to "heavy rail", which includes any type of equipment that could legally operate on the existing Southern Pacific Rail Line, including such rail as the proposed "Colorado Rail Car".

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby

1. Accept status report and update on Transportation Agency for Monterey County (TAMC) Caltrain Extension Draft Environmental Impact Report (EIR);
2. Authorizing that a letter be prepared reiterating City of Marina policy opposing use of Monterey County Branch Line for heavy rail through the City of Marina, and;
3. Authorize the Mayor to execute the letter on behalf of the City Council.

Resolution No. 2006-141

Page 2

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on June 6, 2006 by the following vote:

AYES, COUNCIL MEMBERS: Gray, Morrison, Wilmot and Mettee-McCutchon

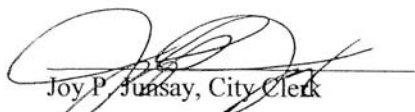
NOES, COUNCIL MEMBERS: McCall

ABSENT, COUNCIL MEMBERS: None

ABSTAIN, COUNCIL MEMBERS: None

  
Ila Mettee-McCutchon, Mayor

ATTEST:

  
Joy P. Junsay, City Clerk

**Response to Comment Letter 9 from Ila Mettee-McCutchon, City of Marina,  
dated June 13, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

9-1 The comment refers to the Monterey Branch Line which is not a part of this project.

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MONTEREY COUNTY  
RESOURCE MANAGEMENT AGENCY



PLANNING DEPARTMENT, Mike Novo, Interim Director

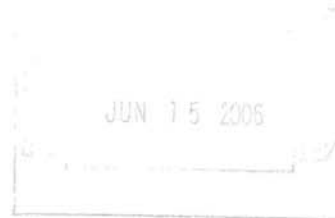
168 W. Alisal St., 2<sup>nd</sup> Floor  
Salinas, CA 93901

(831) 755-5025  
FAX (831) 757-9516

<http://www.co.monterey.ca.us/pbil>

June 14, 2006

Debra L. Hale, Executive Director  
Transportation Agency for Monterey County  
55-B Plaza Circle  
Salinas, CA 93901



**RE: DRAFT EIR FOR THE CALTRAIN EXTENSION TO MONTEREY COUNTY  
(SCH#2003091011)**

Dear Ms. Hale:

Thank you for the opportunity to review the above-mentioned document. The County of Monterey, Resource Management Agency, Planning Department (RMA) has reviewed the environmental document mentioned above and offers the following project analysis and comments for consideration by the Lead Agency. If the Lead Agency disagrees with any of the analysis and commentary within this letter, the RMA requests, written notification prior to the finalization of the Environmental Impact Report (EIR).

10-1

**1.0 – Proposed Project**

On page 1-10, the additional information that would be required by Monterey County under the Monterey County Code (MCC), for the Locally Preferred Alternative (LPA) project, would be:

- General Development Plans (MCC 20.26.030 and 21.28.030)
- Vehicle Trip Reduction Plan (MCC 20.64.250 and 21.64.250)

10-2

Depending on the permit applications submitted, the projects will require review and approval by the Monterey County Subdivision Committee, the Planning Commission, and/or the Board of Supervisors.

**3.1 – Visual Resources**

On page 3.1-21, the EIR should be clarified with regard to the jurisdiction of North County Area Plan and the North County Land Use Plan. Site #1 in Castroville and Site #1 & 2 in Pajaro are under the jurisdiction of the North County Area Plan. The EIR states that the “proposed Castroville station location” is under the jurisdiction of the North County Area Plan. If the proposed station referenced is presumed to mean Site #2, as the LPA, the EIR is partially incorrect. Because Castroville Site #2 encompasses parts of three Assessor’s Parcels, part of Castroville Site #2 is also under the jurisdiction of the North County Land Use Plan (North County LUP) because it is within the boundaries of the Coastal Zone. This is correctly stated in the document on page 3.1-22.

10-3

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On page 3.1-24, Table 3.1-1, references the Monterey County Community General Plan as an adopted plan document. This is not an adopted plan document and should not be used as guidance for development in the project areas. The Table should be amended to include the North County Area Plan and the North County LUP as guidance documents. 10-4

On pages 3.1-28 and 29 (VR-2), the EIR references “*Policy ER-9.1 Development Review* of the Monterey County General Plan and the Monterey County Community General Plan.” This section is applicable only to the Draft 2004 Monterey County General Plan known as GPU3 and not an applicable policy in the draft Community General Plan. Neither of these documents is adopted. The mitigation should reference only applicable goals and policies such as the current Monterey County General Plan and the North County LUP, as adopted and amended. 10-5

On pages 3.1-36 (VR-4), the EIR references “*Policy ER-9.8 Exterior Lighting* of the Monterey County General Plan and the Monterey County Community General Plan.” This section is applicable only to the Draft 2004 Monterey County General Plan known as GPU3 and not an applicable policy in the Draft Community General Plan. Neither of these documents is adopted. The mitigation should reference only applicable goals and policies such as the current Monterey County General Plan, the North County Area Plan and the North County LUP, as adopted and amended. 10-6

Section 3.1.9, on page 3-1.37, should be amended to include the North County Area Plan and the North County LUP as guiding documents. 10-7

**3.4 – Cultural Resources** 10-8  
 On pages 3.4-16 and 17, the EIR references the Monterey County Draft General Plan Map ER-11 and ER-10. The 2004 Monterey County Draft General Plan is not an adopted document. The EIR should reference only applicable documents such as the current Monterey County General Plan, the North County Area Plan and the North County LUP, as adopted and amended.

Table 3.4-7, on page 3.4-22, references the Monterey County Draft General Plan. The 2004 Monterey County Draft General Plan is not an adopted document. The EIR should reference only applicable documents such as the current Monterey County General Plan, the North County Area Plan and the North County LUP, as adopted and amended. 10-9

**3.6 – Hazardous Materials and Hazardous Wastes** 10-10  
 On page 3.6-8, Table 3.6-2 should be corrected under the column titled “Justification” to refer to the “Monterey County General Plan (1982)” instead of “County General Plans” for consistency in the EIR.

**3.7 – Hydrology and Water Quality** 10-11  
 On page 3.7-9, the EIR states that a Coastal Permit applies to the development of the Castroville sites. This is partially correct. The requirement for a Coastal Permit applies to Castroville Site #2 only, as Site #1 is not within the boundaries of the Coastal Zone.

**3.8 – Land Use and Planning** 10-12  
 On page 3.8-2, the EIR incorrectly identifies the zoning of Pajaro Site #1 as Light Industrial – Coastal Zone. The site is zoned Heavy Industrial (“HI”) and is located outside of the Coastal Zone

(continued)

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in Monterey County. The EIR is partially incorrect when it identifies the Castroville Site #2 as designated Farmlands under the North County Area Plan. Because Castroville Site #2 encompasses parts of three Assessor’s Parcels, part of Castroville Site #2 is within the Coastal Zone. Therefore, the project area is also designated Agricultural Preservation, 40-acre minimum, under the North County LUP. ]

On page 3.8-3, the EIR incorrectly identifies the zoning of Castroville Site #1 as Light Industrial – Coastal Zone. The site is zoned Heavy Industrial with an Improvement Zoning combining district (“HI-Z”) and is located outside of the Coastal Zone in Monterey County. ] 10-13

**3.9 – Agriculture**

On page 3.9-3, the EIR is partially incorrect when it identifies the Castroville Site #2 as designated Farmlands under the North County Area Plan. Because Castroville Site #2 encompasses parts of three Assessor’s Parcels, part of Castroville Site #2 is within the Coastal Zone. Therefore, the project area is also designated Agricultural Preservation, 40-acre minimum, under the North County LUP. ] 10-14

On page 3.9-9, the EIR states that Form AD-1006 is attached in Appendix D. The form is actually attached in Appendix E. ] 10-15

**3.13 – Parks and Recreation**

On page 3.13-4 and in Table 3.13-1 on page 3.13-9, the EIR references the Monterey County Community General Plan. This document has not been adopted and is no longer under consideration by the Board of Supervisors. This document should not be used as a guiding document in preparation of the final EIR. On page 3.13-5, the spelling of the word “Community”, in the title “Castroville Community Plan” should be corrected. ] 10-16

On page 3.13-12, the Impact PR-3 should reference that the parking facilities on the Salinas ITC expansion site are used by County employees, jurors, and people conducting business with the County. The County of Monterey General Services Department provides shuttle service between the existing train station parking lot and the County Courthouse complex every 30 minutes from 7:30 am to 6:00 pm, Monday through Friday. The Mitigation for PR-3, on page 3.13-13, should include ensuring sufficient parking for County employees and jurors during the construction period. ] 10-17

The County of Monterey concurs that the proposed project is the environmentally superior alternative. Thank you for the opportunity to review and comment on the EIR. If you have any questions regarding these comments feel free to contact me at [novom@co.monterey.ca.us](mailto:novom@co.monterey.ca.us) or call (831) 755-5192. ] 10-18

Sincerely,



Mike Novo, AICP  
 Interim Director of Planning

MN:lml

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**Response to Comment Letter 10 from Mike Novo, Monterey County Resource Management Agency, Planning Department, dated June 14, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 10-1 Comment noted. Any questions for the Resource Management Agency (RMA0 by the Lead Agency (TAMC) were addressed at a meeting with Mr. Novo of the RMA on July 19, 2006. No major conflicts or disparities were noted.
- 10-2 Comment noted and accepted. The following text is added to the list of information that is required from Monterey County (page 1-10 of the Draft EIR):

Monterey County

The County of Monterey would review the project and how it conforms to the general plan and zoning regulations, including the Local Coastal Program (LCP). The Monterey County Department of Planning and Building Inspection would receive the applications for the proposed rail passenger stations at Pajaro and Castroville. In addition, the Redevelopment Agency of Monterey County would be involved in the planning and approval of station development at Castroville and Pajaro. Planning staffs would provide land use, zoning, and environmental review information for these sites, including:

- zoning information for specific parcels;
- approval of plot plans for minor building permit applications;
- receipt of applications for Coastal Permits, Variances, Use Permits, Subdivision Maps, Certificates of Compliance, Lot Line Adjustments, and other similar applications;
- receipt of environmental review applications;
- provision of letters to confirm zoning or subdivision information; and
- local coastal program update.

In addition, the following information is required by Monterey County under the Monterey County Code (MCC) for the Locally Preferred Alternative:

- General Development Plans (MCC 20.26.030 and 21.28.030)
- Vehicle Trip Reduction Plan (MCC 20.64.250 and 21.64.250)

- 10-3 Comment noted and accepted. The paragraph titled, "North County Area Plan" on page 3.1-21 of the Draft EIR is corrected as follows:

### North County Area Plan

The North County Area Plan is an area land use plan that is part of the Monterey County General Plan. The proposed Castroville Site #1 (Del Monte Avenue described in the Alternative Station site), a portion of Castroville Site #2 that is outside the coastal zone, and Pajaro Valley proposed station locations Sites #1 and #2 are under jurisdiction of the Monterey North County Area Plan. Highly sensitive scenic routes and the areas that significantly contribute to the scenic routes are identified in the Monterey North County Area Plan. The stretch of Highway 156 within the vicinity of the Castroville Site #2 is designated as a County Scenic Highway. No policies supplemental to the Monterey County General Plan regarding scenic resources were developed as part of the North County Area Plan.

10-4 Comment noted and accepted. See Response to Comment 6-4, above. In addition, the following documents are added to Table 3.1-1, General Plan Goals, Objectives, and Policies – Visual Resources:

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
<u>North County Area Plan</u>	<u>Supplemental Policies, Area Development</u>		<u>26.1.6.1(NC) Where new development is permitted in sensitive or highly sensitive areas as shown on the Scenic Highways and Visual Sensitivity Map, the landscaping, building design and siting of the development shall be critically reviewed to maintain the scenic value of the area.</u>	1, 2, 3, 4

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
<p><u>North County Land Use Plan (LCP)</u></p>	<p><u>Key Policy 2.2.1</u>  <u>In order to protect the visual resources of North County, development should be prohibited to the fullest extent possible in beach, dune, estuary, and wetland areas. Only low intensity development that can be sited, screened, or designed to minimize visual impacts, shall be allowed on scenic hills, slopes, and ridgelines.</u></p>		<p><u>General Policy 4. The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.</u></p>	<p>1, 3</p>
			<p><u>General Policy 5. Structures should be located to minimize tree removal, and grading for the building site and access road. Disturbed slopes should be restored to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.</u></p>	<p>1, 2, 3</p>
			<p><u>Specific Policy 6. Existing native trees and other significant vegetation shall be retained to the maximum extent possible, as an essential element of the scenic beauty and character of the North County coastal area. Removal of native trees and vegetation and landmark trees shall be permitted in accordance with Sections 2.3.2, 2.3.3, 2.6.2 and 2.6.3 of this plan and other policies that may apply. In addition, a Tree Ordinance shall be developed and rigorously enforced that will regulate removal of trees and other significant vegetation throughout the North County Coastal Zone.</u></p>	<p>3</p>

10-5 Comment noted and accepted. The reference to Policy ER-9.1 is deleted from the text as shown below since it refers to preparation of a Visual Impact Analysis. Section 3.1 in the Draft EIR provides this analysis.

Page 3.1-28 through 3.1-29, under Impact VR-2 of the Draft EIR is revised as follows:

State Highway 156 is a designated State Scenic Highway that bounds the Castroville Station Site #2 to the south. The stretch of State Highway 156 through the project area is the westernmost stretch of the highway with the scenic designation. The scenic designation begins less than one-quarter mile west of the project area. State Highway 156 is elevated through the project area, and offers scenic views of expansive agricultural lands to the northwest, through the project area. There are no hills or other natural features visible on the horizon from Highway 156 in the project area. Views experienced from State Highway 156 are not expected to be substantially impacted by development of the proposed station, as the proposed station site is located near the boundary of Castroville's urban center. The subject site is not identified in the North County Planning Area as an area of visual sensitivity in conjunction with the scenic designation of Highway 156. Since State Highway 156 is elevated through the project area, the proposed station would not obstruct motorists' views of scenic agricultural landscape stretching further north and east. Although no significant scenic resources would be damaged, the proposed station would substantially alter the visual character and quality of the existing site, which is located within the viewshed of a designated scenic highway. ~~Therefore, in compliance with Policy ER 9.1 Development Review of the Monterey County General Plan and Monterey County Community General Plan, a Visual Impact Analysis Report for the proposed Castroville Site #2 will be required.~~

*Mitigation: VR-2: ~~Require a Visual Impact Final Design Review and Analysis of Final Design~~*

~~In compliance with Policy ER 9.1 Development Review of the Monterey County General Plan Update and Monterey County Community General Plan, a Visual Impact Analysis Report~~ The applicant shall submit final design and development plans for the proposed Castroville Site #2 to the Monterey County Planning and Building Inspection Department for review and approval at the time of final design of the project. The Visual Impact Analysis Report final design review submittal will include a visual impact analysis and graphic representation to determine how the proposed development would impact affect the scenic quality of the site, and facilities would be designed in a manner to minimize visual impacts. Application of sensitive treatment provisions such as placement of utilities underground, architectural and landscape controls (such as landscaped, vegetative barriers), and appropriate signage and roadway design would be explored in the report as mitigation measures to effective in minimizing visual impacts of the proposed station.

- 10-6 Comment noted and accepted. The reference to Policy ER-9.8 in Mitigation VR-4 on page 3.1-36 of the Draft EIR is replaced with the appropriate policies in the 1982 Monterey County General Plan, North County Area Plan, and North County Land Use Plan, as shown below:

*Mitigation: VR-4: Prepare an Exterior Lighting Design*

In compliance with ~~Policy ER-9.8: Exterior Lighting of the Monterey County General Plan Update and Monterey County Community General Plan~~, Policy 26.1.7 of the 1982 Monterey County General Plan and Policy 26.1.6.1 of the North County Area Plan, all platform and station exterior light sources shall be controlled and/or shielded to the downward direction so as not to glare beyond the limits of the parcel or be directly visible from common public viewing areas wherever feasible, and consistent with standards set by the County Planning & Building Inspection Department.

- 10-7 The North County Area Plan was already included in the reference list but had an incorrect date. The correct date and North County Land Use Plan are added to Section 3.1.9, References, page 3.1-37 in the Draft EIR, and the reference to the Monterey County Community General Plan is deleted, as shown below:

**3.1.9 REFERENCES**

City of Salinas, 2002. City of Salinas General Plan, Community Design Element.

FHWA, 2005. Federal Highway Administration Environmental Guidebook. Last updated April 20, 2005.

Monterey County, 1982. Monterey County General Plan.

Monterey County, 1982a. North County Land Use Plan Local Coastal Program. June.

~~Monterey County, 1982.~~ 1985. North County Area Plan, a part of the Monterey County General Plan. Adopted by the Monterey County Board of Supervisors July 2.

~~Monterey County, 2005a. Monterey County Community General Plan. Prepared by Terry Watt for sponsoring citizen groups of Monterey County. January.~~

Monterey County, 2005b. Notice of Preparation for the Castroville Community Plan Environmental Impact Report. June 1.

Parikh Consultants, Inc. 2002a. Initial Environmental Site Assessment Proposed Caltrain Extension Project, Pajaro, Monterey County, California. October.

Parsons, 2005. Site visit by Brynna McNulty, Parsons Staff on June 3.

- 10-8 Comment noted and accepted. The references to Draft General Plan Map ER-11 in Section 3.4 Cultural Resources, on page 3.4-16 and 3.4-17 of the Draft EIR are replaced with the appropriate policies in the 1982 Monterey County General Plan, North County Area Plan, and North County Land Use Plan, as shown below:

***Castroville Passenger Platform at Site #2***

Castroville Platform Site #2 is located in an area considered to have a high degree of archaeological sensitivity (~~Monterey County Draft General Plan~~North County Land Use Plan, 1982). No known or previously recorded archaeological or historical resources are present at the site; however, one previously recorded cultural resource (Castroville Overhead Bridge) is within the project area. This structure is not eligible for the NRHP.

***Castroville Passenger Platform at Site #1***

Castroville Platform Site #1 is located in an area considered to have a high degree of archaeological sensitivity (~~Monterey County Draft General Plan, Map ER-10~~ North County Area Plan, 1985). However, no known or previously recorded archaeological resources are present at the site. The entire project site was subjected to pedestrian survey and no new cultural resources were identified.

- 10-9 Comment noted and accepted. The reference to Monterey County Draft General Plan in Table 3.4-7, Evaluation Criteria-Cultural Resources, on page 3.4-22 of the Draft EIR is replaced with the appropriate references to the 1982 Monterey County General Plan, North County Area Plan, and North County Land Use Plan, as shown below:

Evaluation Criteria	As Measured by	Point of Significance	Justification
1. Will the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?	Number of sites affected by project facilities	Greater than 0 sites	<p><u>1982 Monterey County General Plan, Chapter I-Natural Resources</u></p> <p>CEQA Section 15064.5; PRC Section 5020-5024, 21084.1</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>
2. Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Site locations in areas of high archaeological sensitivity.	Greater than 0 anticipated locations	<p><u>1982 Monterey County General Plan, Chapter I-Natural Resources</u></p> <p>CEQA Section 15064.5; PRC Section 5020-5024, 21084.1</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>
3. Will the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Underground construction within geologic units with the potential to contain important fossils	Greater than 0 occurrences	<p><u>1982 Monterey County <del>Draft</del> General Plan, Chapter I-Natural Resources</u></p> <p>CEQA, Appendix G; PRC Section 5097.5</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>
4. Will the project disturb any human remains, including those interred outside of formal cemeteries?	Number of sites affected by project facilities	Greater than 0 sites	<p>CEQA Section 15064.5; PRC Section 5020-5024, 21084.1</p>



10-10 Comment noted and accepted. Page 3.6-8, Table 3.6-2, in Section 3.6, Hazardous Materials and Hazardous Wastes, of the Draft EIR, is corrected under the column “Justification” to refer to the “1982 Monterey County General Plan” instead of “County General Plans” as shown below:

Evaluation Criteria	As Measured by	Point of Significance	Justification
1. Will the Project create a hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	Increase in transport, use or disposal of hazardous materials not in accordance with State and Federal hazardous materials or waste regulations.	Greater than 0 occurrences	State and Federal hazardous materials and waste regulations; <u>1982 Monterey County General Plans, Hazardous Materials Element, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>
2. Will the Project create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?	Use or storage of hazardous materials not in accordance with State and Federal hazardous materials regulations.	Greater than 0 occurrences	State and Federal hazardous materials regulations; <u>1982 Monterey County General Plans, Hazardous Materials Element, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>
3. Will the Project release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Hazardous or acutely hazardous chemical emissions or handling within one-quarter mile of an existing or proposed school.	Greater than 0 occurrences	CEQA guidelines; California Accidental Release Prevention Law; Federal Emergency Preparedness and Community Right-to-Know Act [EPCRA]; Clean Air Act. <u>1982 Monterey County General Plans, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>

Evaluation Criteria	As Measured by	Point of Significance	Justification
4. Will the Project expose workers or the public to hazards from a known hazardous waste site as identified pursuant to Government Code Section 65962.5 (Cortese List)?	Ground disturbance near a hazardous waste site(s).	Less than 500 feet	CEQA guidelines; Resource Conservation and Recovery Act; Comprehensive Environmental Response Compensation and Liability Act (as amended by the Superfund Amendments and Reauthorization Act)

10-11 Comment noted and accepted. Page 3.7-9 in Section 3.7, Hydrology and Water Quality, of the Draft EIR is corrected as shown below:

#### Coastal Permit

The North County Land Use Plan (Local Coastal Program) contains a permit requirement to ensure the appropriate siting and density for new development, and to monitor the amount of land disturbance in relation to the Land Disturbance Target consistent with the Local Coastal Program certified by the Coastal Commission. This permit would apply to development of the Castroville Site #2 sites, which ~~are~~ is in the watershed of Moro Cojo Slough.

10-12 Comments noted and accepted. The following corrections to text identified in the Draft EIR are shown below:

Page 3.8-2, Section 3.8.2 Environmental Setting:

*Pajaro Passenger Station at Site #1 (Watsonville Junction)*

Located at the site of Watsonville Junction, the Pajaro Passenger Station Site is on the nearly level floodplain of the Pajaro River near the unincorporated community of Pajaro just southeast of the Pajaro River and the Santa Cruz County line. The City of Watsonville is just northwest of the site and across the river. The Pajaro site is in Township 12 South, Range 2 East, Mount Diablo Meridian near USGS Benchmark 28 (USGS Watsonville East quadrangle, 1955 [revised 1993]). It is bordered by Salinas Road on the west, Lewis Road on the south, the UPRR mainline to the east and the Santa Cruz to Davenport branch line to the north in a light industrial land use area. The General Plan maps this site Heavy Industrial (HI), and the site is located outside of the Coastal Zone (1982 Monterey County General Plan; North County Area Plan, 1985) ~~as light industrial. Zoning is Light Industrial-Coastal Zone (LI-CZ) (Monterey County, 2004).~~

### *Castroville Passenger Station at Site #2*

The community of Castroville is located in northern Monterey County, at the northern end of the Salinas Valley. Castroville is approximately 8 miles northeast of the City of Salinas, 5 miles west of the community of Prunedale and is located at the junction of three major tourist and commuter-serving highways (Highways 1, 156 and 183). Castroville is surrounded by agricultural land and is the center of the largest artichoke-growing region in the world. The community remains predominately agricultural in its land use character and industries. Castroville has a population of approximately 6,700 residents.

The preferred Castroville Passenger Station Site is at the edge of an agricultural swale that lies just north of the State Route 156 overcrossing of the UPRR main line on the east side of the unincorporated community of Castroville. Agricultural land makes up most of the site and all the lands to the north, and is bordered on the south by the Caltrans State Route 156 transportation corridor and the stubs of Collins and Benson roads. The General Plan maps this site as “Agricultural Conservation – Coastal”. The site is designated farmland in the North County Area Plan and Agricultural Conservation 40-acre minimum in the North County Land Use Plan. The portion of the site within the North County Land Use Plan is also within the Coastal Zone. The site includes the following agricultural zoning designations: Coastal Agricultural Conservation (Coastal Zone), Resource Conservation (Coastal Zone), and Farmland, 40-acre minimum.

- 10-13 Comments noted and accepted. The following corrections to text identified in the Draft EIR are shown below:

Page 3.8-3, Section 3.8.2 Environmental Setting, of the Draft EIR:

#### *Castroville Passenger Station at Site #1*

Castroville Station Site #1 is adjacent to Del Monte Avenue south of State Route 156. This area is surrounded by industrial land uses. The proposed station platform and track, which is on the east side of Del Monte Avenue, was the historical location of the Castroville Depot. The General Plan maps this site as industrial. Zoning is Heavy Industrial with an Improvement Zoning combining district (HI-Z) (1982 Monterey County General Plan and North County Area Plan, 1985). The site is located outside of the Coastal Zone. ~~Light Industrial-Coastal Zone (LI-CZ) (Monterey County, 2004).~~

- 10-14 Comment noted and accepted. The following correction to text identified in the Draft EIR is shown below:

Page 3.9-3, Section 3.9.2 Environmental Setting, third paragraph of the Castroville Passenger Station at Site #2, of the Draft EIR:

## *Castroville Passenger Station at Site #2*

The General Plan maps this site as “Agricultural Conservation – Coastal”. The site is designated farmland in the North County Area Plan and Agricultural Conservation CZ 40-acre minimum in the North County Land Use Plan. The portion of the site within the North County Land Use Plan is also within the Coastal Zone. ~~The site includes the following agricultural zoning designations: Coastal Agricultural Conservation (Coastal Zone), Resource Conservation (Coastal Zone), and Farmland, 40-acre minimum.~~

- 10-15 Comment noted and accepted. The following correction to text identified in Impact AG-1, page 3.9-9 in the Draft EIR is shown below:

Analysis: *Less than Significant, LPA*

There are no agricultural lands at the Pajaro Passenger Station or Salinas Passenger Station sites. However, Passenger Station Site #2, the preferred site in Castroville, is located on Prime Farmland and construction of the station would result in the loss of approximately 9 acres of Prime Farmland. This constitutes 0.00069 percent of the total farmland in the County. The significance of this loss of farmland was evaluated using the U.S. Department of Agriculture’s Farmland Conversion Impact Rating system (Form AD-1006), with input from the NRCS, who assessed the relative value of the farmland to be converted. The total site assessment score was 117, which is less than the threshold value of 160. Regulation 7 CFR 658.4 provides that “sites receiving a total score of less than 160 points be given a minimal level of consideration for protection and no additional sites need to be evaluated”. Form AD-1006 is attached in Appendix E D. Despite the fact that this impact is considered less than significant from a federal regulatory perspective, local policies recommend mitigation for loss of agricultural land.

- 10-16 Comments noted and accepted. The following corrections to text on Page 3.13-4, in Section 3.13 Parks and Recreation, in the Draft EIR are shown below:

### **~~Monterey County Community General Plan~~**

~~The Monterey County Community General Plan was developed in January 2005 by eight citizen sponsoring groups, and is under review by the Monterey County Supervisors for adoption. A summary of relevant goals and policies in the Community General Plan intended to protect, enhance, and increase parkland and recreation facilities within the County is provided below:~~

#### **~~Guiding Objective #3~~**

~~Preserve a distinction between urban and rural areas. Channel new growth to areas already committed to an urban level of development (e.g. cities,~~

~~areas directly adjacent to cities, and densely developed unincorporated communities). Preserve rural areas for resource based industries (e.g., farming, livestock grazing, and mining), natural resource protection, and open space recreation.~~

***Land Use Goal #5***

~~Preserve Rural Lands for rural residential uses on existing legal lots of record, small scale farming and grazing, natural resources and watershed protection, passive recreation, existing small scale neighborhood serving communities and existing industrial uses.~~

Page 3.13-5, Castroville Community Plan is revised as follows based on the fact that the Community Plan has not been adopted:

Castroville Community Plan- 2001 Monterey County General Bikeways Plan

~~As described in the Circulation Plan of the Draft Castroville Community Plan (Monterey County RDA, 2004),~~ t Three proposed bicycle projects in the Castroville vicinity are included in the 2001 Monterey County General Bikeways Plan, including a Class I bike trail parallel to Highway 183 between the Salinas City Limits and Highway 1. The proposed bike trail would become a vital connection from Castroville to the Pacific Coast Bike Route on Highway 1. The proposed Elkhorn Bicycle Project, also included in the Bikeways Plan, would create a bicycle facility between Castroville and the Elkhorn Slough. The section along Castroville Boulevard, from Collins Road to Del Monte Farms will be a Class I (separate path) bikeway. The Class I section is fully funded and is in the Preliminary Engineering/Environmental Study stage.

This project includes the construction of a bike path (Class I) along the north side of the existing embankment of the Highway 156 bridge overcrossing at Merritt Street (Highway 183) in Castroville. From Del Monte Farms, the Del Monte Farms/Ormart Road/Elkhorn Road bikeway will be a Class III facility. In addition, Class II (striped lane on streets) bikeways are proposed along Castroville Blvd. between Dolan Road and San Miguel Canyon Road, along Dolan Road between Highway 1 and Castroville Boulevard, and along Elkhorn Road north of the Del Monte Farms/Ormart Road/Elkhorn Road Class III (signage only) bikeway. The 2001 Monterey County General Bikeways Plan also proposes a Class II bikeway on Blackie Road for the entire length from Highway 183 to Highway 101.

~~The Community Plan references the planned passenger rail (Caltrain) service extension from Gilroy to Salinas and the train station in Castroville (the proposed project of this EA/EIR). As a part of this proposed project, the Community Plan states that a pedestrian/bike facility, including an underpass at the train tracks, will be developed to connect the western portion of the Castroville community~~

with the train station. This will provide the additional benefit of connecting existing and future residential development east of the railroad tracks with the rest of the community. It will also provide a much needed pedestrian/bike connection between the existing community and the North Monterey County High School and planned middle school, both located to the east of Castroville Boulevard. The underpass will also provide a connection between the existing regional bike system that extends through Fort Ord to the west and the proposed bicycle facility along Castroville Boulevard that will continue through Elkhorn Slough to Santa Cruz County to the north and east.

- 10-17 The Draft EIR has included the current parking needs in the capacity for the expanded parking at Salinas ITC. As stated in Section 3.14 Traffic and Circulation, Subsection 3.14.8 Cumulative Impacts, Impact TC-C1, page 3.14-36 of the Draft EIR, the proposed commuter rail station in Salinas “is projected to generate 876 additional daily vehicular trips in the 5-year scenario and 1,752 additional daily trips in the 10-year scenario. Two hundred sixty-three (263) of those trips will occur during each of the AM and PM station peak hours in the 5-year scenario and 526 will occur during each of the station peak hours in the 10-year scenario.” The total parking supply planned for the Salinas station will be sufficient to accommodate projected demand, with 700 spaces proposed for Configuration 17 and 663 spaces for Configuration 18.
- 10-18 TAMC appreciates the support of Monterey County Resource Management Agency for the proposed project.

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**MONTEREY BAY**  
 Unified Air Pollution Control District  
 serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER  
 Douglas Quetin

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June 15, 2006

Ms. Debbie Hale, Executive Director  
 Transportation Agency of Monterey County  
 55-B Plaza Circle  
 Salinas, California 93901

SUBJECT: CALTRAIN EXTENSION TO MONTEREY COUNTY PASSENGER RAIL STATIONS – DRAFT EIR

Dear Ms. Hale:

Staff reviewed the document and submits the following comments regarding the Transportation Agency of Monterey County's (TAMC) rail project:

- 11-1

AQ-4, Table S-2, Pages S-7 and 3.2-1.  
 The impact of diesel emissions may be considered objectionable odors, depending on the concentration, duration and distance from sensitive receptors.
- 11-2

Proposed Funding Sources, Page S-5.  
 Given the revocation of the federal 1-hour ozone standard in June, 2005 and the fact that the North Central Coast Air Basin is an attainment/unclassified area for ozone, NO<sub>x</sub>, carbon monoxide, PM<sub>10</sub> and PM<sub>2.5</sub>, please describe the likelihood of receiving Congestion Mitigation and Air Quality Improvement (CMAQ) funding and the amount that would become available for this project.
- 11-3

Environmentally Superior Alternative, Page -19.  
 Please evaluate the factors of frequency and capacity of commuter rail service to the issue of whether the Locally Preferred Alternative (the proposed project) would serve as an alternative or supplement to the existing transportation network.



<p><u>Environmentally Superior Alternative. Page S-20.</u>  The document states that "...the LPA (proposed project) results in more significant impacts or impacts that result in a higher level of disturbance than the other alternatives considered in this document."; and "Because the No Project Alternative assumes that no development of the project would occur, this alternative is the least environmentally damaging. In contrast, it then states that "...the No Project Alternative would be the most environmentally damaging insofar as regional traffic and air quality, and would not allow the applicant to achieve the project objectives." Please document the basis for the last statement by providing a quantitative analysis of the air quality impacts. URBEMIS 2002 v 8.7.0 should be used to calculate the indirect impacts of vehicular travel with and without the project.</p>	11-4
<p><u>Environmental Setting. Page 3.2-1.</u>  The State of California includes 35 air pollution control or air quality management districts and 13 air basins, not 14 air pollution control districts. A map of the basins and districts is attached for your reference.</p>	11-5
<p><u>Construction Emissions. Table 3.2-9. Page 3.2-15.</u>  The acreage standard for grading associated with production of fugitive dust, is a daily standard (8.1 acres for grading and 2.2 for excavation). The total acres to be graded or excavated during any day should be specified, not the average area graded or excavated over a number of days.</p>	11-6
<p><u>Operational Emissions. Pages 3.2-15 – 3.2-26.</u>  Please contact the District to discuss the calculations that were done to calculate project emissions. As previously specified, URBEMIS 2002 v. 8.7.0 should be used to calculate indirect emissions associated with the project. The emissions from train operations are not complete.</p>	11-7
<p><u>Health Risk Screening / Analysis for Residences Adjacent to Major Roadway</u>  Please contact the District to discuss recommendations for a health screening analysis to determine any health risk associated with emissions of diesel exhaust adjacent to any residential uses. Depending on the results of the screening, a health risk assessment may be necessary.</p>	11-8
<p><u>Permits for Commercial Uses</u>  Please contact Lance Ericksen, Manager of the District's Engineering Division, regarding any proposed operations that may require permits from the District.</p>	11-9

---

Economically Efficient and Least Polluting Railpower.

11-10

The District suggests that the TAMC evaluate the benefits and cost-effectiveness of the latest technologies being developed for the rail industry. Attached please find an article that outlines cost savings due to operating efficiencies, as well as a 99% reduction in emissions of NOx and elimination of cancer-causing diesel particulate. The District has included the article as an example and suggests that TAMC conduct a thorough literature research to determine what would offer the greatest economic and environmental benefits to the project. ]

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Construction Best Management Practices – Fugitive Dust

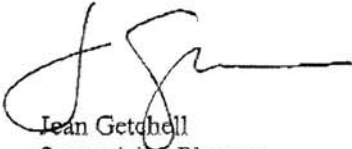
11-11

Given the uncertainty of the exact number of acres to be graded or excavated per day, please consider the following mitigation measures during construction or grading:

- ♦ Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- ♦ Water graded / excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- ♦ Prohibit all grading activities during periods of high wind (over 15 mph)
- ♦ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- ♦ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- ♦ Haul trucks shall maintain at least 2'0" of freeboard.
- ♦ Cover all trucks hauling dirt, sand, or loose materials.
- ♦ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- ♦ Plant vegetative ground cover in disturbed areas as soon as possible.
- ♦ Cover inactive storage piles.
- ♦ Install wheel washers at the entrance to construction sites for all exiting trucks.
- ♦ Pave all roads at construction sites. ]

Thank you for the opportunity to review the document.

Yours truly,



Jean Getchell  
Supervising Planner  
Planning and Air Monitoring Division

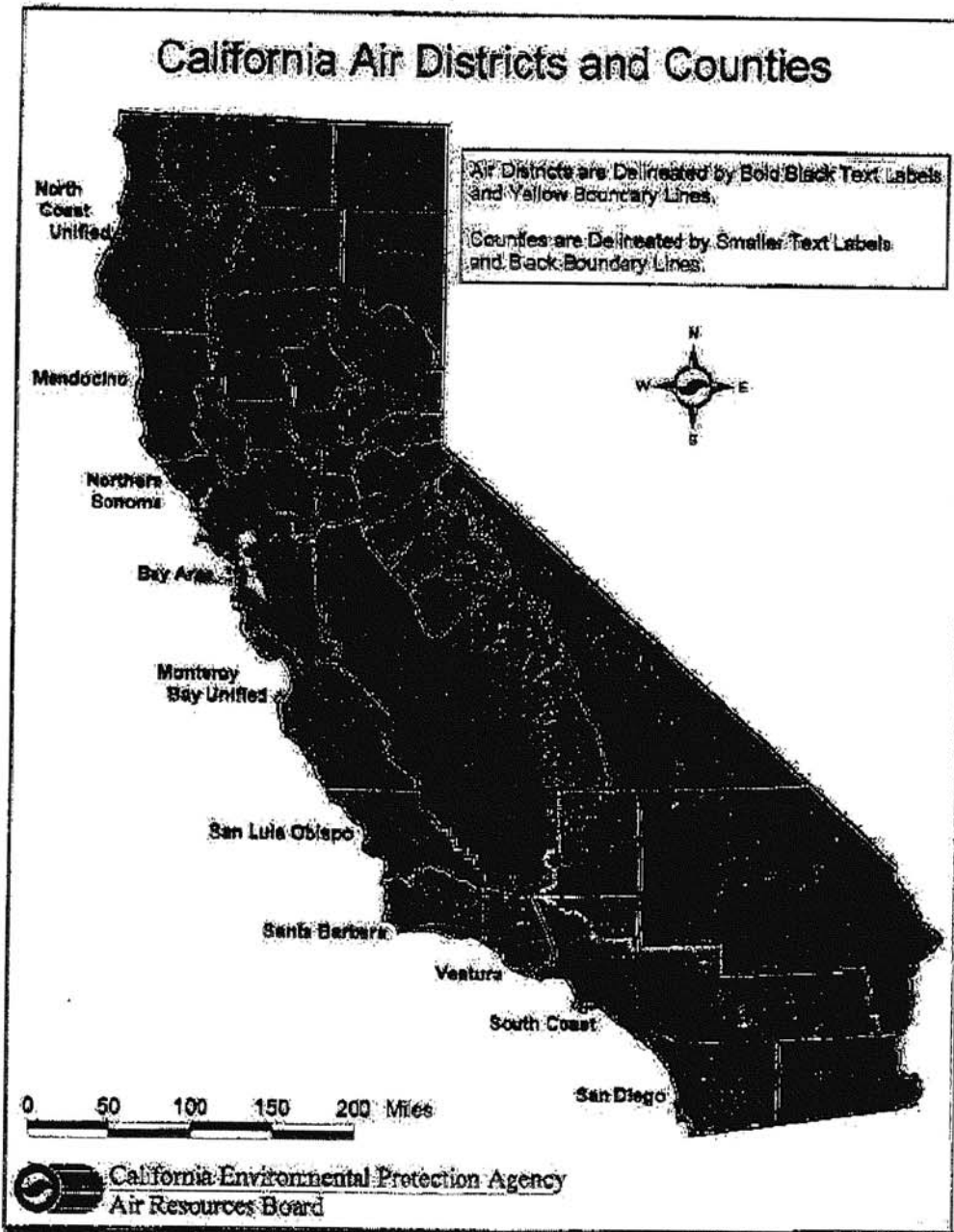
Attachments

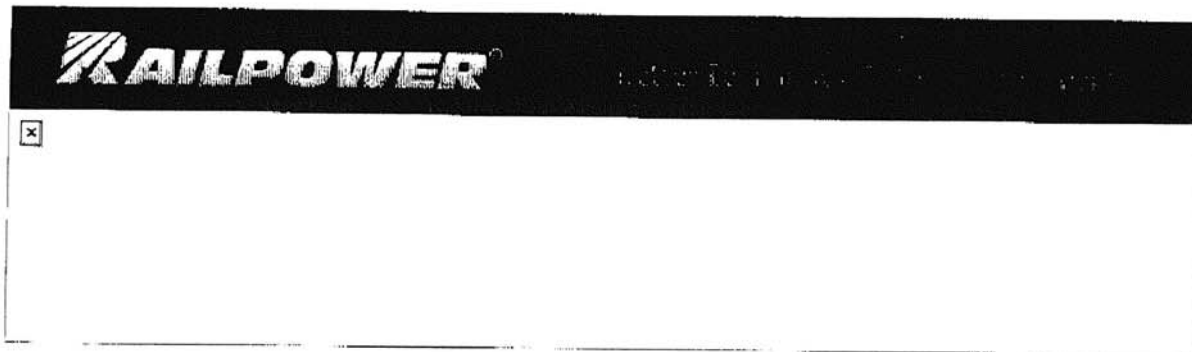
cc: Lance Ericksen, Engineering Division



<http://www.capcoa.org/Maps.htm>

6/15/2006





**TECHNOLOGIES IN DEVELOPMENT**

Although RailPower's current focus is the commercialization of its existing hybrid products, at the appropriate time, RailPower will look to develop new products including the CINGL™, a natural gas mainline freight locomotive, and rDirect™, a conditioning technology and enabling component for the CINGL, which is destined for the global distributed power marketplace.

**Hybrid Locomotives**

RailPower sees the potential for its hybrid locomotive technology being applied in transit and larger switcher variants, such as a hybrid heavy-duty six-axle switcher.

**CINGL™**

RailPower has patented a design for a compressed integrated natural gas locomotive (the "CINGL"). The CINGL™ is a patented gas turbine locomotive fueled by compressed natural gas. This technology has the potential to revolutionize the mainline freight locomotive industry in North America.

In a study co-authored with Rolls-Royce and AlliedSignal it was concluded that the CINGL™ would save the railroads 25-33% over the life of owning and operating the locomotive. Additionally the CINGL™ would reduce harmful NOx Emissions by over 99% and eliminate cancer causing diesel particulate. Railway experts rate the safety of Compressed Natural Gas as roughly equivalent to that of Diesel fuel.

To understand how we achieve these results one must analyze the elements of our design:

**Compressed:** The difference in price between compressed and liquefied natural gas is substantial. In many applications all the cost benefits of natural gas evaporate when the cost of liquification is factored in.

RailPower has received confirmation from Trillium, North America's largest builder and operator of turn-key natural gas fueling stations of infrastructure costs that are slightly less per unit of fuel than used in our study.

**Integrated:** The Gas Research Institute concluded, in a study, that to

**HYBRID LOCOMOTIVES**

**TECHNOLOGIES IN DEVELOPMENT**

**Quick Fact:**

Get enhanced performance, higher tractive effort and improved replacement ratio with the GG Series locomotive.

recover the cost of the lost revenue due to one fuel storage car, fuel savings would have to be 25%. For that reason it is important that the CINGL™ carry the correct amount of fuel in one unit without the need for a tender.

RailPower has done this by replacing a bulky diesel engine with all its auxiliaries such as radiators, with a turbine made even smaller by eliminating the need for a gearbox with a specially designed high-speed alternator. This allows room to add 44 storage cylinders for the natural gas equivalent of 5,500 US gallons of diesel fuel. This will give the unit a range of 40 plus hours in the medium duty (in motion) cycle, the same as the existing locomotives.

The design, featured above, has a 5,500 h.p. recuperated industrial turbine made by Solar Turbine, a subsidiary of Caterpillar, with a thermal efficiency of about 40%. Turbines have made great efficiency improvements over time relative to a slower improvement in the efficiencies of the diesel engine.

Turbines were previously used in Locomotives in the '50s and '60s by the Union Pacific and run on inexpensive bunker C fuel. However, when bunker C rose in cost the then lower efficiency of the turbine, combined with problems in handling the thick bunker C, eliminated their use.

**Natural Gas:** RailPower is learning from the independent power business and adopting the cheapest and cleanest fuel that is readily available. The cheaper price of natural gas than diesel, while maintaining similar thermal efficiencies, is what drives the cost savings on the CINGL™.

**Locomotive:** The resulting locomotive is an operator's dream. While eliminating over 99% of the harmful NOx Emissions and diesel particulate the CINGL™ achieves the current industry goal of high horsepower locomotive units. The customer can request the CINGL™ in versions of up to 10,000 h.p. (+7MW), a power level used in electric locomotives in Europe where the physical constraint of diesel technology is not a problem.

[^ back to top ^](#)

### **rDirect™**

In designing the CINGL™, RailPower developed an enabling technology to convert mechanical energy delivered by a gas turbine into a useful form of AC electricity. RailPower has labeled the power conversion technology rDirect™. This power conditioning technology is destined for the global distributed power industry.

A study undertaken for RailPower at the University of Waterloo confirms that rDirect™ has the potential to be more efficient, while reducing capital costs by up to 50%, when compared to existing competing technologies.

RailPower has filed patents to cover its rDirect™ technology.

[^ back to top ^](#)

\*PDF files require Adobe Reader - [Download Here](#)

[p://www.railpower.com/products\\_td.html](p://www.railpower.com/products_td.html)



## News Releases

### **Union Pacific Orders 10 "Green Goat" Hybrid Locomotives for Southern California Rail Yard Operations**

Omaha, Neb., August 15, 2005 – Union Pacific Railroad has ordered 10 low-emission, hybrid locomotives for use in its Southern California rail yard operations.

Costing \$8.2 million, this is Union Pacific's largest purchase of the hybrid-technology locomotives called "Green Goats." They are designed to cut air emissions by 80 to 90 percent and reduce diesel fuel use by 40 to 60 percent compared to conventional diesel-powered locomotives used in switching service. They operate in rail yards, sorting out rail cars from inbound trains and assembling outbound trains.

"These hybrid locomotives are part of the company's commitment to air quality in California," said Bob Grimaila, vice president-environment and safety. "Union Pacific is taking significant steps to improve and protect the environment, including our recent agreement with the California Air Resources Board (CARB)."

In addition to the emissions reductions that will be achieved by the Green Goats, the Memorandum of Understanding (MOU) among CARB, Union Pacific and BNSF Railway will reduce diesel emissions in and around the state's rail yards. The important new agreement calls for reductions that will be greater and quicker than any that could have resulted from regulatory or state processes.

CARB has estimated the MOU will reduce particulate emissions by approximately 20 percent at rail yards by June 2008 when all the program's elements are phased in. Union Pacific expects to spend \$20 million implementing the program.

Delivery of the hybrid locomotives is expected to begin late this year and continue into early 2006. UP based its first Green Goat in Fresno earlier this year under a cooperative plan with state and local environmental agencies.

The 2005 Green Goat hybrid locomotives meet the Environmental Protection Agency's most stringent "Tier 2" locomotive emissions regulations and have been designated by CARB as "ultra-low emitting locomotives" because their nitrous oxide emissions are significantly less than the federal limit.

Hybrid switcher locomotives are powered with large banks of batteries. When energy stored in the batteries is depleted to a pre-set level, a small, low-emission diesel engine automatically starts to power a generator that recharges the batteries. The Green Goats will be built by RailPower Technologies of Vancouver, British Columbia.

"These hybrid locomotives are part of the important progress we've made during the past several years to modify our operations and continue implementing what we've learned from our aggressive work in our Roseville, Calif., rail yard," Grimaila said.

Previously, Union Pacific announced an emissions reduction plan in October 2004 to achieve a goal of 10 percent reduction in emissions by the end of 2007 in its J. R. Davis Yard in Roseville, using a combination of new technology, operational changes and new equipment. Since 2000, Union Pacific has reduced emissions from the Davis Yard by 15 percent, so the company actually will reduce emissions by up to 25 percent in just seven years.

Union Pacific Corporation owns one of America's leading transportation companies. Its principal operating company, Union Pacific Railroad, links 23 states in the western two-thirds of the country and serves the fastest-growing U.S. population centers. Union Pacific's diversified business mix includes Agricultural Products, Automotive, Chemicals, Energy, Industrial Products and Intermodal. The railroad offers competitive long-haul routes from all major West Coast and Gulf Coast ports to eastern gateways. Union Pacific connects with Canada's rail systems and is the only railroad serving all six major gateways to Mexico, making it North

[http://www.uprr.com/newsinfo/releases/environment/2005/0815\\_ggoat.shtml](http://www.uprr.com/newsinfo/releases/environment/2005/0815_ggoat.shtml)

06/14/06

America's premier rail franchise.

For further information, contact Kathryn Blackwell, 402-544-3753.

*The statements and information contained in the news releases provided by Union Pacific speak only as of the date issued. Such information by its nature may become outdated, and investors should not assume that the statements and information contained in Union Pacific's news releases remain current after the date issued. Union Pacific makes no commitment, and disclaims any duty, to update any of this information.*



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**Response to Comment Letter 11 from Jean Getchell, Monterey Bay Unified Air Pollution Control District, dated June 15, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 11-1 See Response to Comment 6-2, above.
- 11-2 The proposed project already has \$975,000 in CMAQ funds allocated to it. TAMC is using these funds for the environmental document phase of the project. TAMC does not anticipate additional CMAQ funds to be available for this project in the future.
- 11-3 Section 1.2.1 Purpose, page 1-6 in the Draft EIR states that “the proposed extension of Caltrain to Salinas would provide an *alternative* means of travel between these counties, thereby reducing congestion along Highway 101 into Santa Clara, San Mateo, and San Francisco counties, and improving regional air quality. The proposed rail service is also a cost effective alternative to widening U. S. Highway 101 or constructing the Prunedale Bypass in Monterey County. The project, however, is an extension of existing Caltrain service that currently terminates in Gilroy (Santa Clara County).
- 11-4 A detailed air quality analysis, including calculations based on vehicle miles traveled, is included in Section 3.2, Air Quality of the Draft EIR. Emission factors were derived from running latest EMFAC2002 model version 2.2. EMFAC2002 is the emission factor model developed by California Air Resources Board (CARB) that calculates vehicle emissions inventory and emission factors. The input parameters of EMFAC2002 include speed, temperature, humidity and other default data. The output of the EMFAC2002 contains emission rates or emission factors of criteria air pollutants.
- 11-5 See Response to Comment 6-5, above.
- 11-6 The number of acres disturbed (grading and excavation) are shown in the fourth column of Table 3.2.9 in the Draft EIR. The table shows the daily disturbance for Pajaro is 0.47 acre/day; Castroville #2 is 0.63 acre/day; Castroville #1 is 0.37 acre/day; Salinas ITC is 0.61 acre/day; and Salinas layover facility is 0.37 acre/day. Each of the proposed sites is well below the daily standard of 8.1 acres for grading and 2.2 acres for excavation.
- 11-7 See Response to Comment 11-4, above. The EMFAC2002 model used was developed by California Air Resources Board and approved for use by TAMC. In addition, as described in Section 3.2.5.2, Operation Emissions – Emissions from Train Emissions on page 3.2-16 in the Draft EIR, the emissions from train operations were calculated by multiplying the emission factors listed in EPA documents (USEPA, 1992 and USEPA, 1997) to the inverse of mileage of the train as derived from the most recent information provided on the website of

Bureau of Transportation Statistics (Bureau of Transportation Statistics, 2002), and total daily miles traveled within MBUAPCD.

- 11-8 Impact AQ-3 analyzes the potential impacts to sensitive receptors from substantial pollutant concentrations from the project. The analysis regarding diesel emissions on residential areas found that “most of the operational emissions from locomotives are dispersed along the path of the train and the number of operations is limited to four round trips daily. Maximum idling emissions for 2010 scenario are only 1.1 lbs/day comparing to total of 5.4 lbs/day from train operations. In addition, since the diesel particulate matter contributes to 70 percent of the cancer risk and the diesel PM<sub>10</sub> emission from train operations are below 6 percent of the significance threshold, the train operation would be unlikely to increase the cancer risk to the nearby sensitive receptors. Furthermore, since the construction would only be temporary, toxic air contaminant (TAC) from the exhaust of diesel construction equipment will only be for short term and would not likely to increase the risk of cancer. Overall, no substantial pollutant concentrations would likely to occur.” Therefore, a health risk assessment does not appear to be required due to diesel emissions from the project.
- 11-9 TAMC will coordinate with all agencies for required operating permits as required by law.
- 11-10 The suggestion for using latest technologies in rail service is appreciated. However, TAMC is not introducing any new equipment. The project proposes to use existing trains to extend service into Monterey County. The information will be forwarded to Caltrain and other rail industry agencies in order to keep all parties up-to-date with the latest technologies. TAMC will continue to work with all agencies as part of the project construction and operation.
- 11-11 Comment noted and accepted. The following will be added to Section 3.2.5.1 Construction Emissions on page 3.2-15 of the Draft EIR as shown below:

To reduce fugitive dust emissions during construction activities, the following Construction Best Management Practices, as recommended by the MBUAPCD will be implemented at each proposed project station:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposures.
- Prohibit all grading activities during periods of high wind (i.e., over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro-seed areas.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave or cover all roads with gravel at construction sites.

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June 15, 2006

Mr. William E. Reichmuth, P.E.  
 TAMC  
 55-B Plaza Circle  
 Salinas, CA 93901

RE: **Draft Environmental Impact Report  
 Caltrain Extension to Monterey County**

Dear Mr. Reichmuth:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed Caltrain Extension to Monterey County. The JPB applauds your goal to provide an alternative means of commuter travel between Monterey County and the San Francisco Bay Area and supports the proposed project. The following are our comments: | 12-1

- **Permits and Approvals – Peninsula Corridor Joint Powers Board, pg. 1-10** | 12-2  
 It is unclear what is meant by "...the Board (JPB) would oversee the administration of Caltrain service to the region". If the JPB were to provide the proposed service, an operating and funding agreement would need to be executed. |

- **Introduction, pg. 1-1** | 12-3  
 The DEIR does not provide an operating plan or state what assumptions have been made regarding the operation and maintenance of the Extension. These factors may have a substantial impact on Caltrain's rolling stock, crew resources, and schedules. |

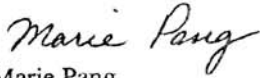
- **Project Description, pg. 2-1** | 12-4  
 The proposed project elements listed do not include any track or station modifications that may be needed within the City of Gilroy to accommodate the Extension. Please note that the Gilroy station has been determined to be eligible for the National Register of Historic Places. |

- **Pajaro Passenger Station Site #1, pg. 2-2** | 12-5  
 Site #1 may not be a suitable location for a station, as it appears to be on a large curve. |

- **Future Commuter Rail Operation Parameters, pg. 3.10-16** 12-6  
The noise and vibration analyses are based on commuter trains that will be traveling at a maximum speed of 55-60 mph. Caltrain passenger trains operate at speeds up to 79 mph. You may want to have the noise and vibration analyses reflect this higher speed.
- **Noise Mitigation Measure No-1, pg. 3.10-23** 12-7  
The proposed mitigation suggests that Caltrain will utilize special horn designs or that “quiet zones” will be established. The JPB does not have any plans regarding special horn designs and the suggestion of various treatments and mounting options of the train horn would require further study. Additionally, the JPB has no policy on “quiet zones”, which must be established by local jurisdictions per federal regulations.

If you have any questions regarding these comments, please contact me at 650-508-6338.

Sincerely,



Marie Pang  
Environmental Manager  
Peninsula Corridor Joint Powers Board

## **Response to Comment Letter 12 from Marie Pang, Peninsula Corridors Joint Powers Board (Caltrain), dated June 15, 2006**

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 12-1 TAMC appreciates the support of the project by Caltrain.
- 12-2 The comment does not refer to a CEQA issue. TAMC is coordinating with several agencies, including Peninsula Corridor Joint Powers Board regarding the extension of Caltrain service into Monterey County.
- 12-3 Operations and maintenance plans are included in the Project Study Report prepared for the proposed project (Parsons, 2005). The Project Study Report is incorporated by reference in the Draft EIR.
- 12-4 Railway improvements to the existing UPRR main line to allow Caltrain to extend service from Gilroy in Santa Clara County through San Benito County to Salinas in Monterey County are exempt from CEQA (Public Resources Code 21080[b] [10]). As noted in Section 2.4 Programmatic Categorical Exclusions under NEPA on page 2-20 in the Draft EIR, improvements to the Gilroy station are described. However, they are not subject to CEQA or NEPA and therefore, did not require further CEQA review in the EIR. Improvements to the Gilroy station include the following:

### *Gilroy*

- Install new second main track from 10th Street to East Luchessa Avenue (Mile post [MP] 77.65 to MP 78.52).
- 10th Street (MP 77.70). Relocate existing or install new warning devices at crossing No. 755180C to accommodate three tracks. Install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing for new track.
- East Luchessa Avenue (MP 78.40). Relocate existing or install new warning devices at crossing No. 755181J to accommodate two tracks. Install concrete grade crossing panels, rebuild track, replace ballast and repave crossing for new track.
- South (east) of East Luchessa Avenue (MP 78.52). Install #20 power turnout.

The proposed project will not alter or disturb the existing historic Gilroy Station building.



- 12-5 Site #1 at Pajaro is located in the same place as the current train station at the site. Furthermore, the comment does not provide supporting information as to why a station located on a curve is not suitable.
- 12-6 The Draft EIR on page 3.10-14, Section 3.10.5, Methodology, states that the FTA General Transit Noise Assessment Model was used for the analysis of train pass-by noise. Based on analysis using the parameters used for the future commuter train operations, shown in Table 3.10-8, and indicated by the results of the noise prediction presented in Table 3.10-9, the Draft EIR concedes that noise impact from train movement would occur for any sensitive receptor located within 50 feet of the track centerline, even at speeds less than 79 mph. However, there is currently no existing noise sensitive receptor located within 50 feet of the track centerline. Therefore, no noise impacts are expected to result from the operation of the commuter rail.
- 12-7 It is assumed that horn noise is within designated sound levels since the project would use existing trains that are currently operating within urban and suburban areas. Regarding quiet zones, it is in the jurisdiction for the County of Monterey and the City of Salinas to establish quiet zones for trains. Table 3.10-10 shows 12 single family residences located within 100 and 300 feet of the track centerline at or near a crossing. It would be at these locations that the County or City could institute quiet zones. This would comply with federal regulations in requiring local jurisdictions to establish such zones. Therefore, Mitigation Measure NO-1 is corrected as follows:

*Mitigation: NO-1: Utilize special horn designs or establish quiet zones.*

In order to meet safety requirements of the FRA, a minimum sound level of a horn on each lead locomotive shall be 96 dBA at 100 feet forward of the locomotive in its direction of travel. Various treatment and mounting options of the train horn can minimize horn noise impact while achieving FRA's safety requirements. Such options include:

- Use of a specially designed, unidirectional, shrouded and muffled on-board warning horn, if not already in use. This would require a system-wide design configuration and require coordination between TAMC and Peninsula Corridor Joint Powers Board.
- Evaluation and designation by local jurisdictions (i.e., Monterey County and City of Salinas) of "quiet zones" along the corridor throughout the entire project area. Establishing a quiet zone throughout the commuter rail corridor would address not only horn noise from proposed commuter trains, but could reduce or eliminate existing horn noise from existing freight trains as well. In a quiet zone, because of improvements at the at-grade crossings, train operators would sound warning devices only in emergency situations rather than as a standard operational procedure.

Even with the above corrections, implementation of Mitigation Measure NO-1 would still reduce impacts resulting from operation noise to less than significant.

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**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
 726 FRONT STREET, SUITE 300  
 SANTA CRUZ, CA 95060  
 PHONE: (831) 427-4883  
 FAX: (831) 427-4877



June 16, 2006

Mr. William E. Reichmuth, P.E.  
 Transportation Agency of Monterey County  
 55-B Plaza Circle  
 Salinas, CA 93901

Subject: *Draft EIR for Caltrain Extension Passenger Rail Stations*

Dear Mr. Reichmuth:

Thank you for sending our office the *Draft EIR for Caltrain Extension Passenger Rail Stations*. This letter transmits Coastal Commission staff comments on the draft, following up on previous comments made in our April 7, 2006 letter on the administrative draft EIR. This letter also follows-up on previous comments made in letters of September 22, 2003, July 7, 2004, and March 16, 2005 and in additional conversations and emails. This letter focuses specifically on the proposed Castroville Station at Site #2, which is the only one of those studied that is proposed to be located within the Coastal Zone. We want to reiterate that although the planned improvements to the existing UPRR line are not covered in the EIR, they may very well require a coastal permit; and hence, some environmental information about them may be necessary to obtain at some point. 13-1

Overall, while the draft generally covers the issues that should be in the EIR, it fails to provide all of the detailed analysis that will be helpful to decision-makers on the project, including the Coastal Commission. Following are some apparent deficiencies that we noted for the administrative draft EIR that were not addressed in the draft EIR, and remain of concern to Coastal Commission staff. (We have updated the page numbers to reflect pagination in the draft EIR.) Any new or follow-up comments are shown in underline.]

p. S-20: The summary comparison of the alternatives is incomplete: The text fails to note that the preferred site may have lighting, wastewater service availability, wetland, and environmentally sensitive tarplant habitat impacts as well as may be more complex and time-consuming to obtain approval of, given, for example, the need for an LCP amendment. 13-2

p. 1-8 and 1-9: Permit approval text is incorrect: Monterey County would have to issue the coastal permit. This approval could be appealed to the Coastal Commission. Assuming a local coastal program (LCP) amendment is required, Monterey County would have to amend its LCP, and then the Coastal Commission would have to act on the amendment. The Coastal Commission may have independent review authority under the Federal Coastal Zone Management Act, assuming the station is federally funded or permitted. Also, the preferred site is also located outside of the urban services area. If any facilities generating wastewater (e.g., a 13-3

(continued)

Reichmuth, TAMC  
 Castroville Train Station Draft EIR  
 June 16, 2006  
 Page 2

restroom) were not served by a septic tank but were to be hooked up to the sewer system, the Community Services District would have to seek an amendment to its coastal permit from the Coastal Commission to expand the boundaries of its service area. This would also require approval by LAFCO. ]

p. 2-14: The statement indicating that concerns with farmland conservation have been resolved with Coastal Commission staff is misleading: Coastal Commission staff does not favor conversion of agricultural lands. There is no direct provision in the Coastal Act that supports such conversion. Conceptually, staff has indicated that we may be able to recommend to the Coastal Commission that a conversion be approved for this important public purpose that fosters Coastal Act objectives, if there are no other acceptable alternatives, if the footprint is the smallest possible, and if there is compensatory mitigation. We have yet to see the compensatory mitigation package and the Coastal Commission itself has yet to act. We would also need further assurances that land around the train station is permanently protected for agricultural land use. While the County's plans currently require this, their new Castroville Community Plan and General Plan do not. ]

13-4

As to reducing the footprint, we are pleased that you have incorporated some of our suggestions, such as phasing parking and placing more parking west of the railroad tracks. However, the latest design still includes extensive unused rights-of-way and room for inappropriately wide road stubs into agricultural land. While we are sympathetic to designing aesthetically pleasing station grounds, they should not come at the expense of unnecessary agricultural land conversion. Also, the EIR does not, but should, discuss transportation demand reduction strategies, such as a local shuttle, that could reduce parking needs of Castroville residents. ]

13-5

p. 3.1-27: Table 3.1-1 does not include LCP policies. With the exception of the policies cited in the land use section (which, as discussed under p. 3.8-3, are not entirely correct), the draft EIR does not include relevant LCP policies or evaluate the Castroville station at Site #2 against the correct policies. Each resource section must include the relevant Monterey County LCP policies for the North County area, and evaluate potential impacts of the Castroville Site #2 against those policies, not the Monterey County General Plan policies. ]

13-6

p. 3.1-29: Postponing the visual impact analysis is inappropriate and not helpful: Without such an analysis there is no basis to conclude that there will be a less than significant impact. Were this a programmatic EIR, the approach taken with this mitigation measure might be appropriate. However, since this is a project-specific EIR, it must provide specific design, lighting, and screening mitigation measures that will ensure the project will have a less than significant impact to the State scenic highway in question. Relying on a future visual impact analysis report to ensure that a project's visual impacts will be less than significant, without providing a framework for what is necessary to meet the less than significant level, is not an appropriate mitigation measure. Furthermore, the standard of review for Castroville Site #2 is the Monterey County LCP, not the Monterey County General Plan; therefore, the policy cited in this mitigation measure is not relevant. Potential State scenic highway impacts at Site #2 must be evaluated against the LCP. ]

13-7

<p>p. 3.1-36: The mitigation to prepare a lighting plan does not guarantee that there will be less than a significant visual impact: The EIR needs more analysis of lighting, including of indoor lighting that might shine to the outside at night. <u>As noted above for the mitigation proposed for impacts to State scenic highways, the standard of review for Castroville Site #2 is the Monterey County LCP, not the Monterey County General Plan; therefore, the policy cited in this mitigation measure is not relevant. Potential lighting impacts at Site #2 must be evaluated against the LCP.</u></p>	13-
<p>p. 3.1-36: Reliance on the Castroville Community Plan as it applies in the coastal zone is premature: The plan conflicts with the adopted County LCP and the Coastal Act and is not approved to date. Any relevant policies in that Plan to guide this project should be incorporated into the LCP amendment for this project. The cumulative impact analysis must assume, in at least one scenario, that the only other nearby development is that which is consistent with the current LCP. What that will mean is that while there will be less overall change in visual character (from the proposed and other potential projects), the change will predominately come from the train station itself. Thus, the EIR should focus on analyzing the design in the context of its agricultural setting.</p>	13-9
<p>p. 3.3-33: Jurisdiction over waters of the State is broader than indicated: The Department of Fish and Game and the California Coastal Commission have some jurisdiction as well.</p>	13-10
<p>p. 3.3-39: The conclusion that there is less than a significant impact regarding Congdon's tarplant is premature and the mitigation is insufficient: If Congdon's tarplant is found, then the site would be environmentally sensitive habitat and avoidance, not transplanting, would be required.</p>	13-11
<p>p. 3.3-41: The wetland buffering is too narrow: If indeed the ditch is a wetland, a 100-foot buffer is required per Monterey County LCP requirements. Again, the Castroville station #2 must be evaluated against the relevant LCP Policies, not the General Plan policies.</p>	13-12
<p>p. 3.7-11: Tables 3.7-1 and 3.7-2 do not include LCP policies: As we previously commented, "Please refer to Key Policy 2.5.1, General Policy 2.5.2, Water Quality Policy 2.5.2.B and Erosion and Sedimentation Control Policy 2.5.2.C."</p>	13-13
<p>p. 3.8-3: We are pleased to see that a more thorough discussion regarding the Coastal Commission's role is provided in the land use regulatory section. However, Table 3.8-1 incorrectly cites Coastal Act policies instead of the relevant Monterey County LCP policies. Coastal Act policies would only apply if the project fell within the Coastal Commission's original permit jurisdiction. Since Monterey County has a certified LCP, and since Site #2 does not fall within the Coastal Commission's original permit jurisdiction, the project consistency analysis must be undertaken using LCP policies. Although the Monterey County LCP policies are based on the Coastal Act policies cited in Table 3.8-1, the more specific LCP policies are those which the project must be evaluated against for consistency.</p>	13-14

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p. 3.8-11: We note that our previous comments regarding the requirement of an LCP amendment in order to rezone the site have been addressed. We still note, however, that light industrial zoning does not seem appropriate. A more fitting designation would be public facilities. It is premature to conclude that this mitigation results in a less than significant impact, since the mitigation is not yet guaranteed to happen. Furthermore, it is the LCP that would require amending, not the General Plan. | 13-15

p. 3.8-12: The agricultural buffer mitigation is not germane: While requiring a project to comply with the LCP's buffering requirements is normally appropriate, they do not cover the subject situation. The buffering requirements are designed to ensure that development adjacent to agricultural land incorporate on-site 200-foot buffers. That is not appropriate in this case as the property itself is agricultural land. Any conversion should have the smallest footprint; i.e., 200 feet of agricultural land should not be taken out of production to protect productive agricultural lands. Thus, the EIR needs to contain a broader discussion of the appropriate type of buffer for this particular case. The results may have to be included in the LCP amendment; i.e., the LCP amendment may have to make specific provisions for buffering this site. | 13-16

p. 3.8-12: Again, stating that the project is consistent with the yet-approved Castroville Community Plan is premature. | 13-17

p. 3.9-5: As described above for land use, while we are pleased to see that a more thorough discussion regarding the Coastal Commission's role is provided in the agriculture regulatory section, the section incorrectly cites Coastal Act policies instead of the relevant Monterey County LCP policies. We also note that LCP policies are not included in Table 3.9-2, and the project is subsequently not analyzed against these policies in the impact discussion. | 13-18

p. 3.9-9: Purchase of development rights of other farmland is not an unqualified sufficient mitigation: It might be an appropriate mitigation only if the land in question was in serious jeopardy (e.g., no longer farmed, no longer zoned for agriculture, already subdivided, already within an urban services area). In approving an LCP amendment to allow some farmland to be devoted to a necessary public works project, the Coastal Commission required the following: | 13-19

Mitigation measures that may be used to offset the loss of agricultural land resulting from project construction include, but are not limited to:

- enabling fallow agricultural land to be put back into production;
- protecting or restoring agricultural operations on lands where non-agricultural development has been permitted, among other ways by acquiring the land or obtaining an affirmative agricultural easement;
- improving the productivity of degraded or marginal agricultural land by transporting the topsoil from the development site to such land; and,
- any combination of the above, or similar measures.

(continued)

The mitigation measures used to offset the loss of agricultural land associated with facility construction shall enhance agricultural productivity within the project service area to an extent that is equal or better than the productivity of the agricultural land lost from project construction, and shall be implemented in a manner that is consistent with the coastal resource protection provisions of the LCP, such as those protecting environmentally sensitive habitat areas, riparian corridors, wetlands, and coastal water quality.

- |  |       |
|--|-------|
| p. 3.9-9: Similarly, transfer of development rights of other farmland is not an unqualified sufficient mitigation: We are not aware of such a transfer of development rights program in the County. Such a mitigation measure would need more explanation; e.g., give some examples of farmland that have development rights that would be transferred and how that farmland would then be able to remain farmland, whereas otherwise it would be converted.                                       | 13-20 |
| p. 3.9-10: Again the mitigation to rezone is incomplete: <u>Mitigation Measure AG-2 must be revised to reflect Mitigation Measure LU-1.</u>  | 13-21 |
| p. 3.9-11: The conclusions that there will no inducement to convert other agricultural land nor significant cumulative impacts are not supported: To support such a conclusion, evidence needs to show that the project is entirely independent of other projects and planning in the area and that the adjacent agricultural area remains permanently protected for that use. In contrast the plans show two wide roads leading directly into the agricultural fields.                            | 13-22 |
| p. 3.12-19: The wastewater analysis is incomplete: See comment concerning page 1-8 above. No public wastewater service is available to the site. <u>The Castroville Site #2 must be evaluated against the appropriate LCP policies regarding wastewater and water.</u>   | 13-23 |
| p. 3.14-25: The traffic analysis is incomplete: Just because Castroville Site 1 was considered unacceptable by locals, the traffic impacts still must be analyzed if that Alternative is legitimate. If it is not, then the entire EIR is deficient and needs to suggest a different alternative.  | 13-24 |
| p. 5-9: The alternatives analysis is limited: One alternative that we requested be analyzed was placing two stations at Castroville, using both sites that are in the EIR. Another alternative would be to double or triple deck the parking, as is being proposed for Salinas, again to minimize the take of agricultural land.   | 13-25 |
| p. 5-9: Again, the statement that farmland conversion concerns have been resolved is premature.  | 13-26 |
| p. 5-11: Again to state that Site 1 is removed for further consideration renders the EIR's alternative analysis moot: As is quoted on page 5-1, alternatives have to be considered that are reasonable and feasible. Since the Monterey Branch line leaves the main line at the alternative site, it would seem to make sense to design a station at that location that could serve both trains. The EIR should explore in more detail whether Union Pacific's concerns are really insurmountable. | 13-27 |



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p. 5-11: References to Figures in the *Project Study Report* appear incorrect. 13-28

p. 5-16: The summary conclusions are incomplete: See comment concerning page S-20 above. Also, there is no data to support the conclusion about more traffic impacts from the alternative site. See comment concerning page 3.14-25 above. 13-29

In conclusion, as we stated in our letter regarding the administrative draft EIR, we would suggest that you discuss these specifics with County staff to ensure that you have a complete understanding of County requirements. As noted, it will initially be the County's responsibility to prepare and submit the LCP amendment for Coastal Commission certification, then process the coastal permit for the train station which will be appealable to the Coastal Commission. 13-30

Again, while we have indicated that a station north of Route 156 might be supportable, this EIR raises some potentially significant issues beyond agricultural conversion that still do not appear to be satisfactorily addressed. And, we reiterate that any train station on agricultural land, at a minimum, will have to involve the smallest footprint possible, include assurances that adjacent agricultural land will not be converted, and mitigate for unavoidable loss of agricultural land. To date, we have not received an adequate response to these concerns.

We look forward to receiving responses to these comments, and may have more questions at that time.

Sincerely,



Katie Morange  
Coastal Planner

cc: Jeff Main, County Planning

## Response to Comment Letter 13 from Katie Morange, California Coastal Commission, dated June 16, 2006

**Note:** Response numbers correspond to comment numbers labeled in the margin of the letter.

- 13-1 TAMC appreciates input by the California Coastal Commission regarding Castroville Site #2, the only proposed site within a portion of the Coastal Zone.
- 13-2 Page S-20 provides a summary of the proposed project and alternatives. It is not meant to reiterate the extensive details that are found in the subsequent chapters of the Draft EIR. These issues are fully covered in the Section 2.0, Project Description, Section 3.1 through 3.14, Environmental Analyses of Impacts and Mitigation Measures, and Section 5.0 Alternatives.
- 13-3 Comment noted and accepted. The project does not include restroom facilities or require sewer connection to the Community Services District. Therefore, no annexation by LAFCO is required.

The following text is corrected in the Draft EIR, page 1-8 through 1-9 in Section 1.4 Permits and Approvals:

### ~~California Coastal Commission~~ Local Coastal Program

~~Commission jurisdiction in the coastal zone (which is specifically mapped) is broad. It applies to all private and public entities and covers virtually all development activities, including transportation. These Coastal zone policies constitute the statutory standards applied to planning and regulatory decisions pursuant to the Coastal Act. California's Monterey County's coastal management program is carried out through a partnership with the County of Monterey, under a Local Coastal Program (LCP). Through the LCP, the County~~ The California Coastal Commission would be required to act on an application by TAMC for development within the coastal zone under its adopted LCP. This would specifically apply to the Locally Preferred Alternative Castroville Passenger Station at Site #2, which is partially located within the Coastal Zone. An amendment to the LCP to change the zoning at the Castroville Site #2 from Agriculture Preserve CZ to Public/Quasi-public would need to be approved by the County, then certified by the Coastal Commission. The Coastal Commission could have independent review authority under the Federal Coastal Zone Management Act because of the project's federal funding and permitting.

- 13-4 Comment noted and accepted. The following text is corrected in the Draft EIR, page 2-14:

### *Castroville Passenger Station at Site #2*

Two sites were identified for the Castroville Station. Site #1 is south of State Route 156 and runs along Del Monte Avenue and Site #2 is located immediately north of State Route 156. Site #2 was selected as the LPA.

Downtown Castroville and the principal concentration of residential development lie to the west of Site #2. Site #2 affords a large space to develop a passenger rail station and parking area. Parking supplies and site access roads could be developed on the Coast (west) side of the main line or on the east side of the tracks. Lands on both sides of the track are currently used for agricultural (artichoke) production. Construction of an access roadway would be required, as well as a pedestrian grade separation (crossing). Due to the supply of parking, access roadway construction and a grade-separated pedestrian crossing, development of a station on Site #2 is estimated to cost approximately twice that of Site #1. Concerns expressed during the preparation of the alternative conceptual design plans regarding farmland conversion of Site #2 have been resolved by Monterey County land use policy and consultation with U.S. Department of Agriculture, Natural Resources Conservation Service under its Farmland Protection Policy Act (7 CFR 658.1-7) and the Farmland Conversion Impact Rating Form AD-1006. ~~California—Coastal Commission staff.~~

Regarding protecting surrounding agricultural land at Castroville Site #2, the project does not advocate additional development beyond the project itself. Furthermore, only the County can apply zoning and land use to its lands, not TAMC. Although TAMC is not required to provide mitigation in the form of compensatory agricultural land, based on the findings of the Farmland Conversion Impact Rating Form (see Section 4.9 Agriculture and Appendix E Farmland Conversion Impact Rating Form AD-1006), TAMC is providing such as mitigation. As stated on page 3.9-9 of the Draft EIR, construction of the Castroville Site #2 station would result in the loss of approximately 9 acres of prime farmland. Mitigation AG-1 states that “TAMC shall compensate for the loss of prime agricultural land at Castroville Site #2 by purchasing development rights or conservation easements for agricultural land elsewhere, or by obtaining a transfer of development rights from a landowner of agricultural land elsewhere in the County prior to development of the site.” TAMC is currently working with the County of Monterey to identify suitable sites.

- 13-5 TAMC agrees that the smallest footprint possible be used in the design of the project at the Castroville Site #2. Regarding agricultural conversion, the results of farmland conversion being proposed by the project (a score of 117) amounts to well below the threshold score of 160 based on U.S. Department of Agriculture standards and evaluation. The site is being located adjacent to downtown Castroville and the principal concentration of residential neighborhoods. It is expected that the Site #2 would be conveniently located within walking distance

of most of the commuters. In addition, local bus service would provide additional transit service from the station to outlying areas. A shuttle specifically dedicated for station use would not be economically feasible at this point in time.

- 13-6 Comment noted and accepted. See Response to Comment 10-4, above.
- 13-7 Comment noted and accepted. See Responses to Comments 10-4, 10-5 and 10-6, above.
- 13-8 Comment noted and accepted. See Response to Comment 10-6, above.
- 13-9 The Draft EIR analyzes the visual setting of Castroville Site #2 in its setting. The site is located in an agricultural field, but is also adjacent to a residential development and Highway 156. As shown in Response to Comment 10-5, above, Table 3.1.1 in the Draft EIR has been corrected to show the applicable LCP policies. To be consistent, page 3.1-36, Section 3.1.7 Cumulative Impacts, Impact VR-C1 in the Draft EIR is corrected as shown below:

Construction and operation of the proposed station at Castroville Station Site #2 could result in stimulating transit-serving development within an agricultural area, which could result in a change to the existing landscape. However, the North County Area Plan and the North County Land Use Plan ~~Monterey County General Plan and the Castroville Community Plan~~ have identified polices that define growth patterns and community design for the area. Implementation of these policies that relate to visual resources and community design guidelines would help to minimize visual impacts from future projects.

- 13-10 Comment noted and accepted. Page 3.3-33, Section 3.3.3 Regulatory Setting, in the Draft EIR is corrected as shown below:

*Waters of the State*

Pursuant to the Porter-Cologne Water Quality Control Act (California Water Code, Division 7), the Regional Water Quality Control Boards of the state, the California Department of Fish and Game and the California Coastal Commission all have jurisdiction over waters of the State. This jurisdiction covers waters that are no longer regulated as waters of the United States as a result of the SWANCC decision. The Regional Board now regulates activities in areas that are outside of the jurisdiction of the U.S. Army Corps of Engineers. These activities include any fill of isolated wetlands, vernal pools, or stream banks above the ordinary high water mark. Activities in waters of the State that lie outside the jurisdiction of the Corps require the issuance, or waiver, or waste discharge requirements from the Regional Board.

- 13-11 Page 3.3-22 of the Draft EIR states that the Castroville Sites #1 and #2 were surveyed for Congdon's tarplant in 1998 by a California Native Plant Society

(CNPS) botanist, and in November 2002 and January 2005 by Parsons biologists. No plants were observed on the sites during any of these surveys. Castroville Site #1 is under heavy industrial use and Castroville Site #2 is currently under intense cultivation use, neither of which is conducive habitat for native species such as Congdon's tarplant. Therefore, it is highly unlikely that the plant will be found at the site.

Mitigation Measure BIO-1 requires that a botanist conduct floristically-based special-status plant surveys to coincide with the bloom period for Congdon's tarplant on both Castroville sites. If the plant is detected during this survey, implementation of CNPS guidelines and California Department of Fish and Game rare plant protection measures would be required. Mitigation would be to first avoid the plant by redesign of the project. If avoidance is not possible, then mitigation and agency protection measures would require moving the project away from sensitive areas or create tarplant habitat through habitat restoration and transplantation of the seed bank, which could include fencing or staking and/or providing offsite compensation. The Draft EIR finds this mitigation measure to be adequate for reducing impacts to tarplants, if found to exist on the site.

- 13-12 Comment noted and accepted. The following text in the Draft EIR, page 3.3-41, is corrected as shown below:

*Mitigation: BIO-8: Avoid wetlands*

The project has been designed to avoid fill of wetlands associated with the ditch on the western edge of the site. Buildings and other infrastructure shall be sited to avoid wetlands. Wetlands shall be protected from trespass by fencing installed at a specified distance (e.g., ~~25~~ 100-foot buffer) around the ditch and associated wetlands, as specified in the North County Land Use Area Plan (Monterey County 1982). Signs shall be posted that identify the area as a no-entry "environmentally sensitive area." Project designs would provide a drainage system to prevent surface storm water or landscaping irrigation runoff from flowing into nearby wetlands areas, unless adequately filtered by new wetlands or grasslands.

- 13-13 Comment noted and accepted. Tables 3.7-1 and 3.7-2 in the Draft EIR, pages 3.7-11 through 3.7-14, are corrected to include the following text:

Table 3.7-1

General Plan Goals, Objectives, and Policies, Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<u>North County Area Plan (1985)</u>	<u>Chapter I, Natural Resources, Objectives and Policies for Water Resources</u>	<u>Policy 5.1.3 (NC)</u>	<u>Developments shall be designed to maximize groundwater recharge capabilities and to minimize runoff from the property.</u>	<u>1, 3, 5</u>
<u>North County Area Plan (1985)</u>	<u>Chapter II, Natural Resources, Objectives and Policies for Flood Hazards</u>	<u>Policy 16.2.1.1 (NC)</u>	<u>Site plans for new development shall indicate all perennial or intermittent streams, creeks, and other natural drainages. Development shall not be allowed within these drainage courses, nor shall development be allowed to disturb the natural banks and vegetation along these drainage courses, unless such disturbances are with approved flood or erosion control or water conservation measures.</u>	<u>2, 7</u>
<u>North County Area Plan (1985)</u>	<u>Chapter II, Natural Resources, Objectives and Policies for Flood Hazards</u>	<u>Policy 16.2.11 (NC)</u>	<u>New development in North County shall be required to limit peak storm runoff to pre-project or pre-soil disturbance levels, unless otherwise dictated by the Monterey County Flood Control and Water Conservation District (MCFCWCD). Runoff shall be limited by construction of detention ponds or other approved measures. In areas where the potential for erosion also exists, detention ponds shall be constructed for the dual process of storm water detention and sediment control.</u>	<u>7</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.2 (2) Water Quality</u>	<u>Point and non-point sources of pollution of coastal waters shall be controlled and minimized. Restoration of the quality of degraded surface waters shall be encouraged.</u>	<u>1</u>

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.A (4) Water Quality</u>	<u>Water conservation measures should be required in all new development and should also be included in Agricultural Management Plans. These measures should address siting, construction, and landscaping of new development, should emphasize retention of water on site in order to maximize groundwater recharge, and should encourage water reclamation.</u>	<u>1, 3, 5</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.B (1) Water Quality</u>	<u>All dumping of spoils (dirt, garbage, refuse, etc.) into riparian corridors and other drainage courses should be prohibited.</u>	<u>1, 2</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.C.6(a) Erosion Control</u>	<u>Existing sources of erosion shall be reduced through diligent enforcement of the County's most current Erosion Control Ordinance. The County shall institute a system of fines sufficiently large or shall take other actions to compel compliance by landowners or farm operators in violation of the ordinance.</u>	<u>2</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.C.6(c) Erosion Control</u>	<u>Erosion control plans shall be required for all new development as set forth in the Erosion Control Ordinance. These plans shall incorporate measures for on-site reduction of bare ground and maximum retention of storm water runoff resulting from impervious surfaces.</u>	<u>2, 4</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.C.6(e) Erosion Control</u>	<u>Maximum retention of vegetation cover shall be required for all new development. In particular, natural vegetation should be retained to the fullest extent possible through careful siting and construction of new development.</u>	<u>2</u>

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<p style="text-align: center;"><u>North County Land Use Plan/ LCP (1981)</u></p>	<p style="text-align: center;"><u>Chapter 2, Resources, Section 2.8, Policies for Hazards</u></p>	<p style="text-align: center;"><u>Specific Policy 2.8.3 B (3) Flood Hazards</u></p>	<p><u>All new development shall be located outside the 100-year floodplain to a maximum extent feasible. New development within designated 100-year floodplain areas shall conform to the guidelines of the National Flood Insurance Program. At a minimum, the lowest finished floor of new residential structures must be at least one foot above the 100-year flood level. New or more intensive development, including major flood control measures shall be allowed only if located outside the zone of riparian vegetation and only where it has been conclusively demonstrated that the cumulative effect of the project in combination with all other existing and anticipated development will not cause an increase in the water surface elevation of the 100-year flood.</u></p>	<p style="text-align: center;"><u>7</u></p>
<p style="text-align: center;"><u>North County Land Use Plan/ LCP (1981)</u></p>	<p style="text-align: center;"><u>Chapter 2, Resources, Section 2.8, Policies for Hazards</u></p>	<p style="text-align: center;"><u>Specific Policy 2.8.3 B (5) Flood Hazards</u></p>	<p><u>Where development or flood control measures are permitted, the restoration of waterway banks and disturbed areas to a natural vegetated appearance should be required. Landscaping themes should emphasize the use of native plants which are appropriate to riparian corridors. Revegetation of disturbed riparian corridors by planting of native trees should be encouraged due to their role in absorbing and channeling the force of floods away from adjacent banks.</u></p>	<p style="text-align: center;"><u>2, 7</u></p>

The following references will be added to each row in Table 3.7-2 under “Justification:”

- North County Area Plan (1985)
- North County Land Use Plan/ LCP (1981)



13-14 Comment noted and accepted. The following text on page 3.8-3, Section 3.8.3 Regulatory Setting in the Draft EIR is corrected as follows:

*California Coastal Commission*

The Castroville Site #2 is located within the Coastal Zone. Therefore, development within this area must be consistent with policies of the North County Land Use Plan/LCP (1981) Coastal Act. Table 3.8-1 below, analyzes the consistency of the proposed project at Castroville Site #2 with relevant policies of the LCP Coastal Act. Refer to Section 3.9 Agricultural Resources for additional analysis of local coastal program Coastal Act agricultural policies as they relate to this site.

Table 3.8-1 Local Coastal Program Consistency Analysis Castroville Site #2  
~~California coastal Act Consistency Analysis~~

<b>Policy No.</b>	<b>Policy</b>	<b>Consistency Discussion</b>
<u>2.2.2 (4) Visual Resource - General</u>	<u>The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.</u>	<u>Consistent. Proposed station at Castroville Site #2 is directly below the elevated portion of Highway 156 and close to the existing residential area on the west. The project site is relatively flat.</u>
<u>2.2.2 (5) Visual Resource - General</u>	<u>Structures should be located to minimize tree removal, and grading for the building site and access road. Disturbed slopes should be restored to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.</u>	<u>Consistent. Proposed station at Castroville Site #2 would minimize tree removal. Landscape screening and restoration consists of complementing plant and tree species in the area.</u>

Policy No.	Policy	Consistency Discussion
<p><u>2.2.2 (5) Environmentally Sensitive Habitats – Specific Policies</u></p>	<p><u>Where private or public development is proposed in documented or potential locations of environmentally sensitive habitats - particularly those habitats identified in General Policy No. 1 - field surveys by qualified individuals or agencies shall be required in order to determine precise locations and to recommend mitigating measures to ensure protection of any sensitive habitat present. The required survey shall document that the proposed development complies with all applicable environmentally sensitive habitat policies.</u></p>	<p><u>Consistent. Floristically-based special status species surveys for Congdon’s tarplant will be conducted prior to grading activities at the site. CDFG and CNPS guidelines are incorporated as mitigation if species are found to be located on the site, and include avoidance or, if avoidance is not feasible, transplanting.</u></p>
<p><u>2.3.3 B (4) Riparian Habitats – Specific Policies</u></p>	<p><u>A setback of 100 feet from the landward edge of vegetation of all coastal wetlands shall be provided and maintained in open space use. No permanent structures except for those necessary for resource-dependent use which cannot be located elsewhere shall be constructed in the setback area.</u></p>	<p><u>Consistent. The project requires a 100-foot setback from a wetland area within the site.</u></p>
<p><u>2.5.2 (2) Water Quality– General Policies</u></p>	<p><u>Point and non-point sources of pollution of coastal waters shall be controlled and minimized. Restoration of the quality of degraded surface waters shall be encouraged.</u></p>	<p><u>Consistent. Runoff from the site will be controlled and minimized with the use of detention basins.</u></p>
<p><u>2.5.3 (6) c. Erosion Control– Specific Policies</u></p>	<p><u>Erosion control plans shall be required for all new development as set forth in the Erosion Control Ordinance. These plans shall incorporate measures for on-site reduction of bare ground and maximum retention of storm water runoff resulting from impervious surfaces.</u></p>	<p><u>Consistent. The project requires preparation and implementation of an erosion control plan.</u></p>

Policy No.	Policy	Consistency Discussion
<p>2.6.3 (6) <u>Agricultural Policies – Specific Policies</u></p>	<p><u>For new development adjacent to agricultural areas, well-defined buffer zones shall be established within the area to be developed to protect agriculture from impacts of new residential or other incompatible development and mitigate against the effects of agricultural operations on the proposed uses. Subdivisions, rezoning, and use permit application for land adjacent to areas designated on the plan map for Agricultural Preservation or Agricultural Conservation shall be conditioned to require dedication of a 200-foot wide open space easement, or such wider easement as may be necessary, to avoid conflicts between the proposed use and the adjacent agricultural lands. Easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.</u></p>	<p><u>Consistent. The project includes a 200-foot buffer to separate agricultural lands from the proposed station site. Access roads will be placed within the easement. The easement will remain as open space.</u></p>
<p>2.8.2 (6) Hazards <u>–General Policies</u></p>	<p><u>All development shall be sited and designed to minimize risk from geologic, flood, tsunami or fire hazards to a level generally acceptable to the community.</u></p>	<p><u>Consistent. Construction of the project will comply with all applicable laws and codes to minimize risk from geologic/seismic and flood hazards.</u></p>

Policy No.	Policy	Consistency Discussion
<p>2.9.2 (2) <u>Archaeological Resources – General Policies</u></p>	<p><u>Whenever development is to occur in the coastal zone, including any proposed grading or excavation activity or removal of vegetation for agricultural use, the Archaeological Site Survey Office or other appropriate authority shall be contacted to determine whether the property has received an archaeological survey. If not, the parcel(s) on which the proposed development will take place shall be required to have an archaeological survey made if located:</u></p> <p>a) <u>within 100 yards of the floodways of the Pajaro or Salinas Rivers McCluskey, Bennett, Elkhorn, Moro Cojo, or Tembladero Sloughs, the Old Salinas River Channel or Moss Landing Harbor;</u></p> <p>b) <u>within 100 yards of any known archaeological site (unless the area has been previously surveyed and recorded).</u></p> <p><u>The archaeological survey should describe the sensitivity of the site and appropriate levels of development, and development mitigation consistent with the site's need for protection.</u></p>	<p><u>Consistent. An archaeological survey was conducted on the site, and the project incorporates mitigation to ensure that if unknown resources are encountered, impacts to such resources would be minimized or avoided. Mitigation is designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission</u></p>
<p>4.3.5 (8) <u>Land Use Policies - General</u></p>	<p><u>Development within the North County coastal zone shall be consistent with the land uses shown on the plan map and as described in the text of this plan.</u></p>	<p><u>Inconsistent. The project is zoned Agriculture-Conservation, 40 acre minimum. Therefore, the project is requesting an amendment to the LCP.</u></p>
<p>4.3.6 (G) (3) <u>Land Use Policies - General</u></p>	<p><u>Public and quasi-public uses should be located in areas where they will be compatible with adjacent land uses and local traffic conditions.</u></p>	<p><u>Consistent. Proposed station at Castroville Site #2 is located adjacent to downtown Castroville and to a large residential area. Highway 156 borders the site on the south, and will provide easy access to and from the highway.</u></p>

Policy No.	Policy	Consistency Discussion
30240 (b)	Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	<del>Consistent.</del> Proposed station development bordering the wetlands area would be designed to be sensitive to views from the natural area into the station site. Site planning would be designed to limit the visual impact of structures and landscaping will be required to reflect the natural character of the surrounding natural area, with incorporation of native planting materials. Pedestrian and bicycle access to the adjacent neighborhoods will be included in the conservation design for the Castroville Slough.
30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	<del>Consistent.</del> Mitigation measures included in the EIR require preparation of an archaeological survey as a condition of General Development Plan approval and, if necessary, identification of appropriate mitigation in accordance with guidelines of the State Office of Historic Preservation and the Native American Heritage Commission.
30250 (a)	New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.	<del>Consistent.</del> Proposed station development at the Castroville Site #2 would be located between Castroville and an existing residential neighborhood to the east (Monte del Lago) and is designed to serve residents and area commuters in Castroville.

Policy No.	Policy	Consistency Discussion
30251	<p>The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p>Consistent. The proposed project includes requirements for Design Guidelines and Development Standards to ensure that the scale and design of the station enhances the existing small town character and incorporates themes that reflect the community's agricultural and cultural history. In addition, because the site borders existing farmland, the station will be separated by a landscaped agricultural conservation buffer. Pedestrian and bicycle trails are also included as part of the proposed project.</p>
30252	<p>The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p>Consistent. The proposed project provides enhanced public access to coastal areas in the vicinity of Castroville via the new train station, which would allow visitors the opportunity to use rail transportation instead of driving. Limited new commercial development would be located in residential neighborhoods and near the train station. Bicycle and pedestrian paths would connect new residential development to existing and proposed parks, neighborhood greens and the restored sloughs. The train station includes 224 parking spaces with space for an additional 160 "reserved" for future use. The County of Monterey would also coordinate with Monterey Salinas Transit to establish public transportation services to the train station.</p>

Policy No.	Policy	Consistency Discussion
30253	<p>New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	<p>Consistent. The proposed station would be required to provide preliminary seismic and geologic hazard reports to address the potential hazards. All final engineering and improvement plans will be prepared in accordance with Monterey County standards and submitted to the County for review and approval prior to issuance of building permits. Flood hazards associated with the Castroville Sloughs will be mitigated through restoration efforts, which will increase the conveyance capacity. Bicycle/pedestrian trails and new rail transit opportunities would reduce vehicle miles traveled and minimize energy consumption.</p>

*Source: North County Land Use Plan, 1982.*

13-15 Comment noted and accepted. The project is proposing an LCP amendment to rezone from Agricultural Preserve/Farmland to Public/Quasi-Public. Mitigation Measure LU-1 on page 3.8-11 of the Draft EIR is corrected as follow:

*Mitigation: LU-1: Amend the General Plan and Rezone the Site.*

The ~~LCP General Plan~~ shall be amended to incorporate Castroville Station Site #2 as a compatible land use, and shall be rezoned to public/quasi-public light industrial. Prior to development on this site, individual LCP amendments must be approved by the County and certified by the California Coastal Commission.

Implementation of the above mitigation measure would result in less than significant impact.

13-16 Comment noted and accepted. The Castroville Site #2 zoning is proposed to be amended from Agriculture Conservation CZ to Public/Quasi-Public. In

accordance with Section 20.144.080 (D) (6) (a) of the Monterey County Coastal Implementation Plan (Monterey County, 1988), a 200-foot or wider buffer is required only in Coastal Agricultural Preservation and Agricultural Conservation zoning districts. However, with the zoning change, buffers in all other zoning districts may be reduced to a width of not less than 50 feet. Therefore, the page Section 3.8.6, Impacts Analysis, Mitigation LU-2 on page 3.8-12 of the Draft EIR is corrected as shown below:

Mitigation: *LU-2: Design project to be compatible with surrounding land use.*

The applicant shall design and install a landscaped buffer between the Castroville Site #2 Passenger Rail Station facility, parking area, and access roads, consistent with the recommendations in the Land Use Plan of the LCP. The project includes a proposed LCP amendment to Castroville Site #2 to change the zoning from Agricultural Conservation to Public/Quasi-Public. Both In accordance with the Coastal and Inland Zoning Ordinances (Sections 20.144.080 [D] [6] [a] and 21.66.030, respectively), require that new development adjacent to agricultural areas but within zoning districts other than Coastal Agricultural Preservation or Agricultural Conservation are required to establish buffer zones under an easement of no less than 50 feet wide required as a condition of project approval.

Implementation of this mitigation measure would reduce the impact to a less than significant level.

13-17 Comment noted and accepted. Section 3.8.7 Cumulative Impacts, Impact LU-C1, page 3.8-12 in the Draft EIR is corrected as shown below:

Impact: *LU-C1: Will the Project result in cumulative impacts on land uses?*

There is an inter-relationship between land development and transportation infrastructure. Transportation services, such as bus and rail transit as well as roadways, must be available to provide residents and businesses access and mobility as land is being developed.

The project would be consistent with County and City general plan designations and zoning, and LCP policies. The Castroville Site No. 2 would convert 9 acres of in-production agricultural land to industrial and would require a general plan amendment and a zoning change. ~~Site No. 2 is consistent with the draft Castroville Community Plan.~~ The project would not require the extension of existing utilities infrastructure (roads, sewer and water) or construction of new utilities infrastructure to adequately serve the site.



13-18 Comment noted and accepted. Section 3.9.3 Regulatory Setting, page 3.9-5 in the Draft EIR is corrected as shown below:

North County Land Use Plan/Local Coastal Program California Coastal Act Policies

Local Coastal Program (LCP) policies are found in the North County Land Use/LCP (1982) in Section 2.6. Agriculture is a traditional coastal activity that has contributed substantially to the region's economy, pattern of employment, quality of life, open space, and scenic quality. The Coastal Act requires that the maximum amount of prime agricultural land shall be maintained in production to assure the protection of the area's economy. Agriculture shall be protected by establishing stable boundaries separating urban and rural areas, by locating new development contiguous to existing developed area, and by minimizing conversions or divisions of productive agricultural land.

Castroville Site #2 is located south of Elkhorn Slough, where the farmland is taken up by artichokes, livestock grazing, and dairy farms. Additionally, nearly one-half of the Elkhorn marshlands and most of the former wetlands such as Moro Cojo are in various stages of reclamation, primarily for livestock grazing.

*Key Policy*

~~The County shall support the permanent preservation of prime agricultural soils exclusively for agricultural use. The County shall also protect productive farmland not on prime soils if it meets State productivity criteria and does not contribute to degradation of water quality. Development adjacent to prime and productive farmland shall be planned to be compatible with agriculture.~~

*Relevant Specific Policies (LCP Section 2.6.3)*

- ~~5. Conversion of Agricultural Conservation lands to non-agricultural uses shall be allowed only if such conversion is necessary to:~~
- ~~a) establish a stable boundary between agriculture and adjacent urban uses or sensitive habitats; or~~
  - ~~b) accommodate agriculture related or other permitted uses which would economically enable continuation of farming on the parcel and adjacent lands.~~

- ~~6. For new development adjacent to agricultural areas, well-defined buffer zones shall be established within the area to be developed to protect agriculture from impacts of new residential or other incompatible development and mitigate against the effects of agricultural operations on the proposed uses. Subdivisions, rezoning, and use permit application for land adjacent to areas designated on the plan map for Agricultural Preservation or Agricultural Conservation shall be conditioned to require dedication of a 200-foot wide open space easement, or such wider easement as may be necessary, to avoid conflicts between the proposed use and the adjacent agricultural lands. For development adjacent to agricultural areas not designated for exclusive agricultural use, a reduced easement of not less than 50 feet shall be required. These easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. Minor storage buildings or sheds associated with the residential uses, may be permitted as a conditioned use. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.~~

#### North County Area Plan (Inland) (1985), Monterey County General Plan and Williamson Act Program

The Monterey County General Plan designates several categories of agricultural land in the Land Use Element, and also contains an Agriculture Element which establishes goals, objectives, and policies regarding agriculture. The County also administers the Williamson Act Program. Williamson Act contract lands are defined in the California Land Conservation Act of 1965. The law was enacted to protect agriculture and open space land and to adjust imbalanced tax practices. Williamson Act contracts, also known as agricultural preserves, offer tax incentives for agricultural land preservation by ensuring that land will be assessed for its agricultural productivity rather than its highest and best uses. None of the project sites are under Williamson Act Contract.

Monterey County's General Plan represents long-range goals, objectives, and policies for the County. The North County Area Plan (1985), as one of the area plans of Monterey County, is more specific than the General Plan due to its size and geographic focus. Development opportunities, constraints, and natural resources of the North County Planning Area are unlike those in other parts of the County, hence the policies for this planning area are more precisely adapted to the characteristics of this area than are the more general policies of the General Plan. Area plans must be consistent with the General Plan and must address all subjects required by

state law. There no agriculture policies in the North County Area Plan that are applicable to the proposed project.

Table 3.9-2 identifies goals, objectives, and policies that provide guidance for preservation of agricultural lands in the Project area. The table also indicates which evaluation criteria are responsive to each set of policies. The Monterey County General Plan written in 1982 is currently being updated but it has not yet been ratified by the Planning Commission and Board of Supervisors. Therefore, the 1982 Monterey County General Plan Goals, Policies, and Objectives were used for disclosure.

The following text is added to Table 3.9-2 General Plan Goals, Policies and Objectives – Agriculture, page 3.9-6 through 3.9-7:

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<p><u>North County Land Use Plan/LCP</u></p>	<p><u>Section 2.6, Agriculture Policies</u></p>	<p><u>Key Policy 2.6.1</u></p>	<p><u>The County shall support the permanent preservation of prime agricultural soils exclusively for agricultural use. The County shall also protect productive farmland not on prime soils if it meets State productivity criteria and does not contribute to degradation of water quality. Development adjacent to prime and productive farmland shall be planned to be compatible with agriculture.</u></p>	<p>2</p>
<p><u>North County Land Use Plan/LCP</u></p>	<p><u>Section 2.6, Agriculture Policies</u></p>	<p><u>Specific Policy 2.6.3 (5)</u></p>	<p><u>Conversion of Agricultural Conservation lands to non- agricultural uses shall be allowed only if such conversion is necessary to:</u>  <u>a) establish a stable boundary between agriculture and adjacent urban uses or sensitive habitats; or</u>  <u>b) accommodate agriculture-related or other permitted uses which would economically enable continuation of farming on the parcel and adjacent lands.</u></p>	<p>1</p>

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<u>North County Land Use Plan/LCP</u>	<u>Section 2.6, Agriculture Policies</u>	<u>Specific Policy 2.6.3 (6)</u>	<p style="text-align: center;"><u>For development adjacent to agricultural areas not designated for exclusive agricultural use, a reduced easement of not less than 50 feet shall be required. These easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. Minor storage buildings or sheds associated with the residential uses, may be permitted as a conditioned use. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.</u></p>	1

13-19 See Response to Comment 13-4, above. Although it is not required, TAMC has agreed to provide compensatory mitigation for the loss of agricultural land at Castroville Site #2, as defined in Mitigation AG-1. TAMC is currently working with the County of Monterey to identify suitable sites. The mitigation provided by the commenter will also be considered but is not required to be implemented by TAMC or the County under its LCP.

13-20 Mitigation Measure AG-1 provides for several options in compensatory mitigation, two of them being purchase and transfer of development rights. The third option is purchase of a conservation easement. According to the County of Monterey Resource Management Agency (meeting with Mike Novo, Planning Director, July 19, 2006), all of these are feasible mitigation. TAMC is currently working with the County of Monterey to identify suitable sites in or near Castroville.

13-21 Comment noted and accepted. Mitigation AG-2 on page 3.9-10 of the Draft EIR is corrected as follows:

*Mitigation: AG-2: Rezoning of Castroville Passenger Station Site #2.*

TAMC shall request a revision to the existing zoning (Agricultural Preservation CZ/Farmland) at Castroville Passenger Station Site #2 from Monterey County and the LCP to public/quasi public use to be consistent with the proposed land use.

- 13-22 Comment noted and accepted. The analysis in Impact AG-C1 does allude to the fact that the project could contribute to the cumulative loss of farmland. However, the project provides mitigation that would reduce overall impacts to less than significant by purchasing conservation easements or development rights in order to protect agricultural lands in the Castroville area. Therefore, Impact AG-C1 on page 3.9-11 is corrected as follows:

IMPACT: AG-C1: Will the project have the potential to have a cumulative impact on agriculture?

*Analysis: Less than Significant*

Although the project would contribute to the cumulative loss of farmland in Monterey County, none of the project sites is considered Prime or Unique Farmland. The Pajaro Station and Salinas Station sites are not in agricultural areas. Although the Castroville Passenger Station Site #2 is on agricultural land, the site is immediately adjacent to urbanized Castroville, and ~~has already been~~ is being considered for redevelopment by the Monterey County Redevelopment Agency in the draft ~~Castroville Community Plan~~. Mitigation is proposed to compensate for the project's impacts, and the cumulative loss of farmland is considered to be a less than significant impact.

- 13-23 The proposed project will not include the installation of restroom facilities at any of the station sites. Therefore, there will be no impacts resulting from wastewater issues. This does not change the result after analysis. Section 3.12.6, Impact PSU-1, Wastewater on page 3.12-19 is corrected as shown below:

Wastewater:

*Analysis: Less than Significant, LPA and Alternate Castroville Passenger Platform Site*

No significant impacts on wastewater systems would result from the Project in either alternative because the project does not include construction or implementation of wastewater services such as a restroom facility at any of the proposed station sites. ~~only a minimal wastewater facility would be needed to operate the Project, such as restroom facilities.~~ Therefore, there would be no impacts to the resulting from wastewater service issues ~~system would be less than significant.~~

Mitigation: No mitigation is necessary.

13-24 Comment noted and accepted. A traffic analysis for Castroville Site #1 has been prepared. The following text is added to page 3.14-25 under Trip Distribution, page 3.14-30, Impact TC-3, and Tables 3.14-4, 3.14-5 3.14-6 under Castroville section:

Page 3.14-25:

### Trip Distribution

In Castroville, the major directions of approach and departure to and from the project site are:

- 50 percent on SR 156 to and from the west
- 25 percent on Castroville Boulevard to and from the northeast
- 25 percent on SR 156 to and from the east and southeast

Castroville residents who live to the west of the Union Pacific Railroad line and drive to the station, are anticipated to use the local north/south and east/west grid of streets leading to Benson Road. No directional distribution of local traffic is assumed, as parking accessed by Benson Road is provided for the convenience of local residents.

~~No quantitative assessment of potential traffic impacts associated with Site 1 was performed. Insofar as traffic impacts, Site 1 was considered unacceptable by local residents, county staff, and elected representatives due to existing traffic conditions on Merritt Road (SR 183).~~

Traffic counts for Castroville Alternative Site 1 were conducted on July 11 through 13, 2006. Given the date of these traffic counts, the base year of analysis for Castroville Alternative Site 1 is 2006. The results of the intersection level of service analysis for this site (1) and base year (2006) are presented in Table 3.14-4a.

In Castroville, the SR 156 ramp terminal intersections with Merritt Street operate at an acceptable level of service (LOS C or better) with excess capacity available during all peak periods. At the intersection of Merritt Street and Blackie Road, the level of service is D during all study time periods.

To account for likely but unspecified growth, a 2% annual increase in traffic was applied to base year volumes to project near term (2008) and longer term (2013) Background Conditions. The results of the background intersection level of service analysis are presented in Table 3-14.5a along with Baseline (2006) Conditions. Traffic operations at the SR 156 westbound and eastbound off-ramp intersections with Merritt Street will decline slightly under Background Conditions but remain at acceptable

levels. At Blackie Road and Merritt Street, level of service remains at an unacceptable LOS D under Background Conditions, and worsens from Base Year conditions insofar as seconds of intersection delay.

With respect to Project Conditions, the major directions of approach and departure to and from the project site are:

- 50% on SR 156 to and from the west
- 50% on SR 156 to and from the east

Upon reaching Merritt Street, traffic is expected to access Castroville Alternative Site 1 primarily via Blackie Road. Traffic can potentially access Site 1 via Wood Street, but southbound access to Wood Street is difficult and somewhat dangerous due to traffic queues extending south from the eastbound SR 156 ramp terminal intersection. Northbound egress from the site via Wood Street is also challenging due to traffic queues and weaving maneuvers to access the westbound on-ramp left turn lane to SR 156. As a result, station trips entering and leaving the station site have been assigned to the Blackie Road intersection as a conservative assumption.

Table 3.14-6a summarizes the comparison of level of service between the base year, background (no project) and project conditions for the Castroville Alternative Site 1 study intersections.

Table 3.14-4a is added to Table 3.14-4 on page 3.14-17 of the Draft EIR as shown:

Table 3.14-4a Base year (2006) Intersection Levels of Service

<b>Intersection</b>	<b>Peak</b>	<b>Baseline LOS</b>	<b>Delay, sec<sup>1</sup></b>
<b>Castroville Site #1</b>			
<u>Merritt Street and WB SR 156 Off-Ramp</u>	<u>Caltrain AM</u>	<u>A</u>	<u>5.8</u>
	<u>Network AM</u>	<u>A</u>	<u>7.8</u>
	<u>Caltrain PM</u>	<u>A</u>	<u>7.7</u>
	<u>Network PM</u>	<u>A</u>	<u>6.1</u>
<u>Merritt Street and EB SR 156 On-Ramp</u>	<u>Caltrain AM</u>	<u>B</u>	<u>13.9</u>
	<u>Network AM</u>	<u>B</u>	<u>12.9</u>
	<u>Caltrain PM</u>	<u>B</u>	<u>12.6</u>
	<u>Network PM</u>	<u>B</u>	<u>19.4</u>
<u>Merritt Street and Blackie Road</u>	<u>Caltrain AM</u>	<u>D</u>	<u>38.7</u>
	<u>Network AM</u>	<u>D</u>	<u>38.8</u>
	<u>Caltrain PM</u>	<u>D</u>	<u>35.1</u>
	<u>Network PM</u>	<u>D</u>	<u>36.8</u>

Table 3.14-5a is added to Table 3.14-5 on page 3.14-19 of the Draft EIR as shown:

Table 3.14-5a Background 5-year (2008) and Ten Year (2013) Intersection Levels of Service

Intersection	Peak	Condition					
		Baseline LOS	Delay, sec	5-Year Background LOS	Delay, sec	10-Year Background LOS	Delay, sec†
<b>Castroville Site #1 (Alternative Site)</b>							
Merritt Street and WB SR 156 Off-Ramp	Caltrain AM	A	5.8	A	5.9	A	6.3
	Network AM	A	7.8	B	11.6	B	13.8
	Caltrain PM	A	7.7	A	7.9	A	8.6
	Network PM	A	6.1	A	6.3	A	7.2
Merritt Street and EB SR 156 On-Ramp	Caltrain AM	B	13.9	B	14.5	B	15.0
	Network AM	B	12.9	B	12.9	B	13.2
	Caltrain PM	B	12.6	B	13.1	B	15.3
	Network PM	B	19.4	C	22.1	C	29.1
Merritt Street and Blackie Road	Caltrain AM	D	38.7	D	38.7	D	39.1
	Network AM	D	38.8	D	38.8	D	39.2
	Caltrain PM	D	35.1	D	35.1	D	35.3
	Network PM	D	36.8	D	38.5	D	43.6

Table 3.14-6a is added to Table 3.14-6 on page 3.14-28 in the Draft EIR. A copy of Table 3.14-6a is presented in Section 3.0 Errata and Revisions, page 3-52 of this Final EIR.

Impact TC-3 is revised as follows:

**IMPACT: TC-3: Will the Project worsen already (or projected) unacceptable operations at an analysis location?**

Analysis: *Significant; LPA, Alternate Castroville Site*

In Pajaro Valley, the study intersection of Porter Drive at San Juan Road remains at LOS E under the 5-year project condition but has a one second increase in delay during the PM peak hour of the roadway network. Under the 10-year project condition, this study intersection remains at LOS F and has a 2.3 second delay increase during the PM peak hour of the roadway network. The Salinas Road at Railroad Avenue study intersection remains at LOS E during the AM peak hour of network traffic with 2.1 second increase in delay. This same study intersection remains at LOS F during



both the 5-year and 10-year project scenarios under two conditions – the PM peak hour of the network peak and the PM peak hour of the station peak.

In Castroville, no study intersection operations for Castroville Site #2 are worsened by project traffic that are currently operating at unacceptable levels.

At Castroville Site #1 (Alternative), the level of service is at LOS D which is an unacceptable level of service. This intersection is currently operating at an unacceptable LOS under baseline and background conditions, and will worsen under project conditions.

Mitigation: **TC-3: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro, and reroute MST bus routes as needed to avoid congestion at Salinas Road and West Market Street.**

According to the 2005 Monterey County Regional Transportation Plan, the threshold of significance for traffic LOS is “an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)”. As outlined above, the increases in delay at the study intersections that are already operating at unacceptable levels of service are not significant in comparison to existing volumes.

In addition, increases in delay resulting from bus route realignments are considered to be categorically exempt under CEQA Section 15301(c).

There is no feasible mitigation measure to reduce impacts at the Castroville Site #1. The project will worsen already unacceptable levels of service.

After  
Mitigation *Less than Significant, LPA*

Implementation of Mitigation Measure TC-3 would reduce impacts resulting from increased traffic volume by creating gaps in traffic flows to facilitate traffic exiting the station site and other businesses along Salinas Road. Furthermore, the intersections are currently operating at unacceptable levels of service; the proposed project would not significantly increase traffic volumes beyond their current conditions.

Significant and Unavoidable, Alternative Castroville Site

There is no feasible mitigation to reduce impacts to the level of service at the Castroville Site #1 intersections, specifically Merritt Road and Blackie Road. Therefore, this remains a significant and unavoidable impact.

- 13-25 The alternative to place two stations in Castroville and to review alternative parking facilities were considered but were deemed to be not economically feasible, nor did they reduce or avoid most if not all of the significant impacts that occur with the proposed project. Analysis showed that ridership could not support two stations less than a mile apart from each other, and construction of a two or three-level parking garage would create more visual and community character impacts.
- 13-26 See Response to Comment 13-4, above.
- 13-27 Castroville Site #1 is still analyzed at the same level of detail as the LPA throughout the document. The statement on page 5-11 refers to the stipulation by UPRR on use of its tracks for specific rail services.
- 13-28 Comment noted and accepted. References to figure numbers are corrected to coincide with the figures in the submitted PSR.
- 13-29 See Responses to Comments 13-2 and 13-24, above.
- 13-30 TAMC met with Monterey County Resource Management Agency, Planning Department on July 19, 2006, to discuss the correct process for an amendment to the LCP. TAMC appreciates the input from the Coastal Commission on the proposed project.

## 3.0 ERRATA AND REVISIONS

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This section contains those pages of the *Caltrain Extension to Monterey County Passenger Rail Stations Draft EIR* that have been revised based on the comments received during the public review period and presented in Section 2.0 of this Final EIR. Text that has been deleted from the Draft EIR is shown in ~~strike-out~~ mode; text that has been added is shown in underline.

The following pages of the *Caltrain Extension to Monterey County Passenger Rail Stations Draft EIR* are included in this section:

Page S-2	Summary, Section S.1 Purpose and Need for Caltrain Extension to Monterey
Pages 1-8 thru 1-10	1.0 Introduction, Section 1.4 Permits and Approvals
Page 2-14	2.0 Project Description, Section 2.2 Alternatives/2.2.2 Project Alternatives/2.2.2.1 Locally Preferred Alternative
Page 3.1-21	3.1 Visual Resources, Section 3.1.3 Regulatory Setting
Page 3.1-24	<i>Table 3.1-1</i> , 3.1 Visual Resources, Section 3.1.3 Regulatory Setting
Page 3.1-28	3.1 Visual Resources, Section 3.1.6 Environmental Impacts and Recommended Mitigation Measures
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Page 3.1-37	3.1 Visual Resources, Section 3.1.9 References
Page 3.2-2	3.2, Air Quality, Section 3.2.2 Environmental Setting
Page 3.2-15	3.2 Air Quality, Section 3.2.5.1 Construction Emissions
Page 3.3-33	3.3 Biological Resources, Section 3.3.3 Regulatory Setting
Page 3.3-41	3.3 Biological Resources, Section 3.3.6 Environmental Impacts and Recommended Mitigation Measures
Pages 3.4-16, -17	3.4 Cultural Resources, Section 3.4.2 Environmental Setting
Page 3.4-22	<i>Table 3.4-7</i> , 3.4 Cultural Resources, Section 3.4.4 Evaluation Criteria with Points of Significance
Page 3.6-8	<i>Table 3.6-2</i> , 3.6 Hazardous Materials and Hazardous Wastes, Section 3.6.4 Evaluation Criteria with Points of Significance
Page 3.7-9	3.7 Hydrology and Water Quality, Section 3.7.3 Regulatory Setting

Pages 3.7-11 thru -14	<i>Tables 3.7-1 and 3.7-2</i> , 3.7 Hydrology and Water Quality, Section Regulatory Setting
Page 3.8-2	3.8 Land Use and Planning, Section 3.8.2 Environmental Setting
Page 3.8-3	3.8 Land Use and Planning, Section 3.8.2 Environmental Setting
Page 3.8-4	<i>Table 3.8-1</i> , 3.8 Land Use and Planning, Section 3.8.2 Environmental Setting
Page 3.8-11	3.8 Land Use and Planning, 3.8.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.8-12	3.8 Land Use and Planning, 3.8.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.9-3	3.9 Agriculture, Section 3.9.2 Environmental Setting
Page 3.9-5	3.9 Agriculture, Section 3.9.3 Regulatory Setting
Pages 3.9-6, -7	<i>Table 3.9-2</i> , 3.9 Agriculture, Section 3.9.3 Regulatory Setting
Page 3.9-8	3.9 Agriculture, Section 3.9.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.9-10	3.9 Agriculture, Section 3.9.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.9-11	3.9 Agriculture, Section 3.9.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.10-23	3.10 Noise, Section 3.10.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.12-19	3.12 Public Services/Utilities, Section 3.12.6 Environmental Impacts and Recommended Mitigation Measures
Page 3.13-4	3.13 Parks and Recreation, Section 3.13.3 Regulatory Setting
Page 3.13-5	3.13 Parks and Recreation, Section 3.13.3 Regulatory Setting
Page 3.14-8	3.14 Traffic and Circulation, Section 3.14.2 Environmental Setting, <i>Salinas</i>
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Page 3.14-28	<i>Table 3.14-6a</i> , 3.14 Traffic and Circulation, Section 3.14.6 Environmental Impacts and Recommended Mitigation Measures

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3.14 Traffic and Circulation, Section 3.14.6 Environmental  
Impacts and Recommended Mitigation Measures

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## **S.1 PURPOSE AND NEED FOR CALTRAIN EXTENSION TO MONTEREY COUNTY**

The purpose of this project is to extend Caltrain service from the existing terminus in Gilroy to Monterey County, including stations in Pajaro, Castroville, and Salinas to accommodate a portion of inter-county commute oriented traffic, provide residual capacity for future travel demand increases, and improve regional air quality. Caltrain is a commuter rail service that runs between Gilroy and San Francisco. Caltrain operates weekday trains between San Francisco and San Jose, with commute-hour service to Gilroy. Weekend service is offered from San Francisco to San Jose.

The proposed extension of Caltrain to Salinas would provide an alternative means of commuter travel between Monterey County and southern Santa Cruz County to the San Francisco Bay Area. In addition to lowering congestion on the roadways, the commuter rail extension would bring a significant increase in ridership to the existing Caltrain service. Other benefits to this new service include an increase in job opportunities, more transportation alternatives for senior citizens and those with physical disabilities, increased access by students to educational resources, and economic development opportunities along the train route.

Currently in the Monterey County and San Francisco Bay areas, job distribution and worker housing distribution patterns do not match. The San Francisco Bay counties have job surpluses and this pull of workers has created a large increase in interregional commuter traffic, leading to highway congestion and poor air quality in the basin. The U.S. Census for 2000 estimates that 18,073 persons living within Monterey County work in another county. Of this number, more than 30 percent are employed within Santa Clara or other Bay Area counties. Available public transportation choices between Monterey County and Santa Clara County are limited to one Greyhound bus trip during the normal northbound (morning) commute period. However, in August 2006, Monterey-Salinas Transit (MST) will begin bus service from Monterey to San Jose (Line 55). AMTRAK Coast Starlight trains and motor coach service to the Capitol Corridor, and San Joaquin and Pacific Surfliner trains do not operate during normal northbound commute periods. As a consequence, residents of Monterey County who work in Santa Clara County and points north must use private vehicles to travel between home and work.

Pages 1-8 through 1-10

- **California Coastal Commission Local Coastal Program**

~~Commission jurisdiction in the coastal zone (which is specifically mapped) is broad. It applies to all private and public entities and covers virtually all development activities, including transportation. These Coastal zone policies~~

constitute the statutory standards applied to planning and regulatory decisions pursuant to the Coastal Act. ~~California's Monterey County's~~ coastal management program is carried out ~~through a partnership with the County of Monterey, under a Local Coastal Program (LCP).~~ Through the LCP, the County ~~The California Coastal Commission~~ would be required to act on an application by TAMC for development within the coastal zone under its adopted LCP. This would specifically apply to the Locally Preferred Alternative Castroville Passenger Station at Site #2, which is partially located within the Coastal Zone. An amendment to the LCP to change the zoning at the Castroville Site #2 from Agriculture Preserve CZ to Public/Quasi-public would need to be approved by the County, then certified by the Coastal Commission. The Coastal Commission could have independent review authority under the Federal Coastal Zone Management Act because of the project's federal funding and permitting.

- **Monterey Bay Unified Air Pollution Control District (MBUAPCD)**

As required by the California Clean Air Act and the Federal Clean Air Act, the Monterey Bay Unified Air Pollution Control District is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to stationary and area sources of air pollution. The Monterey Bay Unified Air Pollution Control District is the permitting authority to allow stationary air emissions by the project, monitor compliance, and assess possible violations.

- **Monterey County**

The County of Monterey would review the project and how it conforms to the general plan and zoning regulations, including the Local Coastal Program (LCP). The Monterey County Department of Planning and Building Inspection would receive the applications for the proposed rail passenger stations at Pajaro and Castroville. In addition, the Redevelopment Agency of Monterey County would be involved in the planning and approval of station development at Castroville and Pajaro. Planning staffs would provide land use, zoning, and environmental review information for these sites, including:

- zoning information for specific parcels;
- approval of plot plans for minor building permit applications;
- receipt of applications for Coastal Permits, Variances, Use Permits, Subdivision Maps, Certificates of Compliance, Lot Line Adjustments, and other similar applications;
- receipt of environmental review applications;
- provision of letters to confirm zoning or subdivision information; and
- local coastal program update.

In addition, the following information is required by Monterey County under the Monterey County Code (MCC) for the Locally Preferred Alternative:

- General Development Plans (MCC 20.26.030 and 21.28.030)
- Vehicle Trip Reduction Plan (MCC 20.64.250 and 21.64.250)

**Page 2-14**

**Castroville Passenger Station at Site #2**

Two sites were identified for the Castroville Station. Site #1 is south of State Route 156 and runs along Del Monte Avenue and Site #2 is located immediately north of State Route 156. Site #2 was selected as the LPA.

Downtown Castroville and the principal concentration of residential development lie to the west of Site #2. Site #2 affords a large space to develop a passenger rail station and parking area. Parking supplies and site access roads could be developed on the Coast (west) side of the main line or on the east side of the tracks. Lands on both sides of the track are currently used for agricultural (artichoke) production. Construction of an access roadway would be required, as well as a pedestrian grade separation (crossing). Due to the supply of parking, access roadway construction and a grade-separated pedestrian crossing, development of a station on Site #2 is estimated to cost approximately twice that of Site #1. Concerns expressed during the preparation of the alternative conceptual design plans regarding farmland conversion of Site #2 have been resolved by Monterey County land use policy and consultation with U.S. Department of Agriculture, Natural Resources Conservation Service under its Farmland Protection Policy Act (7 CFR 658.1-7) and the Farmland Conversion Impact Rating Form AD-1006. California Coastal Commission staff.

**Page 3.1-21**

**Monterey County Community General Plan**

~~The Monterey County Community General Plan was developed in January 2005 by eight citizen sponsoring groups, and is under review by the Monterey County Supervisors for adoption. A summary of relevant goals and policies in the Community General Plan intended to protect visual resources within the County is provided below:~~

**~~Open Space Goal #2:~~**

~~Protect the scenic resources of the County for environmental quality and to support the economic vitality of the County's hospitality, tourism, and visitor-serving industry.~~

~~The policies to support Goal #2 of the Monterey County Community General Plan are the same as Policies 9.1, 9.2, 9.4, 9.7, and 9.8 of the Monterey County General Plan Update, listed above.~~



## North County Area Plan

The North County Area Plan is an area land use plan that is part of the Monterey County General Plan. The proposed Castroville Site #1 (Del Monte Avenue described in the Alternative Station site), a portion of Castroville Site #2 that is outside the coastal zone, and Pajaro Valley proposed station locations Sites #1 and #2 are under jurisdiction of the Monterey North County Area Plan. Highly sensitive scenic routes and the areas that significantly contribute to the scenic routes are identified in the Monterey North County Area Plan. The stretch of Highway 156 within the vicinity of the Castroville Site #2 is designated as a County Scenic Highway. No policies supplemental to the Monterey County General Plan regarding scenic resources were developed as part of the North County Area Plan.

### Page 3.1-24, Table 3.1-1

**Table 3.1-1**

General Plan Goals, Objectives, and Policies  
Visual Resources

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
Monterey County 1982 General Plan	Chapter IV: Area Development, Transportation	Goal 26, Promote Appropriate Development & Protect Desirable Land Uses Goal 40, Scenic Highways	Policy 26.1.6 Encourage development which preserves and enhances the County's scenic qualities. Policy 26.1.7 Control development, siting, design, and landscaping. Policy 26.1.8 Development in scenic road and highway corridors shall be governed by policies located in the transportation section of the General Plan. Policy 40.2.1 Underground utilities and architectural and landscape controls. Policy 40.2.2 Land use controls to protect scenic corridors.	1, 2, 3, 4
North County Area Plan	Supplemental Policies, Area Development		<u>26.1.6.1(NC) Where new development is permitted in sensitive or highly sensitive areas as shown on the Scenic Highways and Visual Sensitivity Map, the landscaping, building design and siting of the development shall be critically reviewed to maintain the scenic value of the area.</u>	1, 2, 3, 4

**Table 3.1-1**

General Plan Goals, Objectives, and Policies  
Visual Resources

Adopted Plan Document	Document Section	Document Numeric Reference	Policy	Relevant Evaluation Criteria
North County Land Use Plan (LCP)	<p><u>Key Policy 2.2.1</u>  <u>In order to protect the visual resources of North County, development should be prohibited to the fullest extent possible in beach, dune, estuary, and wetland areas. Only low intensity development that can be sited, screened, or designed to minimize visual impacts, shall be allowed on scenic hills, slopes, and ridgelines.</u></p>		<p><u>General Policy 4. The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.</u></p> <p><u>General Policy 5. Structures should be located to minimize tree removal, and grading for the building site and access road. Disturbed slopes should be restored to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.</u></p>	<p>1, 3</p> <p>1, 2, 3</p>
Monterey County 2005 Community General Plan	Open Space	Open Space Goal #2, Protection of scenic resources	See Policies 9.1, 9.2, 9.4, 9.7, and 9.8 of the Monterey County General Plan Update	
City of Salinas 2002 General Plan	<p>Community Design Element</p> <p>Conservation and Open Space Element</p>	<p>Goal CD-1, Preserve Community Image/Identity</p> <p>Goal CD-2, Neighborhood Revitalization</p> <p>Goal COS-4, Protect and Enhance Community Historic Resources.</p>	<p>Policy CD-1.4, Use of landscaping, signing to preserve distinct community identity.</p> <p>Policy CD-2.2 Minimize light and noise impacts</p> <p>Policy CD-2.6 Preserve architecturally important historic buildings.</p> <p>Policy CD-2.8 Parking lot landscaping</p> <p>Policy COS-4.1 Renovate and maintain historic architecture when possible.</p>	1, 3, 4

**Page 3.1-28 through 3.1-29**

**IMPACT: VR-2. Will the Project substantially damage scenic resources along a designated scenic highway?**

Analysis: *No Impact, Alternate Castroville Passenger Station Site*

There is no State or locally designated scenic highway or corridor adjacent to, or within view of the proposed Pajaro Station Site, Castroville Station Site #1, or Salinas Station site. Therefore, there would be no impacts to scenic resources along a designated scenic highway.

Mitigation: No mitigation is required.

Analysis: *Potentially Significant, LPA*

State Highway 156 is a designated State Scenic Highway that bounds the Castroville Station Site #2 to the south. The stretch of State Highway 156 through the project area is the westernmost stretch of the highway with the scenic designation. The scenic designation begins less than one-quarter mile west of the project area. State Highway 156 is elevated through the project area, and offers scenic views of expansive agricultural lands to the northwest, through the project area. There are no hills or other natural features visible on the horizon from Highway 156 in the project area. Views experienced from State Highway 156 are not expected to be substantially impacted by development of the proposed station, as the proposed station site is located near the boundary of Castroville's urban center. The subject site is not identified in the North County Planning Area as an area of visual sensitivity in conjunction with the scenic designation of Highway 156. Since State Highway 156 is elevated through the project area, the proposed station would not obstruct motorists' views of scenic agricultural landscape stretching further north and east. Although no significant scenic resources would be damaged, the proposed station would substantially alter the visual character and quality of the existing site, which is located within the viewshed of a designated scenic highway. ~~Therefore, in compliance with Policy ER-9.1 Development Review of the Monterey County General Plan and Monterey County Community General Plan, a Visual Impact Analysis Report for the proposed Castroville Site #2 will be required.~~

Mitigation: **VR-2: Conduct a ~~Visual Impact~~ Final Design Review and Analysis of Final Design**

In compliance with *Policy ER-9.1 Development Review* of the Monterey County General Plan Update and Monterey County Community General Plan, a Visual Impact Analysis Report, the applicant shall submit final design and development plans for the proposed Castroville Site #2 to the Monterey County Planning and Building Inspection Department for

review and approval at the time of final design of the project. The Visual Impact Analysis Report final design review submittal will include a visual impact analysis and graphic representation to determine how the proposed development would impact affect the scenic quality of the site, and facilities would be designed in a manner to minimize visual impacts. Application of sensitive treatment provisions such as placement of utilities underground, architectural and landscape controls (such as landscaped, vegetative barriers), and appropriate signage and roadway design would be explored in the report as mitigation measures to effective in minimizing visual impacts of the proposed station.

After

Mitigation: *Less than Significant*

Implementation of Measure VR-2 would ensure that potential visual impacts to the Highway 156 scenic designated corridor, resulting from the proposed Castroville Station Site #2, would be identified and adequately mitigated.

**Page 3.1-36**

Mitigation: **VR-4: Prepare an Exterior Lighting Design**

In compliance with ~~Policy ER-9.8: Exterior Lighting of the Monterey County General Plan Update and Monterey County Community General Plan~~, Policy 26.1.7 of the 1982 Monterey County General Plan and Policy 26.1.6.1 of the North County Area Plan, all platform and station exterior light sources shall be controlled and/or shielded to the downward direction so as not to glare beyond the limits of the parcel or be directly visible from common public viewing areas wherever feasible, and consistent with standards set by the County Planning & Building Inspection Department.

In addition, lighting impacts and appropriate lighting design features would be identified in the Visual Impact Analysis Report prepared for the Castroville Station Site #2 submitted to the County Planning & Building Inspection Department at the time of final design approval, as described in Mitigation Measure VR-2.

**Impact: VR-C1: Will the project have significant cumulative aesthetic impacts?**

Analysis: *Potentially Significant, LPA and Alternate Castroville Passenger Station Site*

Construction and operation of the proposed Pajaro Passenger Station Station site is not anticipated to result in any cumulatively significant

visual impacts. The proposed station at Castroville Site #1 would involve redevelopment of an existing industrial area. The proposed facility would be compatible with surrounding uses, and the construction and operation of this facility is not anticipated to result in cumulative visual impacts.

Construction and operation of the proposed station at Castroville Station Site #2 could result in stimulating transit-serving development within an agricultural area, which could result in a change to the existing landscape. However, the North County Area Plan and the North County Land Use Plan ~~Monterey County General Plan and the Castroville Community Plan~~ have identified policies that define growth patterns and community design for the area. Implementation of these policies that relate to visual resources and community design guidelines would help to minimize visual impacts from future projects.

**Page 3.1-37**

**3.1.9 REFERENCES**

City of Salinas, 2002. City of Salinas General Plan, Community Design Element. FHWA, 2005. Federal Highway Administration Environmental Guidebook. Last updated April 20, 2005.

Monterey County, 1982. Monterey County General Plan.

Monterey County, 1982a. North County Land Use Plan Local Coastal Program. June.

Monterey County, ~~1982.~~1985. North County Area Plan, a part of the Monterey County General Plan. Adopted by the Monterey County Board of Supervisors July 2.

~~Monterey County, 2005a. Monterey County Community General Plan. Prepared by Terry Watt for sponsoring citizen groups of Monterey County. January.~~

Monterey County, 2005b. Notice of Preparation for the Castroville Community Plan Environmental Impact Report. June 1.

Page 3.2-2

### 3.2.2 ENVIRONMENTAL SETTING

The State of California is divided geographically into 44 35 air pollution control districts. The proposed project is located within the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which includes Monterey, San Benito, and Santa Cruz counties.

Page 3.2-15

#### 3.2.5.1 Construction Emissions

The project related construction impact to the environment is determined by comparing the daily disturbance of soil to the screening significance threshold in Table 3.2-7. In order to obtain the daily disturbance of soil, total area of land to be disturbed in acreage was divided by number of days of disturbance. Table 3.2-9 presents the results of the calculation.

It can be concluded from Table 3.2-9 that all grading and earthmoving activities at various sites proposed by the project would be below the significance threshold of construction emission of PM<sub>10</sub>, subject to the condition that daily watering is required.

To reduce fugitive dust emissions during construction activities, the following Construction Best Management Practices, as recommended by the MBUAPCD will be implemented at each proposed project station:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposures.
- Prohibit all grading activities during periods of high wind (i.e., over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro-seed areas.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.

- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave or cover all roads with gravel at construction sites.

**Page 3.3-33**

**Waters of the State**

Pursuant to the Porter-Cologne Water Quality Control Act (California Water Code, Division 7), the Regional Water Quality Control Boards of the state, the California Department of Fish and Game and the California Coastal Commission all have jurisdiction over waters of the State. This jurisdiction covers waters that are no longer regulated as waters of the United States as a result of the SWANCC decision. The Regional Board now regulates activities in areas that are outside of the jurisdiction of the U.S. Army Corps of Engineers. These activities include any fill of isolated wetlands, vernal pools, or stream banks above the ordinary high water mark. Activities in waters of the State that lie outside the jurisdiction of the Corps require the issuance, or waiver, or waste discharge requirements from the Regional Board.

**Page 3.3-41**

Mitigation: **BIO-8: Avoid wetlands**

The project has been designed to avoid fill of wetlands associated with the ditch on the western edge of the site. Buildings and other infrastructure shall be sited to avoid wetlands. Wetlands shall be protected from trespass by fencing installed at a specified distance (e.g., 25 100-foot buffer) around the ditch and associated wetlands, as specified in the North County Land Use Area Plan (Monterey County 1982). Signs shall be posted that identify the area as a no-entry “environmentally sensitive area.” Project designs would provide a drainage system to prevent surface storm water or landscaping irrigation runoff from flowing into nearby wetlands areas, unless adequately filtered by new wetlands or grasslands.

**Page 3.4-16 and 17**

**Castroville Passenger Platform at Site #2**

Castroville Platform Site #2 is located in an area considered to have a high degree of archaeological sensitivity (Monterey County Draft General Plan North County Land Use Plan, 1982). No known or previously recorded archaeological or

historical resources are present at the site; however, one previously recorded cultural resource (Castroville Overhead Bridge) is within the project area. This structure is not eligible for the NRHP.

**Castroville Passenger Platform at Site #1**

Castroville Platform Site #1 is located in an area considered to have a high degree of archaeological sensitivity (~~Monterey County Draft General Plan, Map ER-10 North County Area Plan, 1985~~). However, no known or previously recorded archaeological resources are present at the site. The entire project site was subjected to pedestrian survey and no new cultural resources were identified.

Page 3.4-22

**Table 3.4-7**

Evaluation Criteria with Point of Significance  
 Cultural Resources

Evaluation Criteria	As Measured by	Point of Significance	Justification
1. Will the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?	Number of sites affected by project facilities	Greater than 0 sites	<p><u>1982 Monterey County General Plan, Chapter I-Natural Resources</u></p> <p>CEQA Section 15064.5; PRC Section 5020-5024, 21084.1</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>



**Table 3.4-7**

Evaluation Criteria with Point of Significance  
 Cultural Resources

Evaluation Criteria	As Measured by	Point of Significance	Justification
2. Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Site locations in areas of high archaeological sensitivity.	Greater than 0 anticipated locations	<p><u>1982 Monterey County General Plan, Chapter I-Natural Resources</u></p> <p>CEQA Section 15064.5; PRC Section 5020-5024, 21084.1</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>
3. Will the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Underground construction within geologic units with the potential to contain important fossils	Greater than 0 occurrences	<p><u>1982 Monterey County Draft General Plan, Chapter I-Natural Resources</u></p> <p>CEQA, Appendix G; PRC Section 5097.5</p> <p><u>North County Area Plan, Chapter I-Natural Resources</u></p> <p><u>North County Land Use Plan/LCP, Section 2.0-Archaeological Resources</u></p>
4. Will the project disturb any human remains, including those interred outside of formal cemeteries?	Number of sites affected by project facilities	Greater than 0 sites	CEQA Section 15064.5; PRC Section 5020-5024, 21084.1

**Table 3.6-2**

Evaluation Criteria with Points of Significance  
Hazardous Materials and Hazardous Wastes

Evaluation Criteria	As Measured by	Point of Significance	Justification
1. Will the Project create a hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	Increase in transport, use or disposal of hazardous materials not in accordance with State and Federal hazardous materials or waste regulations.	Greater than 0 occurrences	State and Federal hazardous materials and waste regulations; <u>1982 Monterey County General Plans, Hazardous Materials Element, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>
2. Will the Project create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials?	Use or storage of hazardous materials not in accordance with State and Federal hazardous materials regulations.	Greater than 0 occurrences	State and Federal hazardous materials regulations; <u>1982 Monterey County General Plans, Hazardous Materials Element, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>
3. Will the Project release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Hazardous or acutely hazardous chemical emissions or handling within one-quarter mile of an existing or proposed school.	Greater than 0 occurrences	CEQA guidelines; California Accidental Release Prevention Law; Federal Emergency Preparedness and Community Right-to-Know Act [EPCRA]; Clean Air Act. <u>1982 Monterey County General Plans, Chapter II-Environmental Constraints</u> <u>North County Area Plan, Chapter II-Environmental Constraints</u> <u>North County Land Use Plan/.LCP, Section 2.8-Hazards</u>

**Table 3.6-2**

Evaluation Criteria with Points of Significance  
 Hazardous Materials and Hazardous Wastes

Evaluation Criteria	As Measured by	Point of Significance	Justification
4. Will the Project expose workers or the public to hazards from a known hazardous waste site as identified pursuant to Government Code Section 65962.5 (Cortese List)?	Ground disturbance near a hazardous waste site(s).	Less than 500 feet	CEQA guidelines; Resource Conservation and Recovery Act; Comprehensive Environmental Response Compensation and Liability Act (as amended by the Superfund Amendments and Reauthorization Act)

**Page 3.7-9**

**Coastal Permit**

The North County Land Use Plan (Local Coastal Program) contains a permit requirement to ensure the appropriate siting and density for new development, and to monitor the amount of land disturbance in relation to the Land Disturbance Target consistent with the Local Coastal Program certified by the Coastal Commission. This permit would apply to development of the Castroville Site #2 sites, which ~~are~~ is in the watershed of Moro Cojo Slough.

Pages 3.7-11 thru 3.7-14

**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
Monterey County 1982 General Plan	Chapter I, Area Natural Resources, Objectives and Policies for Water Resources	Goal 5 Policy 5.1.2	Land use and development shall be accomplished in a manner to minimize runoff and maintain groundwater recharge in vital water resource areas.	1, 3, 5
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Flood Hazards	Goal 16 Policy 16.2.1	The County's primary means of minimizing risk from flood hazards shall be through land use planning and the avoidance of incompatible structural development in flood prone areas.	7
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Flood Hazards	Goal 16 Policy 16.2.3	All new development for which a discretionary permit is required, including filling, grading, and construction, shall be prohibited within 200 feet of the riverbank or within the 100-year floodway except as permitted by ordinance.	7
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Flood Hazards	Goal 16 Policy 16.2.4	All new development, including filling, grading, and construction, within designated 100-year floodplain areas shall conform to the guidelines of the National Flood Insurance Program and policies established by the County Board of Supervisors, with the advice of the Monterey County Flood Control and Water Conservation District.	7

**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Flood Hazards	Goal 16 Policy 16.2.5	All new development, including filling, grading, and construction, proposed within designated floodplains shall require submission of a written assessment prepared by a qualified hydrologist/engineer on whether the development will significantly contribute to the existing flood hazard. Development shall be conditioned on receiving approval of this assessment by the County Flood Control and Water Conservation District.	7
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Water Quality	Goal 21 Policy 21.2.1	The County shall require all new and existing development to meet federal, state, and County water quality regulations.	1
Monterey County 1982 General Plan	Chapter II, Environmental Constraints, Objectives and Policies for Water Quality	Goal 21 Policy 21.2.3	Residential, commercial, and industrial developments which require 20 or more parking spaces shall include oil, grease, and silt traps, or other suitable means, as approved by the Monterey County Surveyor, to protect water quality; a condition of maintenance and operation shall be placed upon the development.	1
<u>North County Area Plan (1985)</u>	<u>Chapter I, Natural Resources, Objectives and Policies for Water Resources</u>	<u>Policy 5.1.3 (NC)</u>	<u>Developments shall be designed to maximize groundwater recharge capabilities and to minimize runoff from the property.</u>	<u>1, 3, 5</u>

**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<u>North County Area Plan (1985)</u>	<u>Chapter II, Natural Resources, Objectives and Policies for Flood Hazards</u>	<u>Policy 16.2.1.1 (NC)</u>	<u>Site plans for new development shall indicate all perennial or intermittent streams, creeks, and other natural drainages. Development shall not be allowed within these drainage courses, nor shall development be allowed to disturb the natural banks and vegetation along these drainage courses, unless such disturbances are with approved flood or erosion control or water conservation measures.</u>	<u>2, 7</u>
<u>North County Area Plan (1985)</u>	<u>Chapter II, Natural Resources, Objectives and Policies for Flood Hazards</u>	<u>Policy 16.2.11 (NC)</u>	<u>New development in North County shall be required to limit peak storm runoff to pre-project or pre-soil disturbance levels, unless otherwise dictated by the Monterey County Flood Control and Water Conservation District (MCFCWCD). Runoff shall be limited by construction of detention ponds or other approved measures. In areas where the potential for erosion also exists, detention ponds shall be constructed for the dual process of storm water detention and sediment control.</u>	<u>7</u>
<u>North County Land Use Plan/ LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.2 (2) Water Quality</u>	<u>Point and non-point sources of pollution of coastal waters shall be controlled and minimized. Restoration of the quality of degraded surface waters shall be encouraged.</u>	<u>1</u>

**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<u>North County Land Use Plan/LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.A (4) Water Quality</u>	<u>Water conservation measures should be required in all new development and should also be included in Agricultural Management Plans. These measures should address siting, construction, and landscaping of new development, should emphasize retention of water on site in order to maximize groundwater recharge, and should encourage water reclamation.</u>	<u>1, 3, 5</u>
<u>North County Land Use Plan/LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.B (1) Water Quality</u>	<u>All dumping of spoils (dirt, garbage, refuse, etc.) into riparian corridors and other drainage courses should be prohibited.</u>	<u>1, 2</u>
<u>North County Land Use Plan/LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.C.6(a) Erosion Control</u>	<u>Existing sources of erosion shall be reduced through diligent enforcement of the County's most current Erosion Control Ordinance. The County shall institute a system of fines sufficiently large or shall take other actions to compel compliance by landowners or farm operators in violation of the ordinance.</u>	<u>2</u>
<u>North County Land Use Plan/LCP (1981)</u>	<u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u>	<u>General Policy 2.5.3.C.6(c) Erosion Control</u>	<u>Erosion control plans shall be required for all new development as set forth in the Erosion Control Ordinance. These plans shall incorporate measures for on-site reduction of bare ground and maximum retention of storm water runoff resulting from impervious surfaces.</u>	<u>2, 4</u>

**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
 Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<p><u>North County Land Use Plan/LCP (1981)</u></p>	<p><u>Chapter 2, Resources, Section 2.5, Policies for Water Resources</u></p>	<p><u>General Policy 2.5.3.C.6(e) Erosion Control</u></p>	<p><u>Maximum retention of vegetation cover shall be required for all new development. In particular, natural vegetation should be retained to the fullest extent possible through careful siting and construction of new development.</u></p>	<p><u>2</u></p>
<p><u>North County Land Use Plan/LCP (1981)</u></p>	<p><u>Chapter 2, Resources, Section 2.8, Policies for Hazards</u></p>	<p><u>Specific Policy 2.8.3 B (3) Flood Hazards</u></p>	<p><u>All new development shall be located outside the 100-year floodplain to a maximum extent feasible. New development within designated 100-year floodplain areas shall conform to the guidelines of the National Flood Insurance Program. At a minimum, the lowest finished floor of new residential structures must be at least one foot above the 100-year flood level. New or more intensive development, including major flood control measures shall be allowed only if located outside the zone of riparian vegetation and only where it has been conclusively demonstrated that the cumulative effect of the project in combination with all other existing and anticipated development will not cause an increase in the water surface elevation of the 100-year flood.</u></p>	<p><u>7</u></p>



**Table 3.7-1**

General Plan Goals, Objectives, and Policies  
 Hydrology and Water Quality

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<p><u>North County Land Use Plan/ LCP (1981)</u></p>	<p><u>Chapter 2, Resources, Section 2.8, Policies for Hazards</u></p>	<p><u>Specific Policy 2.8.3 B (5) Flood Hazards</u></p>	<p><u>Where development or flood control measures are permitted, the restoration of waterway banks and disturbed areas to a natural vegetated appearance should be required. Landscaping themes should emphasize the use of native plants which are appropriate to riparian corridors. Revegetation of disturbed riparian corridors by planting of native trees should be encouraged due to their role in absorbing and channeling the force of floods away from adjacent banks.</u></p>	<p><u>2, 7</u></p>

**Table 3.7-2**

Evaluation Criteria with Point of Significance  
 Hydrology and Water Quality

Evaluation Criteria	As Measured by	Point of Significance	Justification
1. Will the Project violate any surface water or groundwater quality standards or waste discharge requirements or cause a substantial degradation of surface runoff quality?	Compliance with state and federal water quality regulations and with local and state storm water quality regulations requiring implementation of effective Best Management Practices	Failure to implement effective, reasonable and appropriate measures	State of California General NPDES Permits for Discharges of Storm Water Associated with Construction and Industrial Activities CEQA Guidelines, Appendix G Monterey County 1982 General Plan <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>
2. Will the Project cause water-related erosion or siltation on- or off-site?	Construction activities not in compliance with NPDES or building and grading codes	Any occurrence	Clean Water Act regulations and local building codes CEQA Guidelines <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>
3. Will the Project cause increased runoff or flooding?	Impervious surface  Impedance of surface water flows	Substantial increase in impervious surface  Any impedance of stream, creek or other drainage	CEQA Guidelines Monterey County 1982 General Plan <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>

**Table 3.7-2**

Evaluation Criteria with Point of Significance  
 Hydrology and Water Quality

Evaluation Criteria	As Measured by	Point of Significance	Justification
4. Will the Project create or contribute stormwater that would exceed the capacity of existing or planned stormwater drainage systems?	Stormwater flows	An increase that exceeds the capacity of existing facilities	CEQA Guidelines <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>
5. Will the Project deplete groundwater supplies or interfere with groundwater recharge?	Groundwater use  Addition of impervious surface	Use of groundwater in excess of that anticipated in local water management plans  Construction in important recharge area	CEQA Guidelines Monterey County 1982 General Plan <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>
6. Will the Project imperil people or structures by causing flooding, including inundation due to levee or dam failure?	Increased risk of inundation due to proposed element(s) not in compliance with State's dam safety standards.	Any occurrence	Standards set by the California Department of Water Resources Division of Safety of Dams CEQA Guidelines <u>North County Area Plan (1985)</u> <u>North County Land Use Plan/LCP (1981)</u>

**Table 3.7-2**

Evaluation Criteria with Point of Significance  
Hydrology and Water Quality

Evaluation Criteria	As Measured by	Point of Significance	Justification
7. Will the Project place structures or housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Structures in the flood plain	Any occurrence	Standards set by the California Department of Water Resources Division of Safety of Dams CEQA Guidelines Monterey County 1982 General Plan <u>North County Area Plan (1985)</u> North County Land Use Plan/LCP (1981)

Page 3.8-2

***Pajaro Passenger Station at Site #1 (Watsonville Junction)***

Located at the site of Watsonville Junction, the Pajaro Passenger Station Site is on the nearly level floodplain of the Pajaro River near the unincorporated community of Pajaro just southeast of the Pajaro River and the Santa Cruz County line. The City of Watsonville is just northwest of the site and across the river. The Pajaro site is in Township 12 South, Range 2 East, Mount Diablo Meridian near USGS Benchmark 28 (USGS Watsonville East quadrangle, 1955 [revised 1993]). It is bordered by Salinas Road on the west, Lewis Road on the south, the UPRR mainline to the east and the Santa Cruz to Davenport branch line to the north in a light industrial land use area. The General Plan maps this site Heavy Industrial (HI), and the site is located outside of the Coastal Zone (1982 Monterey County General Plan; North County Area Plan, 1985) as light industrial. ~~Zoning is Light Industrial-Coastal Zone (LI-CZ) (Monterey County, 2004).~~

***Castroville Passenger Station at Site #2***

The community of Castroville is located in northern Monterey County, at the northern end of the Salinas Valley. Castroville is approximately 8 miles northeast of the City of Salinas, 5 miles west of the community of Prunedale and is located at the junction of three major tourist and commuter-serving highways (Highways

1, 156 and 183). Castroville is surrounded by agricultural land and is the center of the largest artichoke-growing region in the world. The community remains predominately agricultural in its land use character and industries. Castroville has a population of approximately 6,700 residents.

The preferred Castroville Passenger Station Site is at the edge of an agricultural swale that lies just north of the State Route 156 overcrossing of the UPRR main line on the east side of the unincorporated community of Castroville. Agricultural land makes up most of the site and all the lands to the north, and is bordered on the south by the Caltrans State Route 156 transportation corridor and the stubs of Collins and Benson roads. The General Plan maps this site as “Agricultural Conservation – Coastal”. The site is designated farmland in the North County Area Plan and Agricultural Conservation 40-acre minimum in the North County Land Use Plan. The portion of the site within the North County Land Use Plan is also within the Coastal Zone. The site includes the following agricultural zoning designations: Coastal Agricultural Conservation (Coastal Zone), Resource Conservation (Coastal Zone), and Farmland, 40-acre minimum.

Although the site is currently agricultural, it has been identified by the Monterey County Redevelopment Agency (RDA) in the Castroville Community Plan as an “Opportunity Area”. The plan RDA designates the site as “Commuter Train Station Opportunity Area,” and the EIR for the plan will evaluate the impacts of a train station at a programmatic level. The plan states and acknowledges that “The proposed train station ... would serve as a focal point for surrounding proposed residential development.”

### Page 3.8-3

#### **Castroville Passenger Station at Site #1**

Castroville Station Site #1 is adjacent to Del Monte Avenue south of State Route 156. This area is surrounded by industrial land uses. The proposed station platform and track, which is on the east side of Del Monte Avenue, was the historical location of the Castroville Depot. The General Plan maps this site as industrial. Zoning is Heavy Industrial with an Improvement Zoning combining district (HI-Z) (1982 Monterey County General Plan and North County Area Plan, 1985). The site is located outside of the Coastal Zone. Light Industrial-Coastal Zone (LI-CZ) (Monterey County, 2004).

#### **California Coastal Commission**

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and was made permanent by the Legislature through adoption of the California Coastal Act of 1976. The Coastal Commission, in partnership with coastal

cities and counties, plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act. Implementation of Coastal Act policies is accomplished primarily through the preparation of Local Coastal Programs (LCP) that are required to be completed by every county and city located within the Coastal Zone. Completed LCPs must be submitted to the Commission for review and approval. An LCP includes a land use plan that prescribes land use classifications, types and densities of allowable development, goals and policies concerning development and zoning ordinances necessary to implement the plan. Amendments to certified land use plans and LCPs only become effective after approval by the Commission.

The Castroville Site #2 is located within the Coastal Zone. Therefore, development within this area must be consistent with policies of the North County Land Use Plan/LCP (1981) Coastal Act. Table 3.8-1 below, analyzes the consistency of the proposed project at Castroville Site #2 with relevant policies of the LCP Coastal Act. Refer to Section 3.9 Agricultural Resources for additional analysis of local coastal program Coastal Act agricultural policies as they relate to this site.

Page 3.8-4

**Table 3.8-1**

California Coastal Act Local Coastal Program Consistency Analysis  
 Castroville Site #2

<b>Policy No.</b>	<b>Policy</b>	<b>Consistency Discussion</b>
2.2.2 (4) <u>Visual Resource - General</u>	<u>The least visually obtrusive portion of a parcel should be considered the most desirable site for the location of new structures. Structures should be located where existing topography and vegetation provide natural screening.</u>	<u>Consistent. Proposed station at Castroville Site #2 is directly below the elevated portion of Highway 156 and close to the existing residential area on the west. The project site is relatively flat.</u>

<b>Policy No.</b>	<b>Policy</b>	<b>Consistency Discussion</b>
<p><u>2.2.2 (5)</u> <u>Visual</u> <u>Resource -</u> <u>General</u></p>	<p><u>Structures should be located to minimize tree removal, and grading for the building site and access road.</u> <u>Disturbed slopes should be restored to their previous visual quality.</u> <u>Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.</u></p>	<p><u>Consistent. Proposed station at Castroville Site #2 would minimize tree removal. Landscape screening and restoration consists of complementing plant and tree species in the area.</u></p>
<p><u>2.2.2 (5)</u> <u>Environment</u> <u>ally</u> <u>Sensitive</u> <u>Habitats –</u> <u>Specific</u> <u>Policies</u></p>	<p><u>Where private or public development is proposed in documented or potential locations of environmentally sensitive habitats - particularly those habitats identified in General Policy No. 1 - field surveys by qualified individuals or agencies shall be required in order to determine precise locations and to recommend mitigating measures to ensure protection of any sensitive habitat present. The required survey shall document that the proposed development complies with all applicable environmentally sensitive habitat policies.</u></p>	<p><u>Consistent. Floristically-based special status species surveys for Congdon’s tarplant will be conducted prior to grading activities at the site. CDFG and CNPS guidelines are incorporated as mitigation if species are found to be located on the site, and include avoidance or, if avoidance is not feasible, transplanting.</u></p>
<p><u>2.3.3 B (4)</u> <u>Riparian</u> <u>Habitats –</u> <u>Specific</u> <u>Policies</u></p>	<p><u>A setback of 100 feet from the landward edge of vegetation of all coastal wetlands shall be provided and maintained in open space use. No permanent structures except for those necessary for resource-dependent use which cannot be located elsewhere shall be constructed in the setback area.</u></p>	<p><u>Consistent. The project requires a 100-foot setback from a wetland area within the site.</u></p>
<p><u>2.5.2 (2)</u> <u>Water</u> <u>Quality–</u> <u>General</u> <u>Policies</u></p>	<p><u>Point and non-point sources of pollution of coastal waters shall be controlled and minimized.</u> <u>Restoration of the quality of degraded surface waters shall be encouraged.</u></p>	<p><u>Consistent. Runoff from the site will be controlled and minimized with the use of detention basins.</u></p>

Policy No.	Policy	Consistency Discussion
<p><u>2.5.3 (6) c. Erosion Control – Specific Policies</u></p>	<p><u>Erosion control plans shall be required for all new development as set forth in the Erosion Control Ordinance. These plans shall incorporate measures for on-site reduction of bare ground and maximum retention of storm water runoff resulting from impervious surfaces.</u></p>	<p><u>Consistent. The project requires preparation and implementation of an erosion control plan.</u></p>
<p><u>2.6.3 (6) Agricultural Policies – Specific Policies</u></p>	<p><u>For new development adjacent to agricultural areas, well-defined buffer zones shall be established within the area to be developed to protect agriculture from impacts of new residential or other incompatible development and mitigate against the effects of agricultural operations on the proposed uses. Subdivisions, rezoning, and use permit application for land adjacent to areas designated on the plan map for Agricultural Preservation or Agricultural Conservation shall be conditioned to require dedication of a 200-foot wide open space easement, or such wider easement as may be necessary, to avoid conflicts between the proposed use and the adjacent agricultural lands. Easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.</u></p>	<p><u>Consistent. The project includes a 200-foot buffer to separate agricultural lands from the proposed station site. Access roads will be placed within the easement. The easement will remain as open space.</u></p>
<p><u>2.8.2 (6) Hazards – General Policies</u></p>	<p><u>All development shall be sited and designed to minimize risk from geologic, flood, tsunami or fire hazards to a level generally acceptable to the community.</u></p>	<p><u>Consistent. Construction of the project will comply with all applicable laws and codes to minimize risk from geologic/seismic and flood hazards.</u></p>



Policy No.	Policy	Consistency Discussion
<p><u>2.9.2 (2)</u> <u>Archaeological Resources – General Policies</u></p>	<p><u>Whenever development is to occur in the coastal zone, including any proposed grading or excavation activity or removal of vegetation for agricultural use, the Archaeological Site Survey Office or other appropriate authority shall be contacted to determine whether the property has received an archaeological survey. If not, the parcel(s) on which the proposed development will take place shall be required to have an archaeological survey made if located:</u></p> <p><u>a) within 100 yards of the floodways of the Pajaro or Salinas Rivers McCluskey, Bennett, Elkhorn, Moro Cojo, or Tembladero Sloughs, the Old Salinas River Channel or Moss Landing Harbor;</u></p> <p><u>b) within 100 yards of any known archaeological site (unless the area has been previously surveyed and recorded).</u></p> <p><u>The archaeological survey should describe the sensitivity of the site and appropriate levels of development, and development mitigation consistent with the site's need for protection.</u></p>	<p><u>Consistent. An archaeological survey was conducted on the site, and the project incorporates mitigation to ensure that if unknown resources are encountered, impacts to such resources would be minimized or avoided. Mitigation is designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission</u></p>
<p><u>4.3.5 (8)</u> <u>Land Use Policies - General</u></p>	<p><u>Development within the North County coastal zone shall be consistent with the land uses shown on the plan map and as described in the text of this plan.</u></p>	<p><u>Inconsistent. The project is zoned Agriculture-Conservation, 40 acre minimum. Therefore, the project is requesting an amendment to the LCP.</u></p>
<p><u>4.3.6 (G) (3)</u> <u>Land Use Policies - General</u></p>	<p><u>Public and quasi-public uses should be located in areas where they will be compatible with adjacent land uses and local traffic conditions.</u></p>	<p><u>Consistent. Proposed station at Castroville Site #2 is located adjacent to downtown Castroville and to a large residential area. Highway 156 borders the site on the south, and will provide easy access to and from the highway.</u></p>

Policy No.	Policy	Consistency Discussion
30240 (a)	Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.	<u>Consistent.</u> Sensitive habitat areas within the Coastal Zone exist along the Castroville Slough, in the Commuter Train Station Opportunity Area. This area will receive a land use designation of Resource Conservation, which allows only low intensity uses and supporting facilities. Proposed restoration and enhancement of the Castroville Slough includes a revegetated riparian zone, which will provide a high quality wildlife habitat corridor connection to the Moro Cojo Slough, and a three-acre passive recreation park with pedestrian and bike trails. A potential vernal pool habitat in the Train Station area will require further investigation by a qualified biologist and possible mitigation measures, if wetlands are discovered.
30240 (b)	Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.	<u>Consistent.</u> Proposed station development bordering the wetlands area would be designed to be sensitive to views from the natural area into the station site. Site planning would be designed to limit the visual impact of structures and landscaping will be required to reflect the natural character of the surrounding natural area, with incorporation of native planting materials. Pedestrian and bicycle access to the adjacent neighborhoods will be included in the conservation design for the Castroville Slough.
30244	Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	<u>Consistent.</u> Mitigation measures included in the EIR require preparation of an archaeological survey as a condition of General Development Plan approval and, if necessary, identification of appropriate mitigation in accordance with guidelines of the State Office of Historic Preservation and the Native American Heritage Commission.

Policy No.	Policy	Consistency Discussion
30250 (a)	<p>New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p>	<p><u>Consistent.</u> Proposed station development at the Castroville Site #2 would be located between Castroville and an existing residential neighborhood to the east (Monte del Lago) and is designed to serve residents and area commuters in Castroville.</p>
30251	<p>The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p><u>Consistent.</u> The proposed project includes requirements for Design Guidelines and Development Standards to ensure that the scale and design of the station enhances the existing small town character and incorporates themes that reflect the community's agricultural and cultural history. In addition, because the site borders existing farmland, the station will be separated by a landscaped agricultural conservation buffer. Pedestrian and bicycle trails are also included as part of the proposed project.</p>

Policy No.	Policy	Consistency Discussion
30252	<p>The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p><u>Consistent.</u> The proposed project provides enhanced public access to coastal areas in the vicinity of Castroville via the new train station, which would allow visitors the opportunity to use rail transportation instead of driving. Limited new commercial development would be located in residential neighborhoods and near the train station. Bicycle and pedestrian paths would connect new residential development to existing and proposed parks, neighborhood greens and the restored sloughs. The train station includes 224 parking spaces with space for an additional 160 “reserved” for future use. The County of Monterey would also coordinate with Monterey-Salinas Transit to establish public transportation services to the train station.</p>
30253	<p>New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	<p><u>Consistent.</u> The proposed station would be required to provide preliminary seismic and geologic hazard reports to address the potential hazards. All final engineering and improvement plans will be prepared in accordance with Monterey County standards and submitted to the County for review and approval prior to issuance of building permits. Flood hazards associated with the Castroville Sloughs will be mitigated through restoration efforts, which will increase the conveyance capacity. Bicycle/pedestrian trails and new rail transit opportunities would reduce vehicle miles traveled and minimize energy consumption.</p>

**Page 3.8-11**

**Mitigation: LU-1: Amend the General Plan and Rezone the Site.**

The ~~LCP General Plan~~ shall be amended to incorporate Castroville Station Site #2 as a compatible land use, and shall be rezoned to public/quasi-public light industrial. Prior to development on this site, individual LCP amendments must be approved by the County and certified by the California Coastal Commission.

**Page 3.8-12**

**Mitigation: LU-2: Design project to be compatible with surrounding land use.**

The applicant shall design and install a landscaped buffer between the Castroville Site #2 Passenger Rail Station facility, parking area, and access roads, consistent with the recommendations in the Land Use Plan of the LCP. The project includes a proposed LCP amendment to Castroville Site #2 to change the zoning from Agricultural Conservation to Public/Quasi-Public. ~~Both~~ In accordance with the Coastal and Inland Zoning Ordinances (Sections 20.144.080 [D] [6] [a] and 21.66.030, respectively), ~~require that~~ new development adjacent to agricultural areas but within zoning districts other than Coastal Agricultural Preservation or Agricultural Conservation are required to establish buffer zones under an easement of no less than 50 feet wide ~~required~~ as a condition of project approval.

**3.8.7 CUMULATIVE IMPACTS**

**Impact: LU-C1: Will the Project result in cumulative impacts on land uses?**

There is an inter-relationship between land development and transportation infrastructure. Transportation services, such as bus and rail transit as well as roadways, must be available to provide residents and businesses access and mobility as land is being developed.

The project would be consistent with County and City general plan designations and zoning, and LCP policies. The Castroville Site No. 2 would convert 9 acres of in-production agricultural land to industrial and would require a general plan amendment and a zoning change. ~~Site No. 2 is consistent with the draft Castroville Community Plan.~~ The project would not require the extension of existing utilities infrastructure (roads, sewer and water) or construction of new utilities infrastructure to adequately serve the site.

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**Castroville Passenger Station at Site #2**

The LPA is the Castroville Passenger Station Site #2 located at the edge of an agricultural swale that lies just north of the State Route 156 overcrossing of the UPRR main line on the east side of the unincorporated community of Castroville. The site is at an elevation of 18 feet. Agricultural land makes up most of the site and all the lands to the north, east and west, and is bordered on the south by the Caltrans State Route 156 transportation corridor and the stubs of Collins and Benson roads. The project would include a minimum of 50 foot wide buffers between the station site and right-of- ways and the surrounding agricultural lands.

Site soils have been mapped by the NRCS as belonging to the Cropley and Santa Ynez series. The specific soil types include the Cropley silty clay, 2 to 9 percent slopes and Santa Ynez fine, sandy loam, 2 to 9 percent slopes (NRCS 1978). The site is currently used for production of artichokes.

The General Plan maps this site as “Agricultural Conservation – Coastal”. The site is designated farmland in the North County Area Plan and Agricultural Conservation CZ 40-acre minimum in the North County Land Use Plan. The portion of the site within the North County Land Use Plan is also within the Coastal Zone. ~~The site includes the following agricultural zoning designations: Coastal Agricultural Conservation (Coastal Zone), Resource Conservation (Coastal Zone), and Farmland, 40-acre minimum.~~

Page 3.9-5

**North County Land Use Plan/Local Coastal Program California Coastal Act Policies**

Local Coastal Program (LCP) policies are found in the North County Land Use/LCP (1982) in Section 2.6. Agriculture is a traditional coastal activity that has contributed substantially to the region's economy, pattern of employment, quality of life, open space, and scenic quality. The Coastal Act requires that the maximum amount of prime agricultural land shall be maintained in production to assure the protection of the area's economy. Agriculture shall be protected by establishing stable boundaries separating urban and rural areas, by locating new development contiguous to existing developed area, and by minimizing conversions or divisions of productive agricultural land.

Castroville Site #2 is located south of Elkhorn Slough, where the farmland is taken up by artichokes, livestock grazing, and dairy farms. Additionally, nearly one-half of the Elkhorn marshlands and most of the former wetlands such as Moro Cojo are in various stages of reclamation, primarily for livestock grazing.

*Key Policy*

~~The County shall support the permanent preservation of prime agricultural soils exclusively for agricultural use. The County shall also protect productive farmland not on prime soils if it meets State productivity criteria and does not contribute to degradation of water quality. Development adjacent to prime and productive farmland shall be planned to be compatible with agriculture.~~

*Relevant Specific Policies*

- ~~5. Conversion of Agricultural Conservation lands to non-agricultural uses shall be allowed only if such conversion is necessary to:
  - a) establish a stable boundary between agriculture and adjacent urban uses or sensitive habitats; or
  - b) accommodate agriculture-related or other permitted uses which would economically enable continuation of farming on the parcel and adjacent lands.~~
- ~~6. For new development adjacent to agricultural areas, well-defined buffer zones shall be established within the area to be developed to protect agriculture from impacts of new residential or other incompatible development and mitigate against the effects of agricultural operations on the proposed uses. Subdivisions, rezoning, and use permit application for land adjacent to areas designated on the plan map for Agricultural Preservation or Agricultural Conservation shall be conditioned to require dedication of a 200-foot wide open space easement, or such wider easement as may be necessary, to avoid conflicts between the proposed use and the adjacent agricultural lands. For development adjacent to agricultural areas not designated for exclusive agricultural use, a reduced easement of not less than 50 feet shall be required. These easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. Minor storage buildings or sheds associated with the residential uses, may be permitted as a conditioned use. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.~~

**North County Area Plan (Inland) (1985), Monterey County General Plan and Williamson Act Program**

The Monterey County General Plan designates several categories of agricultural land in the Land Use Element, and also contains an Agriculture Element which establishes goals, objectives, and policies regarding agriculture. The County also administers the Williamson Act Program. Williamson Act contract lands are defined in the California Land Conservation Act of 1965. The law was enacted to protect agriculture and open space land and to adjust imbalanced tax practices. Williamson Act contracts, also known as agricultural preserves, offer tax incentives for agricultural land preservation by

ensuring that land will be assessed for its agricultural productivity rather than its highest and best uses. None of the project sites are under Williamson Act Contract.

Monterey County's General Plan represents long-range goals, objectives, and policies for the County. The North County Area Plan (1985), as one of the area plans of Monterey County, is more specific than the General Plan due to its size and geographic focus. Development opportunities, constraints, and natural resources of the North County Planning Area are unlike those in other parts of the County, hence the policies for this planning area are more precisely adapted to the characteristics of this area than are the more general policies of the General Plan. Area plans must be consistent with the General Plan and must address all subjects required by state law. There no agriculture policies in the North County Area Plan that are applicable to the proposed project.

Table 3.9-2 identifies goals, objectives, and policies that provide guidance for preservation of agricultural lands in the Project area. The table also indicates which evaluation criteria are responsive to each set of policies. The Monterey County General Plan written in 1982 is currently being updated but it has not yet been ratified by the Planning Commission and Board of Supervisors. Therefore, the 1982 Monterey County General Plan Goals, Policies, and Objectives were used for disclosure.

**Pages 3.9-6 thru 7**

**Table 3.9-2**

**General Plan Goals, Objectives, and Policies  
 Agriculture**

<b>Plan Document</b>	<b>Document Section</b>	<b>Document Reference</b>	<b>Policies</b>	<b>Relevant Evaluation Criteria</b>
Monterey County 1982 General Plan	Chapter IV, Area Development, Goals, Objectives and Policies for Land Use	Goal 30 Policy 30.0.1	Prevent non-agricultural uses which could interfere with the potential of normal agricultural operations on viable farmlands designated as prime, of statewide importance, unique, or of local importance.	1
Monterey County 1982 General Plan	Chapter IV, Area Development, Goals, Objectives and Policies for Land Use	Goal 30 Policy 30.0.3	Allow division of viable farmland designated as prime, of statewide importance, unique, or of local importance only for exclusive agricultural purposes, when demonstrated not to be detrimental to the agricultural viability of adjoining parcels.	1



**Table 3.9-2**

General Plan Goals, Objectives, and Policies  
 Agriculture

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
Monterey County 1982 General Plan	Chapter IV, Area Development, Goals, Objectives and Policies for Land Use	Goal 30 Policy 30.0.4	Preserve, enhance, and expand viable agricultural land uses on farmland designated as prime, of statewide importance, unique, or of local importance through application of "agricultural" land use designations and encouragement of large lot agricultural zoning.	2
Monterey County 1982 General Plan	Chapter IV, Area Development, Goals, Objectives and Policies for Land Use	Goal 30 Policy 30.0.5	Support policies that provide tax and economic incentives which will enhance competitive capabilities of farms and ranches, including the use of Williamson Act contracts.	2
<u>North County Land Use Plan/LCP</u>	<u>Section 2.6, Agriculture Policies</u>	<u>Key Policy 2.6.1</u>	<u>The County shall support the permanent preservation of prime agricultural soils exclusively for agricultural use. The County shall also protect productive farmland not on prime soils if it meets State productivity criteria and does not contribute to degradation of water quality. Development adjacent to prime and productive farmland shall be planned to be compatible with agriculture.</u>	2

**Table 3.9-2**

General Plan Goals, Objectives, and Policies  
Agriculture

Plan Document	Document Section	Document Reference	Policies	Relevant Evaluation Criteria
<p><u>North County Land Use Plan/LCP</u></p>	<p><u>Section 2.6, Agriculture Policies</u></p>	<p><u>Specific Policy 2.6.3 (5)</u></p>	<p><u>Conversion of Agricultural Conservation lands to non- agricultural uses shall be allowed only if such conversion is necessary to:</u>  <u>a) establish a stable boundary between agriculture and adjacent urban uses or sensitive habitats; or</u>  <u>b) accommodate agriculture-related or other permitted uses which would economically enable continuation of farming on the parcel and adjacent lands.</u></p>	<p>1</p>
<p><u>North County Land Use Plan/LCP</u></p>	<p><u>Section 2.6, Agriculture Policies</u></p>	<p><u>Specific Policy 2.6.3 (6)</u></p>	<p><u>For development adjacent to agricultural areas not designated for exclusive agricultural use, a reduced easement of not less than 50 feet shall be required. These easements shall extend the full length of the boundaries between the property to be developed and adjacent agricultural lands. Permanent roads may serve as part of this easement. Land within the easement shall be maintained in open space. Minor storage buildings or sheds associated with the residential uses, may be permitted as a conditioned use. The open space easement shall not be used for recreational areas as part of housing projects or public facilities.</u></p>	<p>1</p>

**Page 3.9-8**

**IMPACT: AG-1: Will the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?**

Analysis: *No Impact, Alternate Castroville Passenger Station Site*

No agricultural lands are present at any of the sites that are included in this alternative.

Mitigation: No mitigation is necessary.

Analysis: *Less than Significant, LPA*

There are no agricultural lands at the Pajaro Passenger Station or Salinas Passenger Station sites. However, Passenger Station Site #2, the preferred site in Castroville, is located on Prime Farmland and construction of the station would result in the loss of approximately 9 acres of Prime Farmland. This constitutes 0.00069 percent of the total farmland in the County. The significance of this loss of farmland was evaluated using the U.S. Department of Agriculture's Farmland Conversion Impact Rating system (Form AD-1006), with input from the NRCS, who assessed the relative value of the farmland to be converted. The total site assessment score was 117, which is less than the threshold value of 160. Regulation 7 CFR 658.4 provides that "sites receiving a total score of less than 160 points be given a minimal level of consideration for protection and no additional sites need to be evaluated". Form AD-1006 is attached in Appendix **E D**. Despite the fact that this impact is considered less than significant from a federal regulatory perspective, local policies recommend mitigation for loss of agricultural land. Although it is not required, TAMC has agreed to provide compensatory mitigation for the loss of agricultural land at Castroville Site #2, as defined in Mitigation AG-1. TAMC is currently working with the County of Monterey to identify suitable sites. Other feasible mitigation will also be considered but, again, is not required to be implemented by TAMC or the County under its LCP.

**Page 3.9-10**

Mitigation: **AG-2: Rezoning of Castroville Passenger Station Site #2.**

TAMC shall request a revision to the existing zoning (Agricultural Preservation CZ/Farmland) at Castroville Passenger Station Site #2 from Monterey County and the LCP to public/quasi public use to be consistent with the proposed land use.

Page 3.9-11

**3.9.7 CUMULATIVE IMPACTS**

**IMPACT: AG-C1: Will the project have the potential to have a cumulative impact on agriculture?**

*Analysis: Less than Significant*

Although the project would contribute to the cumulative loss of farmland in Monterey County, none of the project sites is considered Prime or Unique Farmland. The Pajaro Station and Salinas Station sites are not in agricultural areas. Although the Castroville Passenger Station Site #2 is on agricultural land, the site is immediately adjacent to urbanized Castroville, and ~~has already been~~ is being considered for redevelopment by the Monterey County Redevelopment Agency in the draft Castroville Community Plan. Mitigation is proposed to compensate for the project's impacts, and the cumulative loss of farmland is considered to be a less than significant impact.

Page 3.10-23

**IMPACT: NO-1: Would the Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of lead or responsible agencies?**

*Analysis: Significant; LPA, Alternate Castroville Site*

As shown in Table 3.10-9 and discussed in Section 3.10-5, no operation noise impacts are expected to result from the project associated with train pass-bys. Horn noise is expected to exceed the FTA criteria; thereby, horn noise impacts are expected to occur at twelve residences at or near several at-grade crossings along the corridor as shown in Table 3.10-10.

**Mitigation: NO-1: Utilize special horn designs or establish quiet zones.**

In order to meet safety requirements of the FRA, a minimum sound level of a horn on each lead locomotive shall be 96 dBA at 100 feet forward of the locomotive in its direction of travel. Various treatment and mounting options of the train horn can minimize horn noise impact while achieving FRA's safety requirements. Such options include:

- Use of a specially designed, unidirectional, shrouded and muffled on-board warning horn, if not already in use. This would require a

system-wide design configuration and require coordination between TAMC and Peninsula Corridor Joint Powers Board.

- Evaluation and designation by local jurisdictions (i.e., Monterey County and City of Salinas) of “quiet zones” along the corridor throughout the entire project area. Establishing a quiet zone throughout the commuter rail corridor would address not only horn noise from proposed commuter trains, but could reduce or eliminate existing horn noise from existing freight trains as well. In a quiet zone, because of improvements at the at-grade crossings, train operators would sound warning devices only in emergency situations rather than as a standard operational procedure.

After

Mitigation *Less than Significant*

Implementation of Mitigation Measure NO-1 would reduce impacts resulting from operation noise to less than significant.

### Page 3.12-19

#### **Wastewater:**

Analysis: *Less than Significant, LPA and Alternate Castroville Passenger Platform Site*

No significant impacts on wastewater systems would result from the Project in either alternative because the project does not include construction or implementation of wastewater services such as a restroom facility at any of the proposed station sites. ~~only a minimal wastewater facility would be needed to operate the Project, such as restroom facilities.~~ Therefore, there would be no impacts ~~to the~~ resulting from wastewater service issues ~~system would be less than significant.~~

### Page 3.13-4

#### **Monterey County Community General Plan**

~~The Monterey County Community General Plan was developed in January 2005 by eight citizen sponsoring groups, and is under review by the Monterey County Supervisors for adoption. A summary of relevant goals and policies in the Community General Plan intended to protect, enhance, and increase parkland and recreation facilities within the County is provided below:~~

#### *~~Guiding Objective #3~~*

~~Preserve a distinction between urban and rural areas. Channel new growth to areas already committed to an urban level of development (e.g. cities, areas directly adjacent to cities, and densely developed unincorporated communities). Preserve rural areas for resource-based industries (e.g., farming, livestock grazing, and mining), natural resource protection, and open space recreation.~~

~~***Land Use Goal #5***~~

~~Preserve Rural Lands for rural residential uses on existing legal lots of record, small-scale farming and grazing, natural resources and watershed protection, passive recreation, existing small-scale neighborhood serving communities and existing industrial uses.~~

**Page 3.13-5**

**Castroville Community Plan 2001 Monterey County General Bikeways Plan**

As described in the Circulation Plan of the Draft Castroville Community Plan (Monterey County RDA, 2004), † Three proposed bicycle projects in the Castroville vicinity are included in the 2001 Monterey County General Bikeways Plan, including a Class I bike trail parallel to Highway 183 between the Salinas City Limits and Highway 1. The proposed bike trail would become a vital connection from Castroville to the Pacific Coast Bike Route on Highway 1. The proposed Elkhorn Bicycle Project, also included in the Bikeways Plan, would create a bicycle facility between Castroville and the Elkhorn Slough. The section along Castroville Boulevard, from Collins Road to Del Monte Farms will be a Class I (separate path) bikeway. The Class I section is fully funded and is in the Preliminary Engineering/Environmental Study stage.

This project includes the construction of a bike path (Class I) along the north side of the existing embankment of the Highway 156 bridge overcrossing at Merritt Street (Highway 183) in Castroville. From Del Monte Farms, the Del Monte Farms/Ormart Road/Elkhorn Road bikeway will be a Class III facility. In addition, Class II (striped lane on streets) bikeways are proposed along Castroville Blvd. between Dolan Road and San Miguel Canyon Road, along Dolan Road between Highway 1 and Castroville Boulevard, and along Elkhorn Road north of the Del Monte Farms/Ormart Road/Elkhorn Road Class III (signage only) bikeway. The 2001 Monterey County General Bikeways Plan also proposes a Class II bikeway on Blackie Road for the entire length from Highway 183 to Highway 101.

~~The Community Plan references the planned passenger rail (Caltrain) service extension from Gilroy to Salinas and the train station in Castroville (the proposed project of this EA/EIR). As a part of this proposed project, the Community Plan states that a pedestrian/bike facility, including an underpass at the train tracks, will be developed to connect the western portion of the Castroville community with the train station. This will~~

provide the additional benefit of connecting existing and future residential development east of the railroad tracks with the rest of the community. It will also provide a much needed pedestrian/bike connection between the existing community and the North Monterey County High School and planned middle school, both located to the east of Castroville Boulevard. The underpass will also provide a connection between the existing regional bike system that extends through Fort Ord to the west and the proposed bicycle facility along Castroville Boulevard that will continue through Elkhorn Slough to Santa Cruz County to the north and east.

**Page 3.14-8**

**Salinas**

The Salinas Amtrak Station is currently served by five MST routes: Route 28 Watsonville (passes the station on Market Street), Route 29 Watsonville (two daily trips to the Amtrak Station; all others pass the station on Market Street), Route 44 Westridge (passes the station on Market Street), Route 45 East Market-Creekbridge (passes the station on Market Street) and Route 46 Natividad (also passes the station on Market Street.)

These routes also serve the Salinas Transit Center, which is located two blocks south of the passenger rail station near Central Avenue, between Lincoln Avenue and Salinas Street. Six additional MST routes serve the Salinas Transit Center: Route 21 Salinas—Monterey via Highway 68, Route 23 Salinas-King City, Route 39 Laguna Seca-Salinas (special service), Route 41/42 East Alisal—Northridge/Westridge, Route 20 Salinas-Monterey via Marina and Route 43 Memorial Hospital.

The Greyhound Bus Station serves passengers traveling on the U.S. 101 corridor between Los Angeles and San Jose. Northbound buses arrive from origins such as Los Angeles and San Luis Obispo and dwell at the station for 5 to 30 minutes before continuing their journey to San Jose via Gilroy or Santa Cruz. Some buses originate or terminate at the Salinas Station. One bus, Schedule Number 6703, lays over at the station for 3½ hours before originating a new schedule, Number 6712.

Amtrak Thruway Bus service is located at Salinas ITC. This service provides connections each day to the Capitol Corridor trains (Salinas to San Jose) and the Pacific Surfliner trains (Salinas to Santa Barbara), or two trip connections to the San Joaquin trains (Salinas to Merced).

Both In order to consolidate transit services at one site, the Salinas Transit Center, and the Greyhound Bus Station, and the Amtrak Thruway Bus service will be relocated to the proposed expanded ITC when construction of the Center is completed. in order to consolidate these transit services at one site.

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**Table 3.14-4a**

**Base Year (2006) Intersection Levels of Service**

Intersection	Peak	Baseline LOS	Delay, sec <sup>1</sup>
<b>Castroville Site #1</b>			
Merritt Street and WB SR 156 Off-Ramp	Caltrain AM	A	5.8
	Network AM	A	7.8
	Caltrain PM	A	7.7
	Network PM	A	6.1
Merritt Street and EB SR 156 On-Ramp	Caltrain AM	B	13.9
	Network AM	B	12.9
	Caltrain PM	B	12.6
	Network PM	B	19.4
Merritt Street and Blackie Road	Caltrain AM	D	38.7
	Network AM	D	38.8
	Caltrain PM	D	35.1
	Network PM	D	36.8

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**Table 3.14-5a**

**Background 5-Year (2008) and 10-Year (2013) Intersection Levels of Service**

Intersection	Peak	Condition					
		Baseline LOS	Delay sec	5-Year Back-ground LOS	Delay, sec	10-Year Back-ground LOS	Delay, sec
<b>Castroville Site #1 (Alternative Site)</b>							
Merritt Street and WB SR 156 Off-Ramp	Caltrain AM	A	5.8	A	5.9	A	6.3
	Network AM	A	7.8	B	11.6	B	13.8
	Caltrain PM	A	7.7	A	7.9	A	8.6
	Network PM	A	6.1	A	6.3	A	7.2
Merritt Street and EB SR 156 On-Ramp	Caltrain AM	B	13.9	B	14.5	B	15.0
	Network AM	B	12.9	B	12.9	B	13.2
	Caltrain PM	B	12.6	B	13.1	B	15.3
	Network PM	B	19.4	C	22.1	C	29.1
Merritt Street and Blackie Road	Caltrain AM	D	38.7	D	38.7	D	39.1
	Network AM	D	38.8	D	38.8	D	39.2
	Caltrain PM	D	35.1	D	35.1	D	35.3
	Network PM	D	36.8	D	38.5	D	43.6



**Page 3.14-25**

**Trip Distribution**

The project trip distribution pattern was estimated based on the roadway network and the surrounding land uses. Geographic Information System software was used to determine population patterns in the station catchment areas and to calculate the percentage of riders within each market area that would approach the station from each major approach.

In Pajaro, the major directions of approach and departure to and from the project site are:

- 85 percent on Main Street/Porter Road/Salinas Road to and from the northwest
- 2 percent on San Juan Road to and from the northeast
- 2 percent on Railroad Avenue to and from the east and northeast
- 2 percent on Lewis Road to and from the southeast
- 9 percent on Salinas Road to and from the southwest

In Castroville, the major directions of approach and departure to and from the project site are:

- 50 percent on SR 156 to and from the west
- 25 percent on Castroville Boulevard to and from the northeast
- 25 percent on SR 156 to and from the east and southeast

Castroville residents who live to the west of the Union Pacific Railroad line and drive to the station, are anticipated to use the local north/south and east/west grid of streets leading to Benson Road. No directional distribution of local traffic is assumed, as parking accessed by Benson Road is provided for the convenience of local residents.

~~No quantitative assessment of potential traffic impacts associated with Site 1 was performed. Insofar as traffic impacts, Site 1 was considered unacceptable by local residents, county staff, and elected representatives due to existing traffic conditions on Merritt Road (SR 183).~~

Traffic counts for Castroville Alternative Site 1 were conducted on July 11 through 13, 2006. Given the date of these traffic counts, the base year of analysis for Castroville Alternative Site 1 is 2006. The results of the intersection level of service analysis for this site (1) and base year (2006) are presented in Table 3.14-4a.

In Castroville, the SR 156 ramp terminal intersections with Merritt Street operate at an acceptable level of service (LOS C or better) with excess capacity available during all peak periods. At the intersection of Merritt Street and Blackie Road, the level of service is D during all study time periods.

To account for likely but unspecified growth, a 2% annual increase in traffic was applied to base year volumes to project near term (2008) and longer term (2013) Background Conditions. The results of the background intersection level of service analysis are presented in Table 3-14.5a along with Baseline (2006) Conditions. Traffic operations at the SR 156 westbound and eastbound off-ramp intersections with Merritt Street will decline slightly under Background Conditions but remain at acceptable levels. At Blackie Road and Merritt Street, level of service remains at an unacceptable LOS D under Background Conditions, and worsens from Base Year conditions insofar as seconds of intersection delay.

With respect to Project Conditions, the major directions of approach and departure to and from the project site are:

- 50% on SR 156 to and from the west
- 50% on SR 156 to and from the east

Upon reaching Merritt Street, traffic is expected to access Castroville Alternative Site 1 primarily via Blackie Road. Traffic can potentially access Site 1 via Wood Street, but southbound access to Wood Street is difficult and somewhat dangerous due to traffic queues extending south from the eastbound SR 156 ramp terminal intersection. Northbound egress from the site via Wood Street is also challenging due to traffic queues and weaving maneuvers to access the westbound on-ramp left turn lane to SR 156. As a result, station trips entering and leaving the station site have been assigned to the Blackie Road intersection as a conservative assumption.

Table 3.14-6a summarizes the comparison of level of service between the base year, background (no project) and project conditions for the Castroville Alternative Site 1 study intersections.

In Salinas, the major directions of approach and departure to and from the project site are:

- 15 percent on West Market Street to and from the west
- 25 percent on North Main Street to and from the north
- 10 percent on Sherwood Drive to and from the northeast
- 35 percent on East Market Street to and from the east
- 5 percent on Front Street to and from the southeast
- 10 percent on Monterey Street and Salinas Street (one-way pair) to and from the south

**Page 3.14-28**

*Table 3.14-6a is at the end of this section.*

**Page 3.14-30**

**IMPACT: TC-3: Will the Project worsen already (or projected) unacceptable operations at an analysis location?**

Analysis: *Significant*; LPA, Alternate Castroville Site

In Pajaro Valley, the study intersection of Porter Drive at San Juan Road remains at LOS E under the 5-year project condition but has a one second increase in delay during the PM peak hour of the roadway network. Under the 10-year project condition, this study intersection remains at LOS F and has a 2.3 second delay increase during the PM peak hour of the roadway network. The Salinas Road at Railroad Avenue study intersection remains at LOS E during the AM peak hour of network traffic with 2.1 second increase in delay. This same study intersection remains at LOS F during both the 5-year and 10-year project scenarios under two conditions – the PM peak hour of the network peak and the PM peak hour of the station peak.

In Castroville, no study intersection operations are worsened by project traffic that are currently operating at unacceptable levels.

The Salinas Street at West Market Street study intersection in Salinas continues to operate at LOS E during the 5-year project scenario in the AM peak hour of network traffic. There is an 8.6 second increase in delay between the background and 5-year project conditions. This intersection operates at LOS F during both the 10-year background and project conditions and has a 1.1 second increase in delay. During the background conditions and project conditions under both the 5-year and 10-year scenarios, this intersection operates at LOS F. There is a 3.3 second increase in delay between the 5-year scenarios and a 7.5 second increase in delay between the 10-year scenarios. At the intersection of Monterey Street and East Market Street, the PM peak hour of network traffic operates at LOS F during the 5-year and 10-year background and project scenarios. From the 5-year background to the 5-year project, there is no increase in delay and from the 10-year background to 10-year project, there is only a 1.6 second increase in delay.

At Castroville Site #1 (Alternative), the level of service is at LOS D which is an unacceptable level of service. This intersection is currently operating at an unacceptable LOS under baseline and background conditions, and will worsen under project conditions.

Mitigation: **TC-3: Install traffic signal at Salinas Road and Railroad Avenue in Pajaro, and reroute MST bus routes as needed to avoid congestion at Salinas Road and West Market Street.**

According to the 2005 Monterey County Regional Transportation Plan, the threshold of significance for traffic LOS is “an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)”. As outlined above, the increases in delay at the study intersections that are already operating at unacceptable levels of service are not significant in comparison to existing volumes.

In addition, increases in delay resulting from bus route realignments are considered to be categorically exempt under CEQA Section 15301( c ).

There is no feasible mitigation measure to reduce impacts at the Castroville Site #1. The project will worsen already unacceptable levels of service.

After  
Mitigation

*Less than Significant, Locally Preferred Alternative*

Implementation of Mitigation Measure TC-3 would reduce impacts resulting from increased traffic volume by creating gaps in traffic flows to facilitate traffic exiting the station site and other businesses along Salinas Road. Furthermore, the intersections are currently operating at unacceptable levels of service; the proposed project would not significantly increase traffic volumes beyond their current conditions.

*Significant and Unavoidable, Alternative Castroville Site*

There is no feasible mitigation to reduce impacts to the level of service at the Castroville Site #1 intersections, specifically Merritt Road and Blackie Road. Therefore, this remains a significant and unavoidable impact.

**Table 3.14-6a**  
**Project 5-year (2008) and 10-year (2013) Intersection Levels of Service**

Intersection	Peak	Peak Hour	Condition											
			Baseline LOS	Delay, sec	5-Year Background LOS	Delay, sec	10-Year Background LOS	Delay, sec	5-Year Project LOS	Delay, sec	10-Year Project LOS	Delay, sec		
<b>Castroville Site #1</b>														
Merritt Street and WB SR 156 Off-Ramp	Caltrain AM	5:30-6:30	A	5.8	A	5.9	A	A	6.3	A	A	6.1	A	6.5
	Network AM	7:00-8:00	A	7.8	B	11.6	B	B	13.8	B	A	12.8	B	14.8
	Caltrain PM	6:00-7:00	A	7.7	A	7.9	A	A	8.6	A	A	8.0	A	8.8
	Network PM	4:30-5:30	A	6.1	A	6.3	A	A	7.2	A	A	6.4	A	7.6
Merritt Street and EB SR 156 On-Ramp	Caltrain AM	5:30-6:30	B	13.9	B	14.5	B	B	15.0	B	B	14.7	B	15.8
	Network AM	6:00-7:00	B	12.9	B	12.9	B	B	13.2	B	B	13.1	B	13.3
	Caltrain PM	4:45-5:45	B	12.6	B	13.1	B	B	15.3	B	B	14.8	B	16.4
	Network PM	5:00-6:00	B	19.4	C	22.1	C	C	29.1	C	C	23.9	C	34.8
Merritt Street and Blacktie Road	Caltrain AM	5:30-6:30	D	38.7	D	38.7	D	D	39.1	D	D	38.7	D	39.5
	Network AM	6:00-7:00	D	38.8	D	38.8	D	D	39.2	D	D	38.9	D	39.4
	Caltrain PM	6:00-7:00	D	35.1	D	35.1	D	D	35.3	D	D	35.2	D	35.5
	Network PM	5:00-6:00	D	36.8	D	38.5	D	D	43.6	D	D	38.6	D	44.1

## **4.0 MITIGATION MONITORING AND REPORTING PROGRAM**

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

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

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



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

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

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

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	<p><b>Mitigation Measure HM-1d:</b> Inspect and Test for ACM and lead-based paint. Prior to construction, TAMC shall inspect (and test as necessary) all buildings subject to demolition and/or remodeling for ACM and lead-based paint. Certified inspectors and consultants shall perform the work. The applicant shall notify the Monterey Bay Unified Air Pollution Control District before demolition commences if the asbestos survey identifies ACM exceeding threshold amounts specified in state regulations. Certified contractors shall perform any required remediation in accordance with best management practices.</p>	TAMC	Prior to construction	Site Safety and Health Plan
<b>3.8 Land use and Planning</b>				
<p><b>Impact LU-1:</b> Will the Project be inconsistent with County or city zoning ordinances?</p>	<p><b>Mitigation Measure LU-1:</b> Amend the General Plan and Rezone the Site. The LCP shall be amended to incorporate Castroville Station Site #2 as a compatible land use, and shall be rezoned to public/quasi-public. Prior to development on this site, individual LCP amendments must be approved by the County and certified by the California Coastal Commission.</p>	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
<p><b>Impact LU-2:</b> Will the Project increase potential for conflict as a result of incompatible land uses?</p>	<p><b>Mitigation Measure LU-2:</b> Design project to be compatible with surrounding land use. The applicant shall design and install a landscaped buffer between the Castroville Site #2 Passenger Rail Station facility, parking area, and access roads, consistent with the recommendations in the Land Use Plan of the LCP. The project includes a proposed LCP amendment to Castroville Site #2 to change the zoning from Agricultural Conservation to Public/Quasi-Public. Both in accordance with the Coastal and Inland Zoning Ordinances (Sections 20.144.080 [D] [6] [a] and 21.566.030, respectively), new development adjacent to agricultural areas but within zoning districts other than Coastal Agricultural Preservation or Agricultural Conservation are required to establish buffer zones under an easement of no less than 50 feet wide as a condition of project approval.</p>	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
<b>3.9 Agriculture</b>				
<p><b>Impact AG-1:</b> Will the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?</p>	<p><b>Mitigation Measure AG-1:</b> Purchase of development rights, conservation easements or transfer of development rights. The Transportation Agency for Monterey County shall compensate for the loss of prime agricultural land at Castroville Passenger Station Site #2 by purchasing development rights or conservation easements for agricultural land elsewhere, or by obtaining a transfer of development rights from a landowner of agricultural land elsewhere in the County prior to any development of the site.</p>	TAMC Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
<p><b>Impact AG-2:</b> Will the Project conflict with existing zoning for agricultural use or a Williamson Act?</p>	<p><b>Mitigation Measure AG-2:</b> Rezoning of Castroville Passenger Station Site #2. TAMC shall request a revision to the existing zoning (Agricultural Preservation CZ/Farmland at Castroville Passenger Station Site #2 from Monterey County and the LCP to public/quasi public use to be consistent with the proposed land use.</p>	Monterey County	Prior to approval of project	North County Land Use Plan/LCP 1982 North County Area Plan 1985

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

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

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

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



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

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