Addendum

Capitol Corridor Extension to Monterey County Environmental Impact Report

Prepared for:

The Transportation Agency for Monterey County

55-B Plaza Circle
Salinas, CA 93901

Prepared by:

PARSONS

100 W. San Fernando Street
San Jose, CA 95113

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Table of Contents

Attachments

List of Tables

List of Figures

1. Purpose and Intended Use of this Document

This document is an Addendum to the Final Environmental Impact Report (FEIR) for the Caltrain Extension to Monterey County Passenger Rail Stations Project, currently known as the Capitol Corridor Extension to Monterey County Project. The FEIR was certified by the Transportation Agency for Monterey County (TAMC, the local Lead Agency) Board of Directors on August 23, 2006 and approved by the California Transportation Commission (CTC) in September 2006. The FEIR Addendum has been prepared to address project modifications in accordance with the requirements of the California Environmental Quality Act (CEQA), as described in the following section.

2. Background and Need for Addendum

2.1 Background

Currently, the only passenger rail service to Monterey County is provided by Amtrak's *Coast Starlight*. For more than a decade, TAMC has been planning for a new passenger rail service to serve frequent work-based travelers from Salinas to San Jose. When the FEIR was certified, TAMC had assumed the service would be provided by Caltrain[1]. However, in 2009, Caltrain staff requested that TAMC approach other train operators regarding this service.

Since 2009, TAMC has been in discussions with the Capitol Corridor Joint Powers Authority (CCJPA), which manages a heavily-used passenger rail corridor between the metropolitan Sacramento area and the San Jose Diridon Station. Capitol Corridor is considered to be a good fit, as their schedule allows trains to start in Salinas and head north during the morning peak hour and return to Salinas in the evening peak hour. In addition, the project could benefit from the CCJPA's extensive experience facilitating track improvements and operating trains on a Union Pacific Railroad (UPRR)-owned corridor. It is also believed that through service from Salinas to Oakland and Sacramento will build ridership for the whole system. A track rights agreement with Peninsula Corridor Joint Powers Board (PCJPB) and Santa Clara Valley Transportation Authority (VTA) is still required to allow Capitol Corridor service to run trains on the corridor from San Jose to Gilroy and to serve some of the existing Caltrain stations south of San Jose.

In February 2013, TAMC and CCJPA approved a Principles of Agreement (POA) to have the Salinas rail service operate as a Capitol Corridor extension. Figure 1 shows the project vicinity and proposed project alignment and station locations between the San Jose Diridon Station and Salinas. According to the agreement, an initial service of four trains (two round trips) will begin by 2018, assuming infrastructure improvements are completed and operating funds are secured, and dependent on the expansion of existing Capitol Corridor service to San Jose. The agreement requires CCJPA to take the lead role in negotiating with host railroads, coordinating with Amtrak as the contract operator, and establishing an organizational and institutional arrangement to govern and manage development and operation of the service.

In an October 2012 letter, the Federal Transit Administration (FTA) questioned the eligibility of TAMC's application for funds as a Small Starts project under the Section 5309 Capital Investment Grant Program. While there is no specific timeframe at present for reapplying for

[1] Note: Caltrain is a commuter rail service between Gilroy and San Francisco. Caltrain operates daily trains between San Francisco and San Jose, with commute-hour weekday service to Gilroy.

Source: Parsons, 2013

Figure 1: Capitol Corridor Extension Vicinity Map

federal funding, this activity is tentatively planned to occur in 2014, and will be refocused on the Pajaro/ Watsonville multimodal station project. In the meantime, TAMC's Board decided in April 2013 to move forward with a 'Kick Start' project involving use of only state and local funding under a phased approach. The Kick Start phase includes a downsized Salinas Station with a smaller footprint, an interim, two-train layover facility, track improvements in Gilroy to allow for run through service, and minor improvements to the Gilroy, Morgan Hill and San Jose Tamien stations. Future implementation phases will consist of building the Pajaro/Watsonville Station, constructing the six-train layover facility at the Salinas Station, and the Castroville Station.

2.2 CEQA Exemption Review

Several years back, the California legislature incorporated language into CEQA that excludes this type of project from CEQA review. In the law, Statutory Exemption 21080(b)(10) states that CEQA "does not apply to any of the following activities…a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities." Almost identical language has been incorporated into the CEQA Guidelines [Section 15275 (a), Specified Mass Transit Projects], except without reference to work within the right-of-way (ROW). Use of this statutory exemption is applicable to the interim layover facility in Salinas and other revised and/or new project components, because these improvements would involve work within an active passenger rail corridor (the rail line is currently used by the Amtrak Coast Starlight) and the work would be conducted entirely within the UPRR railroad ROW corridor. Regardless of this conclusion, TAMC decided to prepare this Addendum to document for decision-makers and interested public that these improvements would not result in any new significant impacts beyond those previously assessed in the FEIR for the Caltrain Extension to Monterey County Passenger Rail Stations Project.

2.3 Use of Addendum

The CEQA Guidelines describe when additional documentation is required for projects that have already been certified by the lead agency. In this regard Section 15162 pertains to a Subsequent EIR (SEIR), and is excerpted as follows:

(a) When an EIR has been certified...for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR…due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR…due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete…, shows any of the following:

(A) *The project will have one or more significant effects not discussed in the previous EIR…;*

(B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

(C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

(D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Section 15164 of the CEQA Guidelines pertains to an Addendum, and is excerpted as follows:

(a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

(c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR….*

(d) *The decision making body shall consider the addendum with the final EIR… prior to making a decision on the project.*

(e) *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

A complete list of proposed additions/modifications to the project description since approval of the FEIR is provided in Section 4 below. These changes are a result of new information or requirements resulting, in part, from coordination among the City of Salinas, County of Monterey, City of Gilroy, CCJPA, VTA), California Public Utilities Commission (CPUC), UPRR, and TAMC. In addition, two key changes made since FEIR certification are 1) extension of Capitol Corridor service in lieu of Caltrain; and 2) breaking project implementation into phases in response to the current lack of federal funding. The proposed use of longer Capitol Corridor consists (relative to previously-proposed Caltrain consists) triggers minor modifications to existing and planned stations. Each phase of construction is anticipated to be completed approximately within an 18-month timeframe.

Findings: Based upon the analysis presented in Section 5 below, none of the proposed modifications to the adopted project result in significant environmental impacts that necessitate preparation of an SEIR. The additional environmental impacts are judged to be within the general scope of impacts previously disclosed. No substantial changes to either the project or circumstances under which the project would be undertaken would require major revisions to the completed environmental document. Given these considerations, the certified EIR remains valid.

3. Summary of the Adopted Project and Environmental Impact Report Findings

3.1 Project Description and Station Locales

The Capitol Corridor Extension to Monterey County Project (the Project), as addressed in the adopted EIR, extends passenger rail service from the existing terminus of Caltrain service at the Gilroy Station in Santa Clara County, with station stops at Pajaro/Watsonville, Castroville, and Salinas in Monterey County. At its inception, the service will consist of four trains (two round trips) running daily from Salinas to San Jose and may ultimately be increased to up to 12 trains (six round trips), depending upon future passenger demand.

3.1.1 Pajaro/Watsonville Station

The EIR considered two location options for construction of the Pajaro/Watsonville Station. Site 1 was proposed to be located at the Watsonville Junction within an area bordered by Salinas Road on the west, Lewis Road on the south, and Railroad Avenue to the north. Site 2, located adjacent to Lewis Road, was rejected due to higher cost, less desirable location, and other factors. Site 1 was identified in the EIR as the Locally Preferred Alternative (LPA), and remains the proposed station location.

3.1.2 Castroville Station

Two sites were identified in the EIR for the Castroville Station. Site 1 is located south of State Route 156 and runs along Del Monte Avenue between Blackie Road and Wood Street. Site 2 is located immediately north of State Route 156 at the overcrossing of the UPRR coast mainline tracks. The EIR noted that Site 2 was selected as the LPA. However, subsequent to adoption of the EIR, the Lead Agency selected Site 1 for development of the Castroville Station.

3.1.3 Salinas Layover Yard and Intermodal Transportation Center

The full build-out, six-train Salinas Layover Yard, identified in the EIR as "Site 2", lies southwest of the main line track and immediately west of the existing Amtrak passenger depot. An alternative layover facility site, identified in the EIR as "Site 3", lies approximately one mile to the southeast of the Amtrak Station, between East Alisal Street and John Street. The EIR considered two layouts (i.e., Configurations 17 and 18) for the full build-out Intermodal Transportation Center. Subsequent to adoption of the EIR, the Lead Agency selected a modification to Configuration 18 (called 18B in the EIR) that, unlike 18A, does not use the existing freight building for the intercity bus operations component of Intermodal Transportation Center expansion.

3.2 Project Components

The following track and related components were assessed in the EIR for the Gilroy Station vicinity:

- Install new second main track from 10th Street to East Luchessa Avenue
- At 10th Street crossing, relocate existing or install new warning devices at crossing No. 755180C to accommodate three tracks, plus install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing

- At East Luchessa Avenue, relocate existing or install new warning devices at crossing No. 755181J to accommodate two tracks, plus install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing
- Southeast of Luchessa Avenue, install #20 power turnout.

The following project components were assessed in the EIR for the Pajaro/Watsonville Station, Castroville Station, and Salinas Layover Yard and Intermodal Transportation Center:

- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays and landscaping
- Traffic signalization[2], signing and striping
- Construct/relocate station track, turnouts, track removals, and railroad signaling, as may be required
- Site drainage, lighting, and landscaping
- Right-of-way acquisition and roadway improvements.

The following project components were assessed in the EIR for the Pajaro/Watsonville and Castroville Passenger Stations:

- Rail passenger loading platform
- Intertrack fencing
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Parking:
    - Pajaro/Watsonville –provide over 400 off-street parking spaces and a bus turnout area
    - Castroville –provide over 200 off-street parking spaces and a bus turnout area
- Bicycle facilities, sidewalks, and circulation roadways
- Pedestrian/bicycle access grade separation of UPRR track(s)
- Access provisions to the station location via a potential future Monterey branch rail line.

The following project components were assessed in the EIR for the Salinas Layover Yard and Intermodal Transportation Center:

- Construct surface parking area with three parking lots totaling 663 parking spaces
- Bicycle lockers and bicycle racks
- Construct second platform
- Modify and/or add site access and circulation roadways

[2]Note: For the Pajaro/Watsonville Passenger Station, a traffic signal was proposed in the EIR at Salinas Road and Railroad Avenue.

- Construct Monterey-Salinas Transit (MST) bus transit center with passenger waiting and operations support facilities
- Construct intercity bus loading berths
- Construct train crew base and maintenance buildings
- Building demolition at parking lot sites.

3.3 Analysis and Findings of the Environmental Impact Report

The EIR evaluated the following 14 environmental parameters: Visual Resources; Air Quality; Biological Resources; Cultural Resources; Geology, Soils, and Seismicity; Hazardous Materials and Hazardous Wastes; Hydrology and Water Quality; Land Use and Planning; Agriculture; Noise; Socioeconomics; Public Services, Utilities and Service Systems; Parks and Recreation; and Traffic and Circulation. As noted in the EIR, the analysis determined that with the application of mitigation measures, construction or operation of the project would not cause significant adverse environmental effects. In compliance with Section 15097 of the CEQA Guidelines, TAMC adopted a Mitigation Monitoring and Reporting Program (MMRP) to ensure proper oversight and orderly implementation of these mitigation measures during construction and operation of the project.

4. Summary of the Proposed Revisions to the Adopted Project

Since adoption of the FEIR, some changes to various project components have become necessary. These project changes are listed in Table 1 and are discussed below to address project components as they were described in the EIR, proposed station and roadway modifications , changes in property acquisitions that are now required, and a brief overview of associated construction activities.

4.1 Proposed Station Modifications

Section 2.0 (Project Description) of the adopted FEIR notes that the rail passenger loading platforms were planned to be 700 feet long. However, in order to accommodate the passenger rail trains operated by the CCJPA, a platform design length of 800 feet is now proposed. The existing station platforms in Morgan Hill and Gilroy will also be lengthened, from 600 feet to 800 feet. In Monterey County, this minor design modification is applicable to the Parajo/Watsonville, Castroville, and Salinas Intermodal Transportation Center stations. The existing platform at San Jose Tamien station does not require any extension.

As shown in Table 1, the switch to extending Capitol Corridor trains from San Jose instead of extending Caltrain from Gilroy will also result in a need for minor station modifications at the San Jose Tamien, Morgan Hill and Gilroy stations. Each station will need two new ticket vending machines and modified signage. At the Morgan Hill and Gilroy stations, there will also be a need for additional outdoor lighting, visual message displays, and public address systems.

Besides the extended platforms, described above, there are no proposed changes to the station design or footprint at either of the proposed station sites for Pajaro/Watsonville or Castroville.

Table 1: Proposed Project Description Modifications and Impact Evaluation

Reference Number	Affected Facility	Project Description Modification[3]	Within Previously-Defined Study Area?	Impact Discussion	Would Change Affect Impact Conclusion in FEIR?
1	***Entire Project***	Construct project in phases. 'Kick Start' phase includes an interim two-train layover facility located outside the study area as it was identified in the approved EIR. The project limits in the 2006 EIR were Salinas to Gilroy; in this 2013 EIR addendum, the project limits are extended from Salinas to San Jose.	No	Full build-out of the project would be very similar to what was addressed in the EIR. The interim two-train layover facility would be located entirely within the railroad ROW. Work at stations in Santa Clara County is considered minor.	No
2	***Railroad between San Jose and Salinas***	Expanded CCJPA service area to extend south from San Jose to Salinas (San Jose to Gilroy was not previously included within study area); up to 12 new passenger train trips per day at full build-out between San Jose and Gilroy, and counting 6 current Caltrain and two Amtrak trips for a total of 20 daily passenger train trips.	No	Horn noise impact from expanding passenger rail service from Gilroy south to Salinas was assessed in the EIR. Traffic impact at at-grade crossings is expected to be minimal, with worst-case additional gate down time projected at only 9 minutes per day.	No
3	***Tamien Station (San Jose)***	Install two ticket vending machines and add/ update signage; Tamien is located outside the study area as it was identified in the approved EIR.	No	No impacts would be associated with addition of the proposed minor improvements.	No
4	***Morgan Hill Depot***	Extend existing boarding platform by approximately 200 ft by 10 ft.; add bituminous pavement under tracks; install lighting along platform; two ticket vending machines; visual message display; add/ update signage; public address system; Morgan Hill is located outside the study area as it was identified in the approved EIR.	No	No impacts would be associated with addition of the proposed minor improvements.	No
5	***Gilroy Depot***	Remove 200 ft of sidewalk and extend existing boarding platform approximately 200 ft; remove fencing; replace perimeter parking lot lighting with platform lighting; install two new ticket vending machines; new signage and visual message display; public address system.	Yes	Work would occur entirely within the construction footprint for this station as previously analyzed in the EIR; no new impacts.	No

[3] The discussion under this table heading pertains only to changes in the project description since the Final EIR was adopted in 2006.

Reference Number	Affected Facility	Project Description Modification[3]	Within Previously-Defined Study Area?	Impact Discussion	Would Change Affect Impact Conclusion in FEIR?
6	***Gilroy Yard and Track***	Revisions to track improvements at south end of yard, including new turn-outs and realignment of existing tracks; also, upgrade existing track to the south of East Luchessa Avenue per UPRR requirements.	Yes	Track improvements would occur entirely within UPRR ROW; transportation management plans will be prepared to ensure traffic is safely and appropriately managed during construction at 10th Street and East Luchessa Avenue railroad crossings.	No
7	***Pajaro/Watsonville Station***	Lengthen passenger rail loading platform by 100 ft (to 800 ft).	Yes	Work to be conducted entirely within the construction footprint for this station, as previously analyzed in the EIR.	No
8		Locate track closer to Salinas Road to the west of previously-proposed design.n	Yes	No new environmental impact from this change, which would allow compliance with track geometry requirements.	No
9		Traffic signal previously proposed at Salinas Road/Railroad Avenue will now be installed at the Salinas Road/Lewis Road intersection (approx. 0.3 mi. to south).	Yes	Impact avoidance method based on consultation with the California Public Utilities Commission during which it was determined that this change would ensure that Lewis Road traffic would not block the track crossing; traffic signal at new site would offset unacceptable level-of-service described in EIR.	No
10		At request of County of Monterey, restripe Salinas Road within ROW in vicinity of proposed station site.	Yes	Beneficial impact associated with increased roadway capacity on thoroughfare.	No
11	***Castroville Station***	Lengthen passenger rail loading platform by 100 ft (to 800 ft).	Yes	Work to be conducted entirely within the construction footprint for this station, as previously analyzed in the EIR.	No
12		Add stop signs and additional parking (257 total spaces).	Yes	Incorporation of stop signs for public safety and additional parking are considered beneficial impacts.	No

Reference Number	Affected Facility	Project Description Modification[3]	Within Previously-Defined Study Area?	Impact Discussion	Would Change Affect Impact Conclusion in FEIR?
13	***Salinas Layover Yard***	Kick Start. Construct interim facility consisting of two layover tracks within UPRR ROW, less than one mile southeast of the existing station; site improvements to include asphalt service driveway between tracks, crew base trailer, crew parking, modular shed on pad, spill containment concrete pad for fueling operations and hazardous materials storage, standby electrical power, access driveway, fencing, and yard lighting. Site is located within active rail corridor between mainline track and existing rail spur, and is surrounded by industrial uses and a parking garage associated with an apartment complex to the west; interim layover facility is located outside the study area as it was identified in the approved EIR.	No	1. Extending from existing station, the railway is entirely grade separated to John Street. A transportation management plan will be prepared to safely manage traffic during construction work at the John Street crossing. 2. A multi-story parking garage and adjacent lumber yard shed would act as a barrier between the nearest residential use and the locomotive storage location. 3. The Flood Insurance Rate Map shows as flood zone 'X,' an area of minimal flood hazard, usually considered to be above the 500-year flood level, which is not an issue with this use. 4. Vegetation is ruderal/disturbed with no potential use by burrowing owl. 5. Previously disturbed site has a low potential for cultural resource issues. Mitigation measures CR-2 and CR-4 will be followed. 6. For hazardous materials, will follow mitigation measures HM-1a-1d, outlined in EIR Section 3.6.7, which includes an updated Phase 1 Environmental Site Assessment.	No
14		Full Build-Out –Construct six-train layover facility as per approved EIR plan, with the exception being the longer, two-ended concept; recent design drawings show additional work west of New Street.	No	These improvements would involve new track work located west of New Street; the modified plan is consistent with the current use of the site (railroad depot); there would be no impact associated with these changes beyond those addressed in the adopted EIR.	No

Reference Number	Affected Facility	Project Description Modification[3]	Within Previously-Defined Study Area?	Impact Discussion	Would Change Affect Impact Conclusion in FEIR?
15	***Salinas Intermodal Transportation Center (ITC)***	Lengthen passenger rail loading platform by 100 ft (to 800 ft).	Yes	Work to be conducted entirely within the construction footprint for this station, as previously analyzed in the EIR.	No
16		Reduce number of bus berths from 13 to five; operational change made in coordination with Monterey-Salinas Transit; change made based on projected demand.	Yes	Demand projection results indicate public can be adequately served using a smaller facility; therefore, there would be no impact on public transit.	No
17		Remove/redesign medians along Market Street (Stone Street to Lincoln Avenue and Lincoln Avenue to Salinas Street), and replace with two islands.	Yes	Minor street improvements in vicinity of station were addressed in the EIR; impacts associated with this change have therefore been assessed.	No
18		Kick Start – complete a reduced-scope ITC project, as follows: construct all platform improvements, with the exception of overhead canopies; defer construction of the MST bus transfer center and retain all existing parking in lieu of a reconfigured overall parking scheme; defer construction of parking lots to north of Palmetto Street, and delay associated land acquisition.	Yes	The Kick Start layout at the ITC is entirely within the footprint assessed in the EIR; impacts consistent with those analyzed in EIR.	No

Source: Parsons, 2013

Work at the Salinas Layover Yard and Intermodal Transportation Center will be phased. In addition, 13 bus berths were previously planned and addressed in the EIR. However, refinements to the operating plans for the MST local bus service deployment made it feasible to reduce the total number of bus berths to five. Consistent with the EIR description, the berths will remain angled (sawtooth).

4.2 Proposed Track and Roadway Modifications

At the existing stations in San Jose and Morgan Hill, no track or roadway modifications are proposed.

4.2.1 Gilroy Station

Recently-proposed design revisions have been proposed at the south end of the Caltrain yard. These include new turnouts and realignment of tracks within existing ROW. To meet UPRR requirements, preliminary design drawings also show track upgrades located south of East Luchessa Avenue.

4.2.2 Pajaro/Watsonville Station

Section 3.14.7 (Traffic & Circulation, Environmental Consequences) of the EIR indicates that the westbound stop-controlled approach of Railroad Avenue at Salinas Road declines to level of service (LOS) D during the morning peak hour of station activity under the 10-year project scenario. In addition, the stop-controlled leg of Driveway 1 will operate at LOS F during the evening peak hour of passenger rail operations. To mitigate these impacts, the EIR included the installation of a traffic signal at Salinas Road and Railroad Avenue.

Since certification of the FEIR, preliminary engineering indicates that due to track geometry requirements, the track nearest Salinas Road needs to be relocated to the west, thereby reducing the available storage capacity of Lewis Road between the relocated track and the stop bar at Salinas Road. Based on subsequent roadway design analysis and consultation with the California Public Utilities Commission, it has been determined that the proposed signal should be installed at the Salinas Road/Lewis Road intersection, approximately 0.3 miles south of its previously proposed location. This change helps ensure that vehicles traveling from Lewis Road will not block the track crossing, due to inadequate gaps in traffic on Salinas Road.

Traveling north from the Lewis Road intersection, Salinas Road narrows from four lanes to three lanes before reaching the Santa Cruz branch line at-grade railroad crossing just south of Railroad Avenue. The County of Monterey has requested that Salinas Road improvements associated with the project not preclude the potential for restriping of the roadway to accommodate four lanes at some time in the future. In addition, they have also requested that TAMC stripe Salinas Road as four lanes initially in order to increase roadway capacity. See Attachment A for the current station preliminary design.

4.2.3 Castroville Station

Subsection 2.2.3 (Alternatives) of the EIR provides a general description of potential improvements associated with the Castroville Passenger Station Site 1. Refinements to the engineering drawings indicate that the existing siding track alignment will be shifted and upgraded. Grade crossing protection will be relocated or replaced at the existing at-grade Blackie Road railroad crossing, which will be repaved to accommodate the shifted siding track. Del Monte Avenue will be resurfaced and striped for on-street parking, with curb and gutter. In

addition, turning movements along Del Monte Avenue from Blackie Road and Wood Street and within the station area will be controlled by stop signs.

Ample parking will be provided at the proposed station, with 219 off-street spaces (including 7 disabled spaces) and 38 on-street spaces. See Attachment B for the station preliminary design, showing the location of the proposed modifications associated with this station area.

4.2.4 Salinas Layover Yard and Intermodal Transportation Center

The long-term plan for the Salinas Layover Yard is to construct a facility very similar to the one assessed in the EIR, with the exception being a revised, longer design. Attachment C is the full build-out layover yard and ITC conceptual plan. The current design will allow trains to enter the facility from two ends instead of one. This design requires additional work and property acquisition to the west of New Street.

Refinements to the engineering drawings for the full build-out of the Salinas Intermodal Transportation Center show the removal or redesign of the existing medians located within the Market Street roadway (i.e., Market Street at Lincoln Avenue and Market Street at Salinas Street). The revised approach entails construction of two islands in the median at these locations. The proposed Market Street at Lincoln Avenue island will be approximately four feet wide and extend from Stone Street to Lincoln Avenue. No landscaping is included. The proposed Market Street at Salinas Street island will also be approximately four feet wide and extend from Lincoln Avenue to Salinas Street, with landscaping along its eastern portion. See Attachment C for the preliminary design of the Market Street traffic islands.

Pending the availability of funding, a Kick Start plan has been developed to construct layover tracks for the overnight storage of the locomotive and passenger car units (trains) at a location described in the EIR as Site 3. This work involves constructing an interim two-train storage yard consisting of two layover tracks located entirely within UPRR ROW approximately one mile southeast of the existing station. Site improvements include: asphalt service driveway between tracks; crew base trailer; crew parking; spill containment concrete pad for fueling operations and hazardous materials storage; modular shed on pad; standby electrical power unit; access driveway; fencing; and yard lighting. The facility will be transitioned to a back-up redundant facility after the permanent layover yard is completed as proposed in the EIR. See Attachment D for the interim facility's preliminary design.

The footprint of the Kick Start plan for the Salinas Intermodal Transportation Center falls entirely within the full build-out footprint. Roadway modifications are the same as described above for the full build-out design. The ITC Kick Start conceptual plan is depicted in Attachment E.

4.3 Construction Activities

Kick Start construction will be accomplished over an 18-month timeframe. Later phases will also take approximately 18 months to complete, which means longer construction duration than the 24 months discussed in the EIR for the overall project. However, actual duration to ultimately construct all phases may be much shorter depending upon whether or how the phases overlap. Changes to the proposed project as discussed in this addendum require only minor demolition activity in addition to demolition previously analyzed. The proposed project modifications described in this Addendum are anticipated to result in only minimal change to construction equipment needs and the mix of workers as described in the EIR (see Table 3.10-12 of the EIR).

5. Environmental Impact Evaluation of the Proposed Revisions to the Adopted Project

The proposed changes to the adopted project have been reviewed in the context of the analysis and conclusions contained within the EIR, and evaluated against criteria referenced in Sections 15162 and 15164 of the CEQA Guidelines. The following summarizes the findings of this evaluation. See Attachment F for a complete listing of mitigation measures as documented in the FEIR.

5.1 Construction Impacts

5.1.1 Air Quality

The analysis contained within Section 3.2 (Air Quality) of the EIR concluded that demolition and soil disturbance activities associated with the project result in emissions that are well below the significance threshold for PM_{10} (see Table 3-2.9). For the following reasons the revised and/or new project components does not change this FEIR conclusion:

1. Nearly all of the changes addressed in this Addendum (e.g., upgrade station amenities; track relocations; signal work) generate very minor PM_{10} emissions.

2. The interim layover facility is within existing railroad ROW on level ground with relatively minor grading required to construct improvements.

3. The EIR analysis used a worst-case assumption for grading the Castroville Station site. The overall area proposed for grading under Site 2 (9.4 acres) is larger than the area comprising the currently-preferred Site 1 (approximately 8 acres) and as such, impacts will be less under the currently proposed station site than those assumed in the original analysis for PM_{10}.

The impacts associated with construction activities for the proposed project modifications are comparable with those described previously in the EIR. As noted in the Section 3.2, implementation of the proposed minor modifications does not change the Less Than Significant impact determinations contained within the EIR.

5.1.2 Biological Resources

Biological resources are analyzed in Section 3.3 of the EIR. The EIR concludes that construction activities could affect nesting birds protected by the Migratory Bird Treaty Act. There are locations within the project corridor that could be occupied by western burrowing owl (Athene cunicularia hypugaea), a species covered by the Migratory Bird Treaty Act. One location at the proposed Salinas Intermodal Transportation Center was documented in 2010 as potentially containing burrows used by this species; however, these burrows were located well east of the proposed Kick Start improvements. Prior to future construction of the full build-out Salinas Layover Yard and Intermodal Transportation Center, the site will be re-surveyed in accordance with the Burrowing Owl Survey Protocol and Mitigation Guidelines. If burrowing owls are found, then impact avoidance shall occur. Otherwise, additional CEQA documentation will be required to address and mitigate the impact.

During a July 2013 field visit to the proposed interim layover yard site, as well as to the Gilroy and Morgan Hill stations, Parsons' consulting biologist determined there is no evidence of

occupied burrows, nesting activity, or other evidence that burrowing owl currently inhabit these other locations (Parsons, 2013).

5.1.3 Traffic

This Section is based upon the following project-specific traffic studies: 1) Commuter Rail Extension to Monterey County Traffic Impact Analysis, Parsons, October 2006; and 2) Commuter Rail Extension to Monterey County Passenger Pajaro Rail Station, Traffic Impact Analysis, Parsons, Revised December 2011. Traffic and Circulation impacts are assessed in Section 3.14 of the EIR.

The project includes improvements to local streets in the vicinity of stations. In the community of Pajaro, there will be work on Lewis Road and Salinas Road, including traffic light installation and roadway restriping for impact reduction purposes. Minor median improvements on Market Street near the Salinas Station will also be done. There is also work planned at the John Street crossing in association with the Interim Layover Facility. All of this temporary construction work within public ROW will be managed in accordance with transportation management plans, as required by the affected local governments. The transportation management plans will require that through traffic along the affected streets be maintained throughout construction. Based on these considerations, it is concluded that implementation of the revised and/or new project components will not change the impact determinations contained within the EIR or require new mitigation measures.

5.1.4 Hazardous Waste

Potential project impacts associated with use of hazardous materials and hazardous waste management is discussed in Section 3.6 of the EIR. The report notes that properties associated with the proposed project could contain a variety of hazardous waste including asbestos containing material, lead-based paint, aerially deposited lead, petroleum hydrocarbons found in diesel fuel and/or bunker oil, metals, polychlorinated biphenyls and polynuclear aromatic hydrocarbons. Based on records search results, there could potentially be contamination at the Pajaro/Watsonville Station site, which is located in the vicinity of the former Watsonville Train Depot. There are also records of a leaking underground storage tank associated with the Salinas Intermodal Transportation Center Expansion and Layover Yard. The EIR notes in Section 3.6.2 that the currently-proposed Castroville Station site may have surface soil contamination from petroleum hydrocarbons or polynuclear aromatic hydrocarbons found in diesel fuel, and/or polychlorinated biphenyls or metals because of its historic use for railroad yard, light industrial and vehicle storage purposes. The EIR analysis concludes that impacts associated with construction-related activities could be reduced to less than significant levels with the implementation of standard mitigation measures, including preparation of Phase II Environmental Assessment, as determined necessary.

Of the revised and/or new project components listed in Table 1, a few involve minor land disturbance outside of areas previously assessed in the EIR. New work proposed at the Tamien, Pajaro/Watsonville, Castroville station sites and the Salinas Intermodal Transportation Center is minor and insignificant. At the Gilroy station, there is some limited track work that could possibly involve disturbance of contaminated soils. The Salinas Layover Yard full build-out scenario includes construction on portions of two new parcels which may involve disturbance of contaminated soils. Construction of the interim train facility within the UPRR ROW at the site for the overnight storage of the locomotive units, identified in the EIR as Site 3, may also involve disturbance of contaminated soils. Any issues associated with these new sites will be addressed by applying Mitigation Measures HM-1a-1d to these areas. HM-1a requires

preparation of an updated Phase I Site Assessment prior to any construction activities. A Phase II Site Assessment (e.g., collection of soil samples) shall be performed if the Phase I indicates that contaminants may be present in soil or groundwater.

Implementation of the proposed revised and/or new project components does not change the impact determinations contained within the EIR or require new mitigation measures. The impacts associated with the proposed modifications are associated with construction activities and will be essentially the same as those described previously in the EIR. Based upon the analysis contained in the EIR and noted above, implementation of the proposed project modifications will not result in new significant construction impacts associated with hazardous waste.

5.1.5 Noise

Construction noise impacts are addressed in Section 3.10 (Noise) of the EIR. According to the EIR, construction activities that will generate substantial noise are, 1) site preparation; track work; and supporting facility erection. During construction, any noise-sensitive receptors (residences, hotels/motels, churches, schools) located within 50 feet of the construction activities will experience temporary noise impacts during daytime hours. In addition, the noise analysis determined that no significant impacts are expected at noise-sensitive receptors located at least 100 feet away, provided that no construction activities occur during restricted nighttime hours. Nevertheless, the EIR does include Mitigation Measure NO-4, which requires the application of several best management practices to minimize generation and transmission of noise during construction.

With regard to the revised and/or new project components, heavy construction work will be conducted in industrial or commercial areas where there are no noise-sensitive receptors located within 200 feet of the jobsites. The conclusions contained within the EIR therefore apply to the revised or new work proposed in this Addendum. The impacts associated with the proposed project modifications are associated with construction activities and will be essentially the same as those described previously in the EIR. Based upon the analysis contained in the EIR and noted above, implementation of the proposed modifications will not result in any new significant construction impacts associated with construction noise.

5.1.6 Socio-Economics

Socioeconomic impacts, including impacts due to acquisitions and relocations, are discussed in Section 3.11 (Socio-Economics) of the EIR. As noted in Section 3.11.6 of the EIR, although some property and ROW acquisitions will be required for the project, these impacts can be reduced to less than significant levels with the implementation of local government requirements and the provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and California Relocation Act (Chapter 16, Section 7260 et seq. of the Government Code).

While there will be some change to the mix of properties to be acquired, implementation of the proposed project modifications will not change the impact determinations contained within the EIR or require new mitigation measures. Based upon the analysis contained in the EIR and noted above, implementation of the proposed modifications will not result in new significant construction impacts associated with acquisitions.

5.1.7 Hydrology and Water Quality

Section 3.7 (Hydrology and Water Quality) of the EIR notes that, assuming compliance with all permit requirements, no impacts to hydrology or water quality will result during construction. A Stormwater Pollution Prevention Plan will be prepared and implemented to include standard and site-specific best management practices for the control of stormwater discharges. Erosion control measures will be incorporated into the site design to reduce the deposition of sediment in the nearby surface waters. The Stormwater Pollution Prevention Plan will be developed to incorporate affected areas associated with the revised and/or new project components. Work within these areas will also be conducted in compliance with the General Permit for Construction Activities.

Implementation of the proposed project modifications does not change the impact determinations contained within the EIR or require new mitigation measures. Based upon the analysis contained in the EIR and noted above, implementation of the proposed modifications will not result in new significant construction impacts associated with hydrology and water quality.

5.2 Operational Impacts

5.2.1 Air Quality

The impact analysis in Section 3.2.5.2 of the EIR assumed that, by 2014, four trains per day will operate between Gilroy and Salinas, each train will haul six cars, and total idling time (burning diesel fuel) will be four hours per day. Using these assumptions, the EIR concluded that the proposed project does not conflict with or obstruct implementation of the Monterey Bay Unified Air Pollution Control District air quality plan. The proposed project will also not generate any criteria air emissions during operations that exceed the significance thresholds used for the EIR analysis. The EIR also notes that the project will have the beneficial impact of encouraging the use of public transit.

The revised and/or new project components addressed in this Addendum do not affect the EIR's assumption regarding the proposed frequency of daily train operations within the Air District region. Also, operation of trains between the Salinas Intermodal Transportation Center and the interim layover yard will not affect air quality due to traffic congestion at railroad crossings, as all local street crossings are grade separated. Trains may be required to cross John Street to enter and exit the layover yard however, depending on more detailed design of the interim layover yard.

For the purposes of this Addendum, the proposed project modification allows for potential expansion by 2018 of the current service between San Jose and Gilroy from eight trains to 20 trains per day. This increase in diesel train operation within Santa Clara County is not expected to affect the air quality impact conclusions described in the EIR, because the project is intended to remove vehicles from the road. The EIR analysis shows, when considering emission reductions associated with fewer vehicle miles traveled, cumulative operational emissions are actually expected to be reduced for carbon dioxide, volatile organic compounds, and carbon monoxide, and substantially lower than significance threshold values for the other criteria pollutants.

It is therefore concluded that operational emissions associated with the current project will be consistent with those described in the FEIR. Hence, the project does not result in any substantial change to the 'Less Than Significant' impact conclusion reached in the EIR.

5.2.2 Biological Resources

The EIR concludes that no operational impacts are expected to occur as a result of the proposed project. There are no changes to this assessment as a result of implementing the revised and/or new project components addressed herein.

5.2.3 Traffic

This Section is based upon the following project-specific traffic studies: 1) Commuter Rail Extension to Monterey County Traffic Impact Analysis, Parsons, October 2006; and 2) Commuter Rail Extension to Monterey County Passenger Pajaro Rail Station, Traffic Impact Analysis, Parsons, Revised December 2011.

With the implementation of mitigation (i.e., traffic signal installation at the Pajaro/Watsonville Station site) traffic and circulation impacts were determined for the EIR to be less than significant. As noted on page 3.14-37 of the Draft EIR, "traffic generated by the proposed…stations will not cause a significant decline in operating conditions on the adjacent street networks. Operations in most cases are not expected to diminish…"There are two exceptions as follows:

1. Pajaro/Watsonville Station. The westbound stop-controlled approach of Railroad Avenue at Salinas Road would operate at LOS F during the afternoon peak hour of station activity under the 10-year proposed action scenario. Installation of a traffic signal at the Salinas Road/Lewis Road intersection would provide gaps in northbound traffic flows, which in turn would allow westbound motorists on Railroad Avenue to better access Salinas Road. The traffic signal would therefore mitigate potential increases in delay at the westbound stop-controlled approach of Railroad Avenue at Salinas Road attributable to the proposed project. Similarly, the proposed traffic signal would benefit southbound (left-turn) exiting traffic from Driveway 1, the station's northernmost access point.

2. Castroville Station. The traffic and circulation analysis in Section 3.14 of the EIR was modified for the FEIR to address traffic impacts with the project at the Blackie Road location, identified as Site 1 in the EIR. For this station, the FEIR notes that the baseline level of service (LOS) of D at Merritt Street and Blackie Road worsens under project conditions. Further, that no feasible mitigation was available to reduce these impacts. TAMC adopted Findings to include a Statement of Overriding Considerations for this significant, unmitigated impact. No new measures or mitigations were identified as a result of the proposed revised and/or new project components.

The project proposes four to 12 additional trains per day on the rail corridor between San Jose and Gilroy. Between San Jose and Morgan Hill, there are seven at-grade crossings of local streets and arterial roads. Between Morgan Hill and Gilroy there are 18 total at-grade street crossings. The proposed project results in additional warning gate down times at each at-grade crossing of about only three to a possible future nine minutes per day (assuming an average gate down time of 45 seconds). As required during interim layover yard operations at John Street, there would be four movements during the AM and four movements during the PM, for a total of eight additional crossings per day.

Implementation of the proposed revised and/or new project components neither changes the impact determinations contained within the EIR nor requires new mitigation measures. The impacts associated with the proposed modifications are mostly associated with construction activities, but nevertheless does not result in changes to operational assumptions in Monterey

County concerning train operations or station area traffic. Given these considerations, implementation of the proposed modifications does not result in new significant operational impacts associated with traffic and circulation.

5.2.4 Hazardous Waste

As discussed in Section 3.6.6 of the EIR, minor amounts of fuels, motor oils, paints, and other hazardous materials will be used during maintenance of the trains and associated facilities. The EIR notes that hazardous materials transport, use and disposal will be conducted in compliance with all federal, State of California, and local hazardous materials laws and regulations to minimize the risk of exposure to employees and the public.

Among the proposed revised and/or new project components, use of fuel, lubricants and other hazardous materials are proposed where locomotive units will be stored overnight, at the interim site identified in the EIR as Site 3 or at the full build-out scenario location at Site 1. At the interim layover location along the tracks between East Alisal Street and John Street, TAMC will conduct fueling operations and maintain a small hazardous materials storage cabinet. Concrete pads designed for spill containment will be used at this location to control discharge of hazardous materials. CCJPA will apply the Locomotive Fueling Interface Standard at this fueling station. Recommended by the Association of American Railroads, Locomotive Fueling Interface Standard is an open, non-proprietary standard that incorporates a combination of the latest, proven refueling equipment technologies adapted for use in the railroad environment. Current spill prevention efforts will be employed to focus on continuous operator training and equipment maintenance, including emphasis on the importance of operator fuel awareness.

Based upon the analysis contained in the EIR and noted above, implementation of the proposed project modifications will not result new significant operational impacts or require new mitigation measures associated with hazardous waste.

5.2.5 Noise

The EIR notes that no stationary source noise impacts will occur with the project. Moreover, the analysis concluded that horn noise impacts will occur at 12 residence structures located near several at-grade crossings along the project corridor. Mitigation measures are identified in the EIR to reduce these impacts to less than significant levels. Mitigation Measure NO-1 includes an option for use of a specially-designed warning horn on the trains. A second option involves establishment of quiet zones throughout the railroad corridor to reduce or eliminate horn noise.

The locomotive engines to be used by CCJPA will operate in the layover facility at night in auto-shutdown mode, whereby they turn off after 20 to 30 minutes of inactivity. There are certain circumstances where they may automatically restart, such as if battery voltage gets too low. The closest sensitive receptors are located approximately 250 feet west of the interim layover facility: Tynan Village apartments, a four-story complex located at 325 Front Street. A parking structure and lumber yard storage sheds provide an intervening barrier between the interim layover site and the apartments. Due to its distance from the apartments, existence of intervening barriers, and the planned engine shutdown procedure, it is concluded that no impacts due to stationary source emissions are expected to occur at the interim layover yard.

The project proposes four to 12 additional trains per day on the rail corridor between San Jose and Gilroy. As noted above, from San Jose to Gilroy there are 25 at-grade crossings of local streets and arterial roads and two rural crossings. The proposed project results in additional warning gate down times at each at-grade crossing of about three to a potential future nine

minutes per day (assuming an average gate down time of 45 seconds), with associated horn noise to warn motorists and pedestrians. Impacts to residents discussed in the EIR also apply to affected residents in the vicinity of at-grade crossings to the north of Gilroy.

The Implementation of the proposed project modifications does not change the general impact determinations described in the EIR or require new mitigation measures. The same mitigation measure (NO-1) that has been adopted for the proposed project will be applied to reduce train horn impacts at grade crossings to the north of Gilroy. Based upon the analysis contained in the EIR and noted above, implementation of the proposed project modifications will not result in new significant operational impacts associated with noise.

5.2.6 Socio-Economics

Partial property acquisitions required in order to allow construction of the revised and/or new project components are described in Subsection 4.3 above. There will be no acquisitions required as a result of noise disturbance, vibration, or other operational aspects of the proposed project.

5.2.7 Hydrology and Water Quality

According to the EIR, no hydrology and water quality impacts will occur, assuming compliance with all applicable regulatory requirements. Permanent treatment best management practices will be incorporated into the project design to reduce potential pollutant discharges such as sediment, metals, nutrients, organics and oil. A Stormwater Management Plan will be prepared for the entire project that emphasizes the use of source reduction measures. With adherence to these pollution prevention measures, no further mitigation related to storm water quality will be required for either groundwater or surface water.

Subsequent to certification of the EIR, TAMC received correspondence from the Monterey County Water Resources Agency requesting additional hydrology analysis for the Pajaro/Watsonville and Castroville Stations (see Attachment G). This included a request for a floodplain analysis for the Pajaro/Watsonville Station site and a conveyance facility capacity determination for both the Pajaro/Watsonville and Castroville stations.

The floodplain assessment prepared for the Pajaro/Watsonville Valley Station Hydraulic Analysis (October 2010) notes, in accordance with the Federal Emergency Management Agency (FEMA) guidelines, the proposed improvements will not increase, compared to pre-project conditions, the water surface of the base flood more than one foot at any point. As such, the report concludes that the proposed improvements could be built on land located within Zone AE, defined as the base floodplain where base flood elevations are provided.

A final drainage and conveyance facility capacity analysis has not been completed for either the Pajaro/Watsonville or Castroville Stations since final station design plans are needed in order to undertake the requested analyses. TAMC will submit the detailed hydrology analysis to the Monterey County Water Resources Agency after they are completed during the design stage.

According to FEMA, the site for the interim layover facility in Salinas is located within an area designated as Zone X, area of minimal flood hazard, usually considered to be above the 500-year flood level. Flood Insurance Rate Map No. 06053C0217G shows the Zone X designation extending throughout the area on both sides of the railroad tracks and to the south of John Street. While some surface ponding could occur in low-lying areas during major storm events, developing the proposed track and wayside improvements within this flood zone will not result in hydrology impacts.

Implementation of the proposed project modifications will not change the impact determinations contained within the EIR or require new mitigation measures. Based upon the analysis contained in the EIR and noted above, implementation of the proposed modifications will not result in new significant operational impacts associated with hydrology and water quality.

6. CEQA Determination

In preparing this Addendum, all of the potential impacts identified within the CEQA Guidelines, Environmental Checklist Form, were considered.

As noted in the analysis above, the proposed minor modifications represent technical clarifications that do not affect the overall conclusions identified in the certified EIR during either construction or operation of the project. Further, these modifications do not change the impact conclusions such that new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts will result. Moreover, these changes will not require the provision of new mitigation measures or make existing mitigation measures infeasible. Therefore, based upon the information noted above, the analysis concludes that: (1) in accordance with CEQA, none of the requirements contained within Section 15162 of the CEQA Guidelines would necessitate preparation of a Subsequent EIR. Moreover, that this Addendum to the certified EIR has been prepared in accordance with Section 15164 of the CEQA Guidelines.

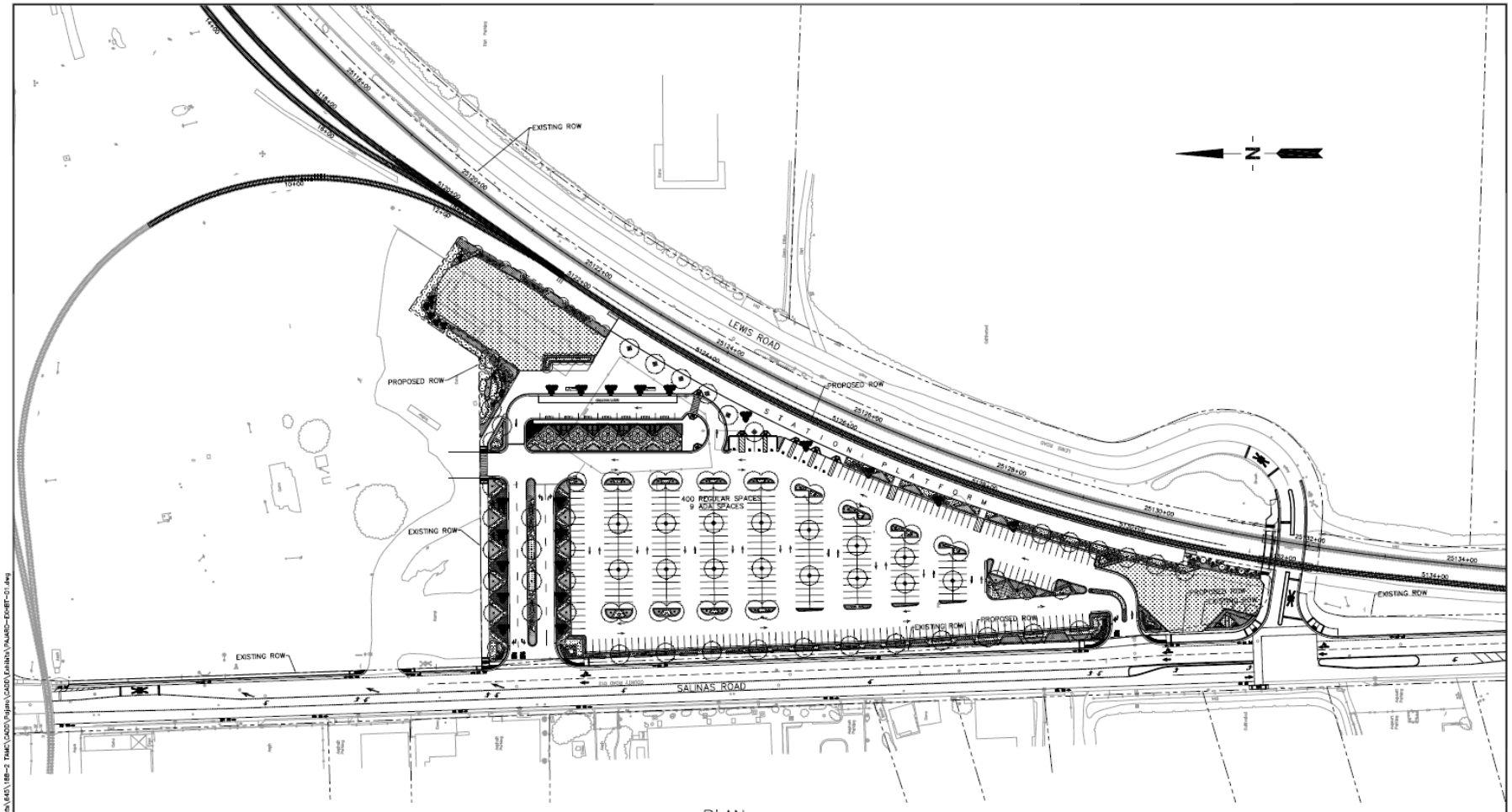
7. Addendum Preparers

- Debra L. Hale, Executive Director, The Transportation Agency for Monterey County
- Christina Watson, Principal Transportation Planner, The Transportation Agency for Monterey County
- Dan Conaty, Principal Environmental Planner, Parsons
- Gary Petersen, Senior Project Manager, Parsons
- Gilberto Ruiz, Principal Environmental Planner, Parsons
- Bob Scales, Senior Traffic Program Director, Parsons
- Dee Zito, Project Coordinator, Parsons

8. References and Resources Utilized

- California Environmental Quality Act Guidelines, 2013
- Caltrain Extension to Monterey County Passenger Rail Stations, Volume 1, Draft Environmental Impact Report, April 26, 2006
- Caltrain Extension to Monterey County Passenger Rail Stations, Volume 2, Appendices, April 26, 2006
- Caltrain Extension to Monterey County Passenger Rail Stations, Volume 3, Final Environmental Impact Report, July 2006
- Biological Survey Report for the Salinas, Gilroy and Morgan Hill sites of the Capitol Corridor Extension to Monterey County Project, FEIR Addendum, Parsons, August 15, 2013.
- Pajaro/Watsonville Valley Station Hydraulic Analysis, Parsons, October 2010
- Commuter Rail Extension to Monterey County Traffic Impact Analysis, Parsons, October 2006
- Commuter Rail Extension to Monterey County Passenger Pajaro Rail Station, Traffic Impact Analysis, Parsons, Revised December 2011

Attachment A – Pajaro/Watsonville Station



PLAN
SCALE: 1"=60'

60' 0 30' 60' 120'
GRAPHIC SCALE
PLANS PRINTED AT 11"X17" ARE REDUCED PLANS; USE GRAPHIC SCALE

REV	DATE	BY	SUB	APP	DESCRIPTION

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B Plaza Circle
Salinas, CA 93901

PARSONS
100 West San Fernando Street
Suite 450
San Jose, California 95113

DESIGNED: R. POWELL/B. O'KEEFE
DRAWN: R. POWELL/B. O'KEEFE
CHECKED: M. SANTOS
DATE: 04-25-12

MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT
PAJARO, CALIFORNIA
COMMUTER RAIL STATION
STATION LAYOUT PLAN

SCALE: 1" = 60'
CONTRACT NO: 680-999-20002-04C
DRAWING NO: EXHBT-01
SHEET NO: 1 OF 1

Apr 25, 2012 - 6:18pm I:\projects\685\180-2 TAMC\CADD\Pajaro\CADD\Exhibits\PAJARO-ExhBT-01.dwg
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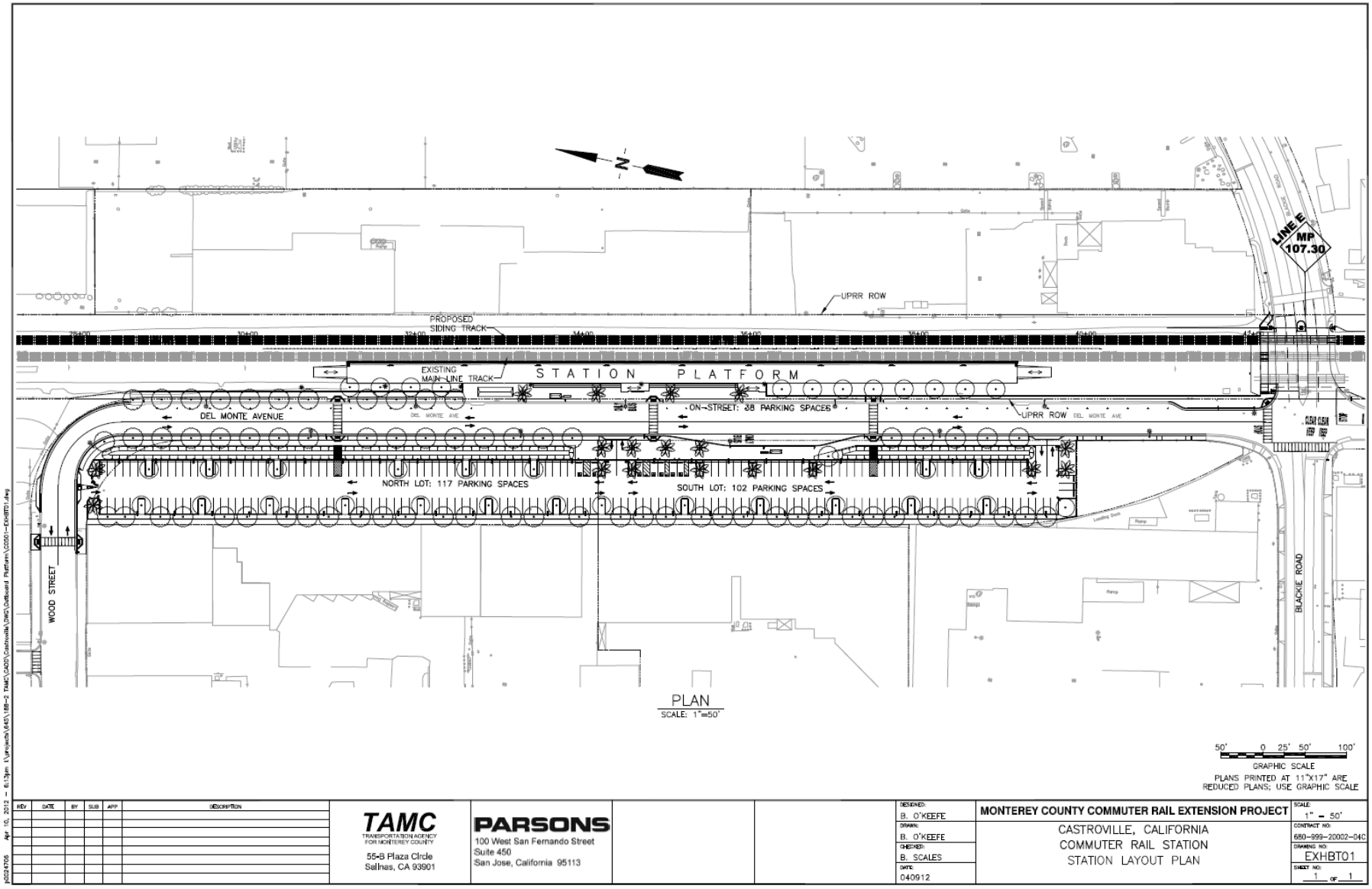
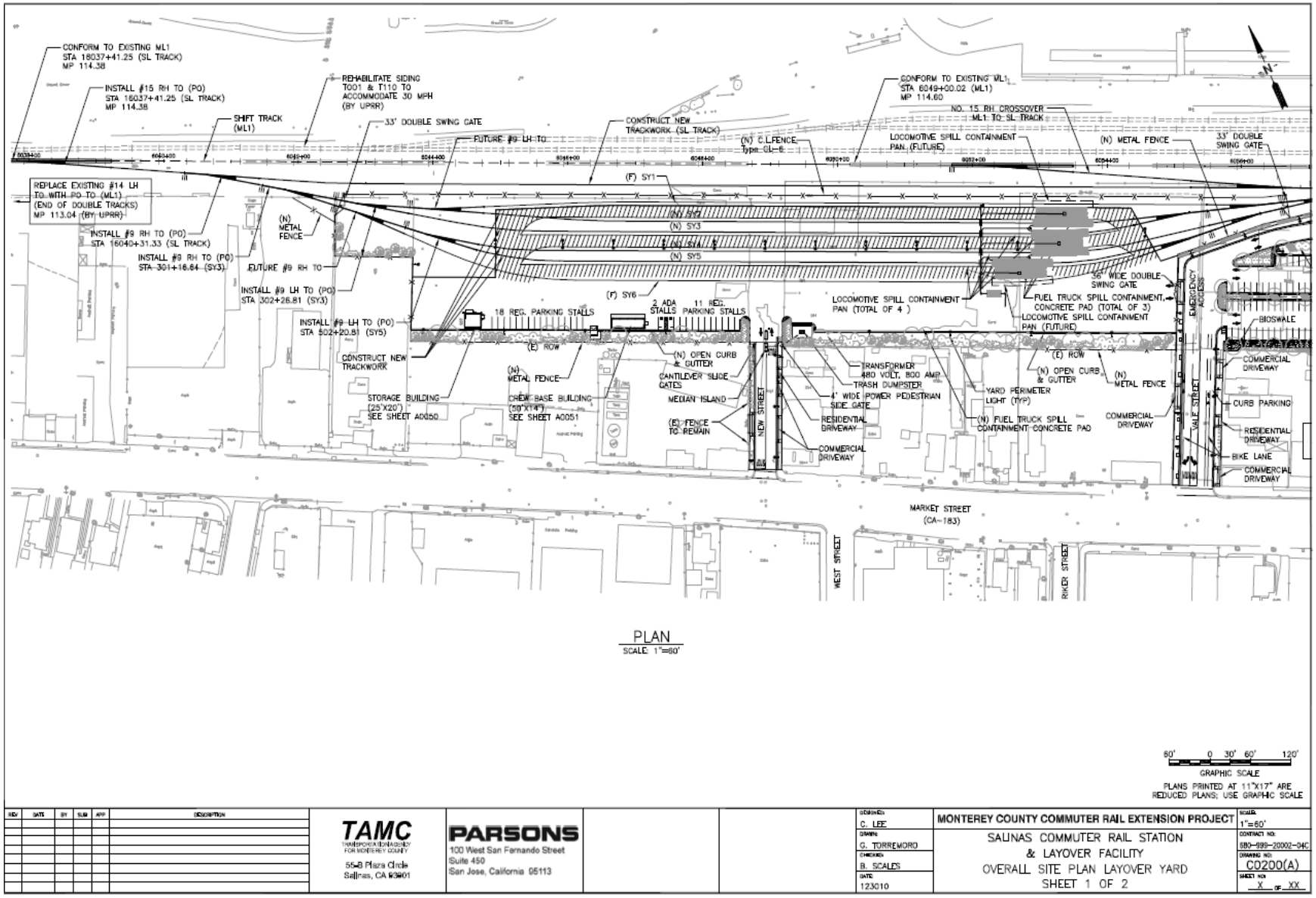
Attachment B – Castroville Station



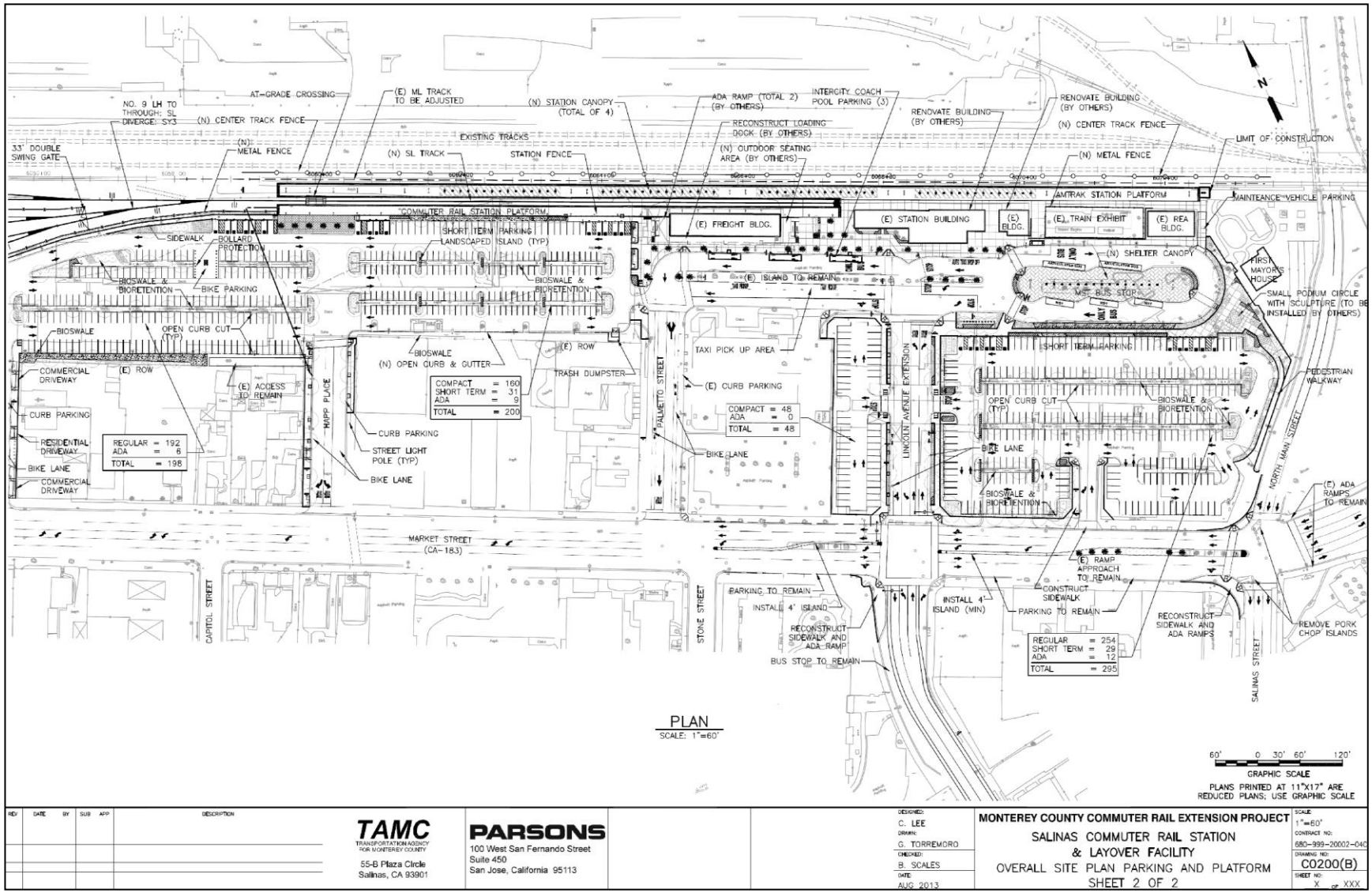
Attachment C – Salinas Full Build-Out Layover Yard and ITC Conceptual Plan

(Sheet 1 of 2)

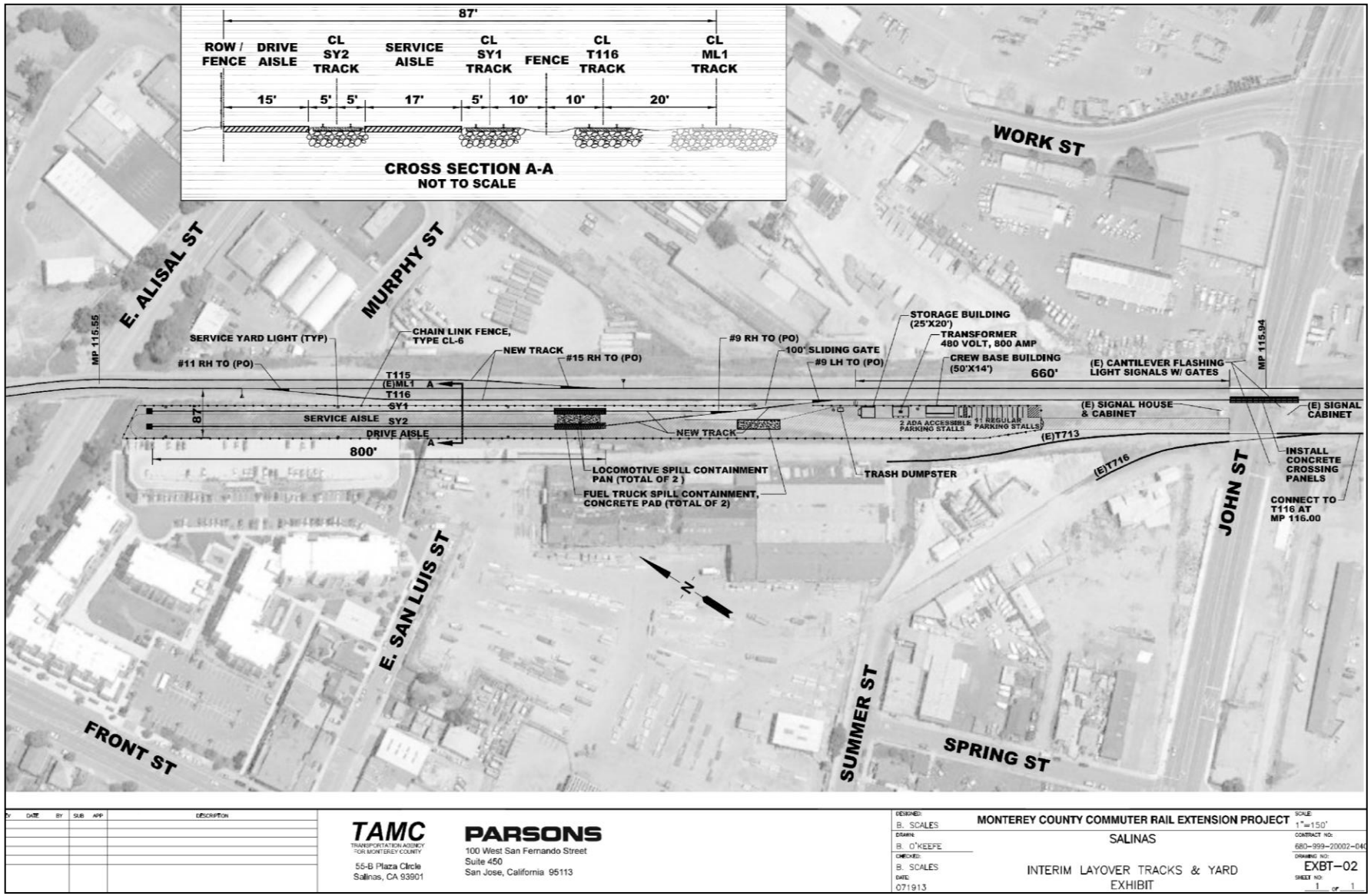


Attachment C – Salinas Full Build-Out Layover Yard and ITC Conceptual Plan

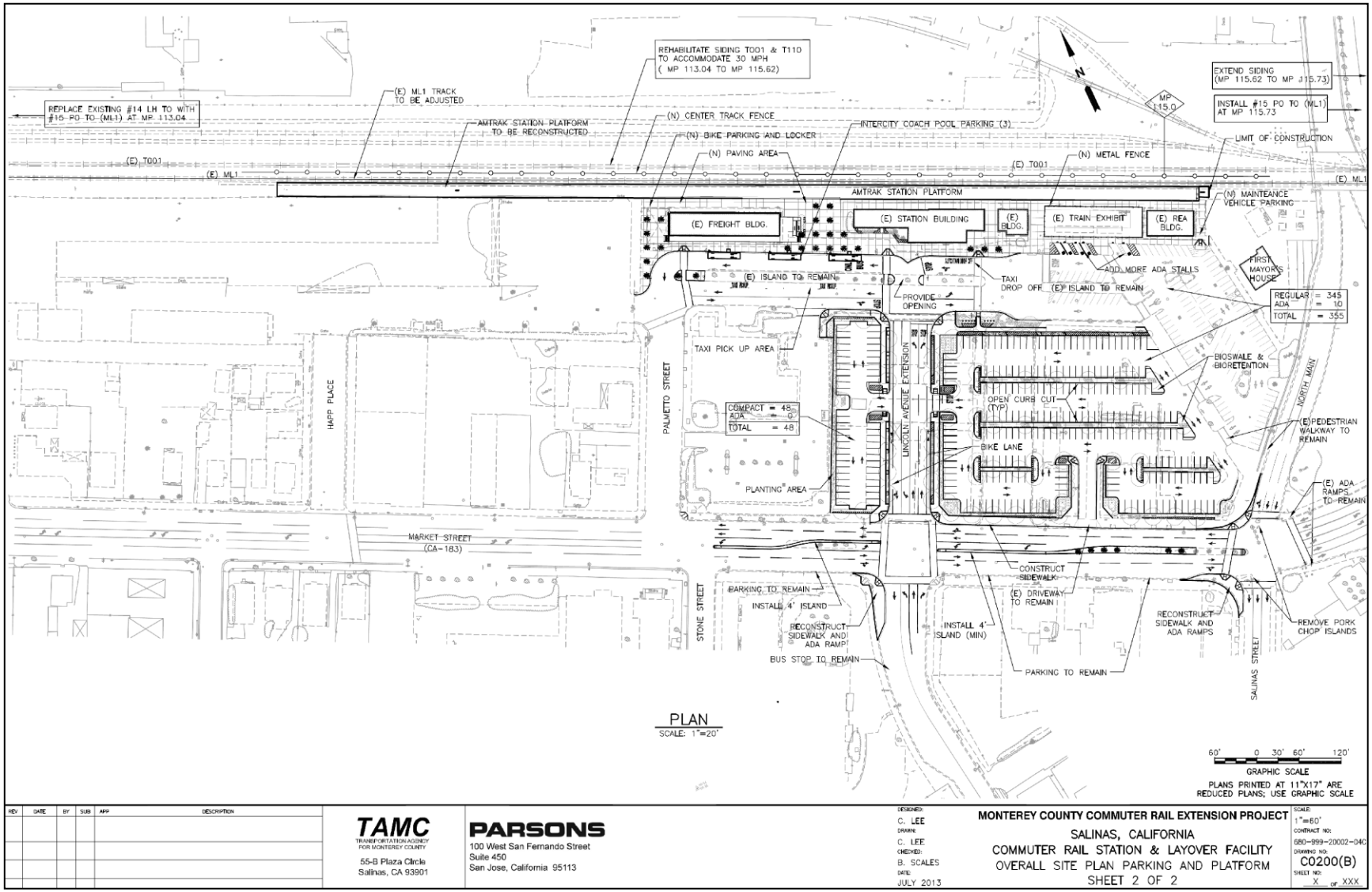
(Sheet 2 of 2)



Attachment D – Salinas Interim Layover Yard Conceptual Plan



Attachment E – ITC Kick-Start Conceptual Plan



Attachment F – Caltrain Extension to Monterey County Passenger Rail Stations Final Environmental Impact Report Volume III, Section 4 Mitigation Monitoring and Reporting Program

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

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
3.1 Visual Resources				
Impact VR-2: Will the Project substantially damage scenic resources along a designated scenic highway?	**Mitigation Measure VR-2:** 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.	TAMC	At the time of final design of the project.	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan
Impact VR-3: Will the Project substantially degrade the existing visual character or quality of the site and its surroundings?	**Mitigation Measure VR-3a:** Incorporation of design standards to preserve historic visual character of the area. 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. Castroville Station Site No. 1: No mitigation is necessary. Castroville Station Site No. 2: No mitigation is necessary. 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. 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. 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. **Mitigation Measure VR-3b**: Design parking to be compatible with surrounding character and setting. 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.	TAMC	At the time of final design of the project.	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

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
Impact VR-4: Will the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Mitigation Measure 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.	TAMC	At the time of final design of the project.	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan
3.3 Biological Resources				
Impact BIO-1: Will the project cause loss of individuals or occupied habitat of endangered, threatened, or rare fish, wildlife or plant species?	**Mitigation Measure BIO-1:** 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. 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: (i) The project will attempt avoidance of the Congdon's tarplant population, if detected, through design and reconfiguration, or if this is infeasible; (ii) Reduce impacts by moving projects away from sensitive areas or if this is infeasible; (iii) Create new Congdon's tarplant habitat through habitat restoration and transplantation of the seed bank to include fencing or staking and/or providing offsite compensation.	TAMC	Prior to start of grading activities	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982
Impact BIO-8: Will the Project destroy wetlands or waters of the U.S. or waters of the State?	**Mitigation Measure 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., 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.	TAMC	Prior to final design approval	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
3.4 Cultural Resources				
Impact CR-1: Will the project cause a substantial adverse change in the significance of historical resources as defined in Section 15064.5?	**Mitigation Measure CR-1:** 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: • Photo documentation of the restoration/rehabilitation process, and • A preservation architect shall be present on site to supervise the actual process and construction.	TAMC State Historic Preservation Officer	Prior to grading or demolition activities	Design guidelines
Impact CR-2: Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**Mitigation Measure CR-2:** 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 Descendent to determine the nature of the resource, its integrity and potential for NRHP eligibility. 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 conduced 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).	TAMC SHPO Native American Heritage Commission	Prior to construction activities	Cultural Resources Surveys

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	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. 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; consideration of research problems and questions; conclusions and additional recommendations; references cited; and appendices (reports of technical analyses).			
Impact CR-4: Will the project disturb any human remains, including those interred outside of formal cemeteries?	**Mitigation Measure CR-4:** Protection of Human Remains 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 descendent.	TAMC Native American Heritage Commission	During construction or grading activies	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan
3.5 Geology and Seismicity				
Impact GEO-3: Will the Project be located in areas with soils and groundwater conditions that are susceptible to liquefaction during an earthquake?	**Mitigation Measure GEO-3:** Minimize risk of liquefaction damage by applying standard design and construction practices. 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.	TAMC	Prior to occupancy	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
Impact GEO-4: Will earthquake-induced strong ground shaking damage Project facilities?	**Mitigation Measure GEO-4:** Minimize damage due to ground shaking by applying standard structural engineering design and construction practices. 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.	TAMC	Prior to occupancy	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
3.6 Hazardous Materials and Hazardous Wastes				
Impact HM-4: Will the Project expose workers or the public to hazards from a known hazardous waste site as identified ~~pursuant to Government Code Section~~	**Mitigation Measure HM-1a:** 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	TAMC	During construction	Construction documents

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
65962.5 (Cortese List)?	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.			
	Mitigation Measure HM-1b: 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.	TAMC	Prior to construction	Site Safety and Health Plan
	Mitigation Measure HM-1c: Containerize 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 RWQCB. 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. 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).	TAMC	Prior to construction	Site Safety and Health Plan

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	Mitigation Measure HM-1d: 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.	TAMC	Prior to construction	Site Safety and Health Plan
3.8 Land use and Planning				
Impact LU-1: Will the Project be inconsistent with County or city zoning ordinances?	**Mitigation Measure LU-1:** 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.	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
Impact LU-2: Will the Project increase potential for conflict as a result of incompatible land uses?	**Mitigation Measure 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), 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.	Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
3.9 Agriculture				
Impact AG-1: Will the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	**Mitigation Measure AG-1:** 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.	TAMC Monterey County	Prior to site development	North County Land Use Plan/LCP 1982 North County Area Plan 1985
Impact AG-2: Will the Project conflict with existing zoning for agricultural use or a Williamson Act?	**Mitigation Measure 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.	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
3.10 Noise				
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?	**Mitigation Measure 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.	Monterey County City of Salinas TAMC	Ongoing	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan
Impact NO-4: Would the Project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity?	**Mitigation Measure NO-4:** Implement Best Management Practices during construction of the project. The following Best Management Practices (BMPs) shall be implemented during construction of the project: • 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.). • 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. • 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. • 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. • 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	TAMC	Prior to and during construction	Monterey County General Plan 1982 North County Area Plan 1985 North County Land Use Plan/LCP 1982 City of Salinas General Plan

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	designations are preferred). • Turn off idling equipment. • 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. • Require the construction contractor by contract specification to comply with all local noise and vibration ordinances and obtain all necessary permits and variances. • 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. • Temporary noise enclosures can be constructed to mitigate the noise from heavy equipment during evening hours.			
3.11 Socio-economics				
Impact PH-1: 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)?	**Mitigation Measure PH-1A:** Implement Existing County and City of Salinas Growth Management Policies. 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). 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). 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. 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's 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	Monterey County City of Salinas	Ongoing TAMC Growth policies	Monterey County Growth policies City of Salinas Growth policies

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	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.			
	Mitigation Measure PH-1B. 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. 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. 1. Land Use 1.a Encourage mixed use developments to accommodate short trips by non-auto modes 1.b Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend 1.c Encourage a balance of employment and housing to reduce regional commute demands 1.d Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region 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. 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. 2. Street Network Design 2.a Provide an interconnected street system for new development to facilitate short trips by non-auto modes of transportation. 2.b Incorporate traffic calming features into the street network to slow the flow of traffic and enhance the pedestrian environment. 2.c Design streets to accommodate all modes of transportation. 3. Site Design 3.a Orient buildings to face the street in new development to improve access for pedestrians from sidewalks	Monterey County City of Salinas	Ongoing TAMC Growth policies	Monterey County Growth policies City of Salinas Growth policies

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	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 3.b Incorporate reduced building setbacks, especially in commercial areas, to reduce the length of pedestrian trips and facilitate easy access 3.c Locate on-site parking to the rear of structures or underground 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 3.f Incorporate bicycle storage facilities into site plans to accommodate access by bicyclists 4. Transportation Demand Management 4.a Encourage telecommuting in non-residential development as a traffic mitigation measure 4.b Encourage flexible work schedules for employees as a traffic mitigation measure 4.c Encourage employers to utilize available rideshare programs or create their own 4.d Encourage employers to offer transit incentives to employees to mitigate traffic impacts 4.e Provide preferential carpool or vanpool parking in non-residential developments 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 4.f Locate child care facilities near employment centers			
Impact PH-2: Would the Project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	**Mitigation Measure PH-2:** 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). 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. 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.	TAMC City of Salinas	Prior to start of construction	City of Salinas Zoning Preliminary Property Acquisition and Relocation Plan

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
	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.			
Impact PH-3: Would the Project displace substantial numbers of existing businesses or jobs, requiring relocation of businesses or employees elsewhere?	**Mitigation Measure PH-3:** 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). 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. 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. 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. 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.	TAMC City of Salinas	Prior to start of construction	City of Salinas Zoning Preliminary Property Acquisition and Relocation Plan
3.13 Parks and Recreation				
Impact PR-3: Would the project preclude or substantially limit the use of existing park and recreational facilities by the general public?	**Mitigation Measure PR-3:** Prepare a Traffic Management Plan to Accommodate Parking around the Harvey-Baker House during Project Construction. 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.	TAMC	Prior to construction	City of Salinas General Plan; zoning

Impacts	Mitigation Measures	Responsible Party	Implementation Schedule	Documentation
3.14 Traffic and Circulation				
Impact TC-1: 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?	**Mitigation Measure TC-1:** 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.	TAMC Caltrans Monterey County	Prior to project operation.	Monterey County TAMC Caltrans
Impact TC-2: 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?	**Mitigation Measure TC-2:** 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.	TAMC Caltrans Monterey County	Prior to project operation.	Monterey County TAMC Caltrans
Impact TC-3: Will the Project worsen already (or projected) unacceptable operations at an analysis location?	**Mitigation Measure 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.	TAMC Caltrans Monterey County	Prior to project operation.	Monterey County TAMC Caltrans

Attachment G – Correspondence from the Monterey County Water Resources Agency and Pajaro/Watsonville Valley Station Hydraulic Analysis

WATER RESOURCES AGENCY

MEMORANDUM

Monterey County

DATE: September 23, 2010

TO: Marti Noel, Assistant Director of the Housing & Redevelopment Agency

FROM: Michael Trapani, Hydrologist MPT

SUBJECT: TAMC Train Stations in Pajaro and Castroville

RE: Addendum to the Environmental Impact Report

The Agency has received the 60% Design Plans for the proposed train stations in Pajaro and Castroville, prepared by Parsons, dated July 30, 2010. The Agency received a preliminary drainage report for the Pajaro Station which routes stormwater runoff from the proposed project into an existing stormdrain system which is owned and operated by the County of Monterey, and located on the property adjacent to the project site.

The proposed Pajaro Train Station is located completely within Zone AE, 100 year-floodplain of the Pajaro River, as shown on FEMA Flood Insurance Rate Map 06053C-0038G, effective date April 2, 2009. A regulatory floodway was not delineated for this area. Chapter 16.16 of the Monterey County Code states: Until a regulatory floodway is adopted, no new construction, substantial development, or other development, (including fill) shall be permitted within Zones AE, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other development, will not increase the water surface elevation of the base flood more than one foot at any point.

The Addendum to Environmental Impact Report for the Pajaro Station and Castroville Station should include the following information:

- A preliminary drainage analysis, prepared by a registered civil engineer, that identifies the design criteria used to size the proposed drainage facilities. The analysis should discuss the adequacy of existing stormdrain facilities to convey additional stormwater runoff from the proposed project.

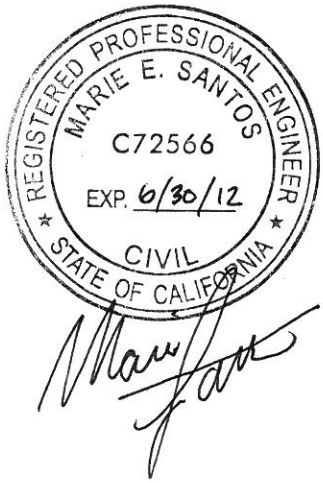
- A preliminary drainage plan prepared by a registered civil engineer that includes oil-grease/water separators for the paved parking areas.

The Addendum to Environmental Impact Report for the Pajaro Station shall provide the following information:

- A hydraulic analysis that includes supporting cross sections comparing the Base Flood Elevation (BFE) for existing conditions and proposed conditions. The analysis should include supporting summary tables comparing the BFE, at each cross section, for each condition.

Pajaro Valley Station Hydraulic Analysis

Prepared by
PARSONS



Prepared for
TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

October 2010

TABLE OF CONTENTS

SECTIONS

APPENDICES

APPENDIX A – FEMA MAP

APPENDIX B – OVERALL SITE PLAN

APPENDIX C – HEC-RAS CROSS SECTION LAYOUT

APPENDIX D – HEC-RAS CROSS SECTIONS

APPENDIX E – HEC-RAS WATER SURFACE PROFILE

APPENDIX F – HEC-RAS OUTPUT AND SUMMARY TABLES

1. INTRODUCTION

The Transportation Agency of Monterey County (TAMC) has proposed a commuter rail service between the San Francisco Bay Area and Monterey County as part of the Capitol Corridor Program. Within the community of the Pajaro, located in an unincorporated area of Monterey County, the Pajaro Valley station is proposed. In general, the Pajaro Valley station will include the following elements (see Overall Site Plan Appendix B):

- Track ML1 will be shifted up to 30 feet horizontally from its current location, and its elevation will be up to 18 inches higher than existing. The existing adjacent track, ML2, is up to 12 inches below the proposed elevation of shifted track ML1
- A rail passenger loading platform 800 feet long by 20 feet wide situated 8" above the top of the adjacent railroad track, ML1
- A parking lot, landscaping, sidewalks, and circulation roadways that are adjacent to the station platform at an elevation an average of 10 inches above the existing ground level.
- Reconstruction and raising the profile of Lewis Road up to two feet

This station is located within a Zone AE floodplain of the Pajaro River (see FEMA map Appendix A). The purpose of this report is to provide evidence that the proposed encroachment in the 100-year floodplain does not result in a surcharge greater than or equal to one foot.

2. EXISTING CONDITIONS

The community of Pajaro is located on the edge of the City of Watsonville. The existing facility is located at the UPRR Watsonville Junction just east of the intersection of Salinas Road and Railroad Avenue and just north of Lewis Road (see Figure 2). It was constructed in 1948 and consists of a 7,600-square-foot wood and stucco building and an asphalt concrete platform. The existing platform is adjacent to the Santa Cruz branch line tracks. There is no platform adjacent to the Coast line tracks that could be used for the proposed passenger service. There is also a 40,000-square-foot asphalt concrete parking area at the station.

Freight activity at the Pajaro Valley station is currently generated by through traffic, loading and unloading of freight on the team track and spurs, storage of tank cars, maintenance of freight cars, and switching of local trains. In addition, UPRR crews are based in Pajaro and the yard is used for a sub-regional switching yard.

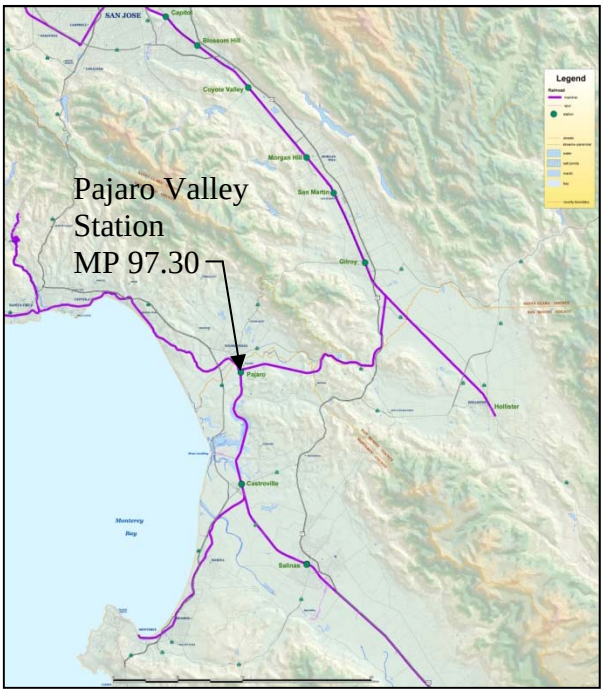


Figure 1: Vicinity Map

3. HYDRAULIC ANALYSIS

The overall drainage flow pattern along the project site is from the east to the west through Pajaro Valley. The receiving water body for runoff from the project site is the Pajaro River. The proposed Pajaro Valley station will be located in the left overbank of the river.

Figure 2: Location Map

In order to analyze the impacts to the Pajaro River floodplain from the proposed project, a U.S. Army Corps of Engineers (USACE) Hydrologic Engineering Centers River Analysis System (HEC-RAS) model was used. The goal of using a HEC-RAS model for this application is to provide evidence that the proposed encroachment in the 100-year floodplain does not result in a surcharge greater than or equal to one foot.

The study reach for the Pajaro River extends for 5000 feet through the left overbank of the river (see HEC-RAS Cross Section Layout Appendix C).

Baseline Model: A baseline HEC-RAS hydraulic model of the study reach was created to represent the current conditions of project site taken from recent topographic mapping (generated from both aerial and field surveys). A flow rate that resulted in the Base Flood Elevations per FEMA was used. Cross sections were taken every 100 feet. The width of the floodplain varies

from approximately 4000 to 8000 feet wide. A slope of 0.003 feet/foot based on USGS topographic quadrangles and a roughness coefficient of 0.04 which is indicative of cultivated areas, were used for the entire floodplain.

Proposed Model: A proposed model was then created to analyze the proposed conditions by cutting new cross sections through a digital terrain model generated to represent the finished grade of the project. The resulting water surface elevation from each cross section confirms that the encroachment of the proposed improvements into the 100-year floodplain results in a surcharge of less than one foot; complying with FEMA requirements (see Appendix D and E).

4. SUMMARY

The proposed Pajaro Valley station is located in the left overbank of the Pajaro River that flows in a westerly direction through the community of Pajaro within Monterey County. The project area is located at the UPRR Watsonville Junction just east of the intersection of Salinas Road and Railroad Avenue and just north of Lewis Road

The proposed improvements were evaluated using a HEC-RAS hydraulic model. Since the project is located within a flood plain, a baseline pre-project model was developed and the corresponding 100-year water surface elevation was compared with the proposed post-project model. In accordance with FEMA guidelines, the proposed improvements are such that the 100-year water surface increase (compared to pre-project conditions) is less than one foot (see Appendix F).

APPENDIX A

FEMA MAP

MAP SCALE 1" = 500'

250 0 500 1000 FEET

M

NFIP

PANEL 0038G

FIRM

FLOOD INSURANCE RATE MAP

MONTEREY COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 38 OF 2050
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MONTEREY COUNTY	060195	0038	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06053C0038G

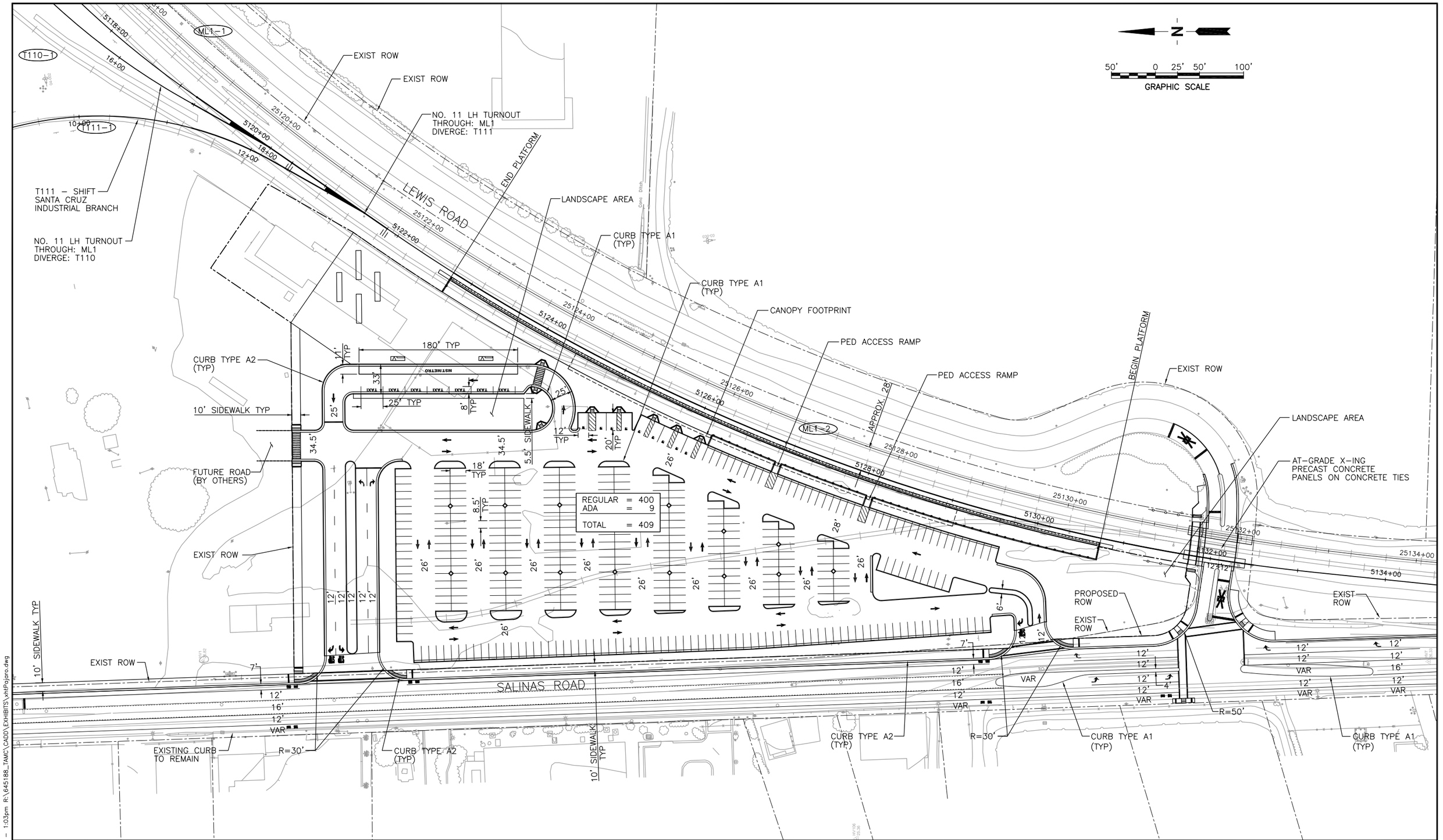
EFFECTIVE DATE
APRIL 2, 2009

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

APPENDIX B

OVERALL SITE PLAN



REV	DATE	BY	SUB	APP	DESCRIPTION

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B Plaza Circle
Salinas, CA 93901

PARSONS
100 West San Fernando Street
Suite 450
San Jose, California 95113

DESIGNED:	R. POWELL
DRAWN:	R. POWELL
CHECKED:	M.SANTOS
DATE:	072610

MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT

PAJARO STATION

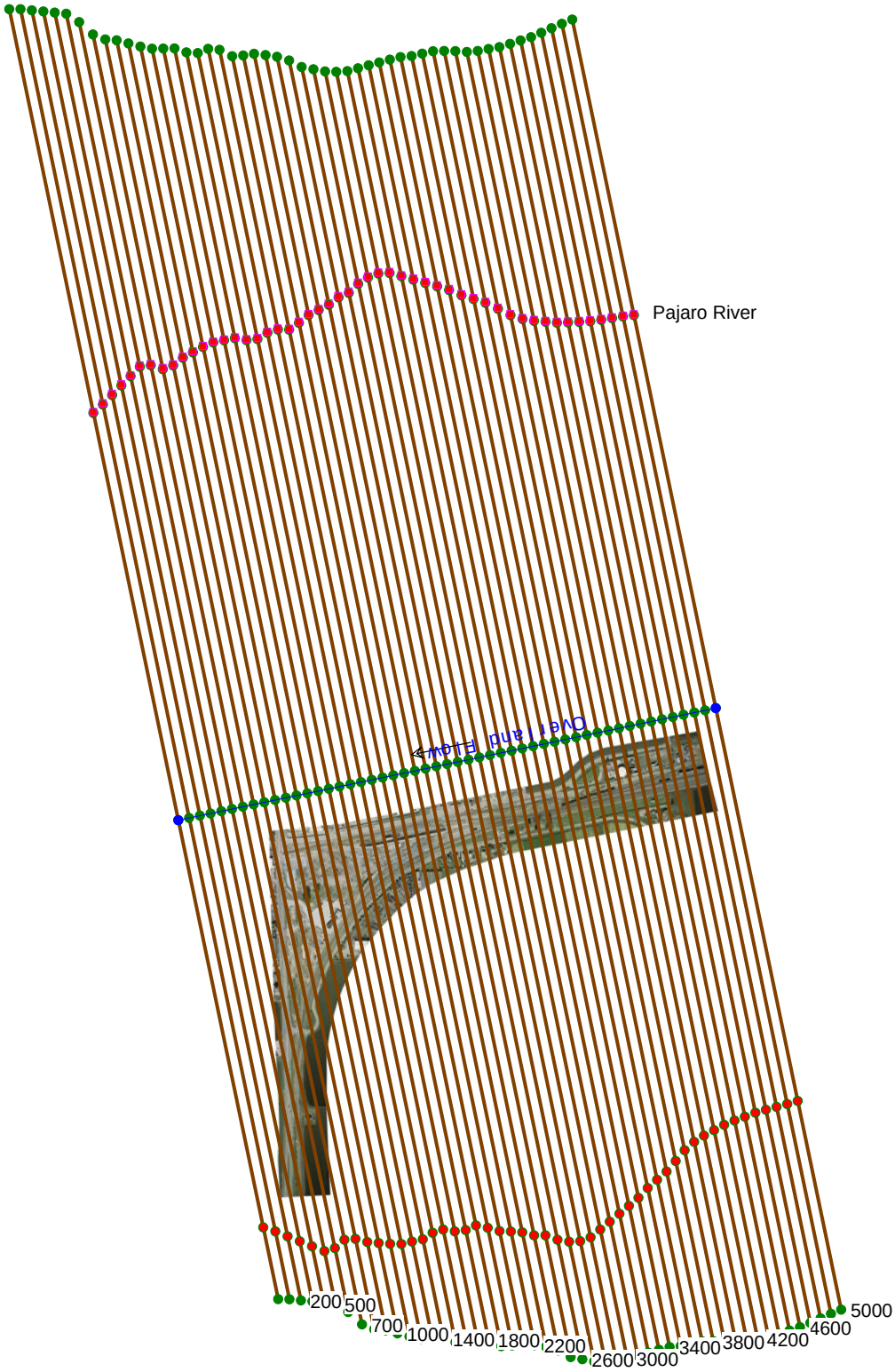
PLATFORM, PARKING & STREET SITE PLAN
EXHIBIT

SCALE:	
CONTRACT NO:	645188
DRAWING NO:	EXH–0X
SHEET NO:	____ OF ____

p0042928 Jul 23, 2010 – 1:03pm R:\645188_TAMC\CADD\EXHIBITS\xhtPajaro.dwg

APPENDIX C

HEC-RAS CROSS SECTION LAYOUT



None of the XS's are Geo-Referenced (• Geo-Ref user entered XS • Geo-Ref interpolated XS • Non Geo-Ref user entered XS • Non Geo-Ref interpolated XS)

APPENDIX D

HEC-RAS CROSS SECTIONS

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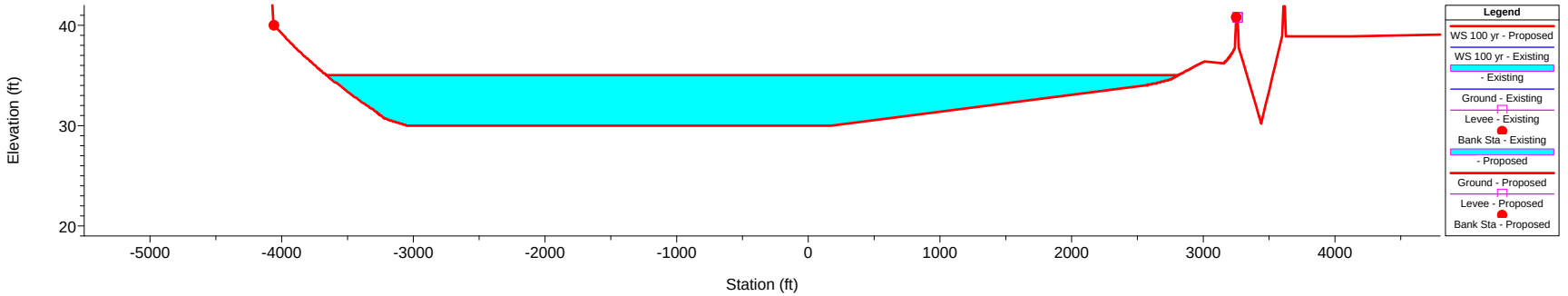

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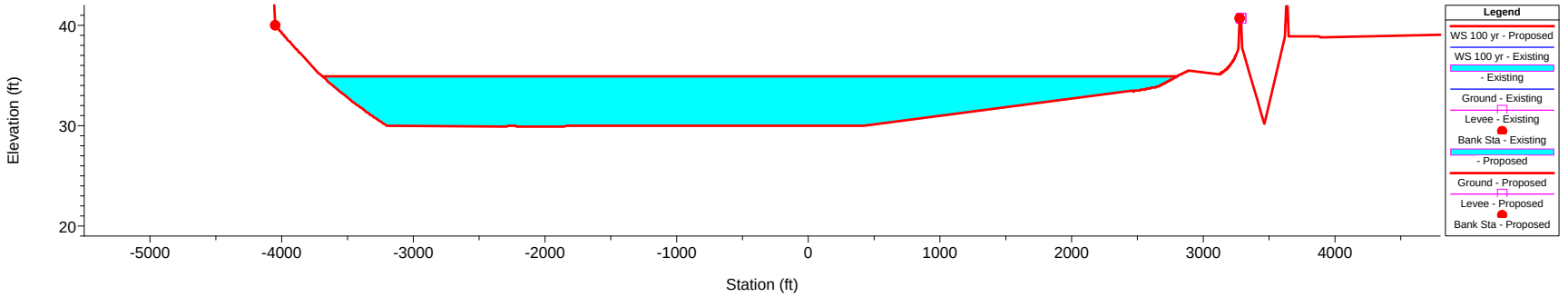

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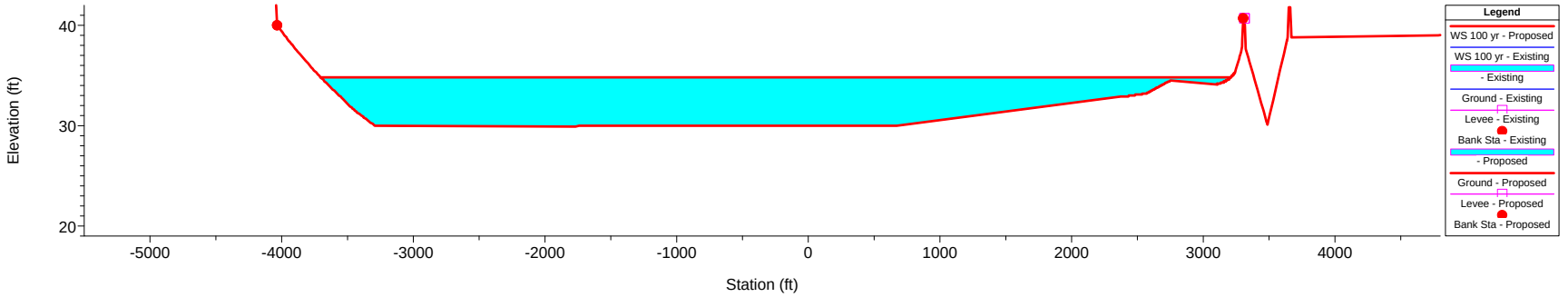

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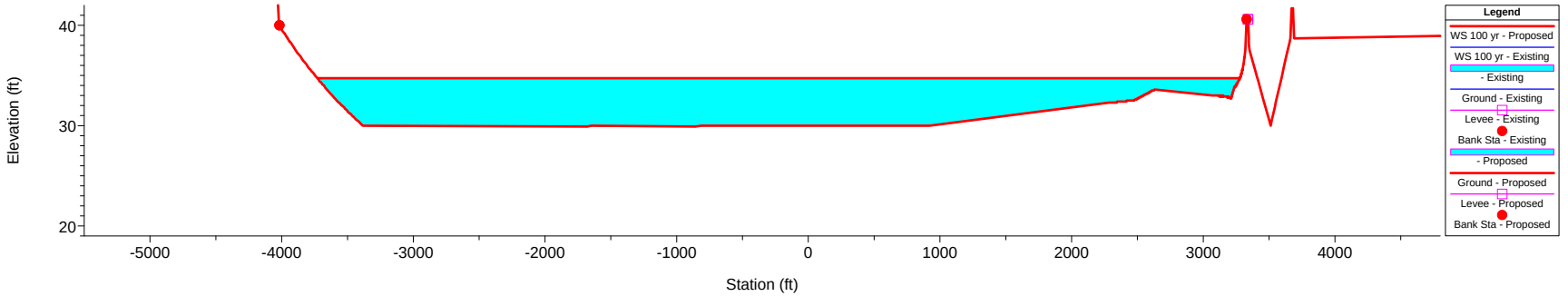

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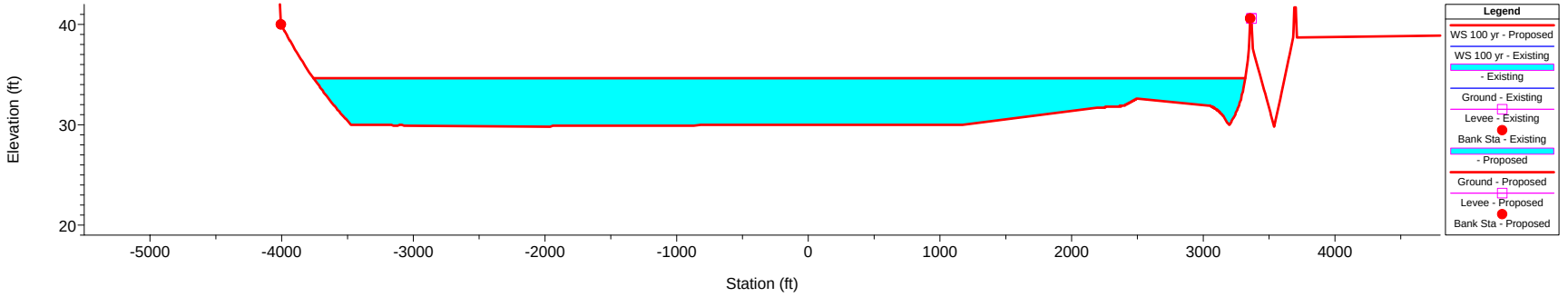

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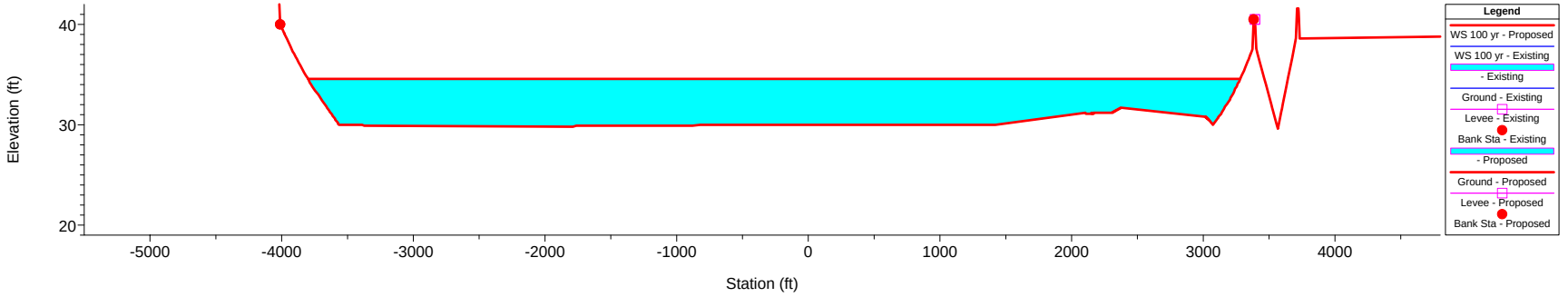

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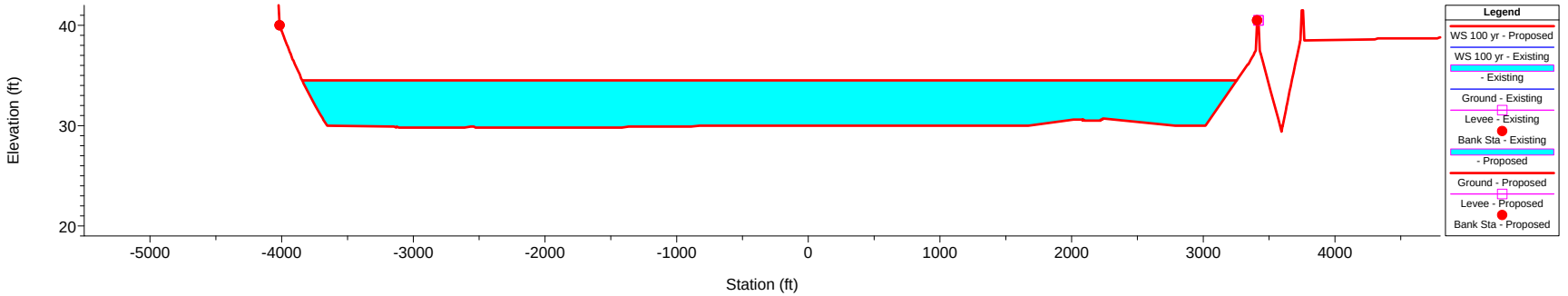

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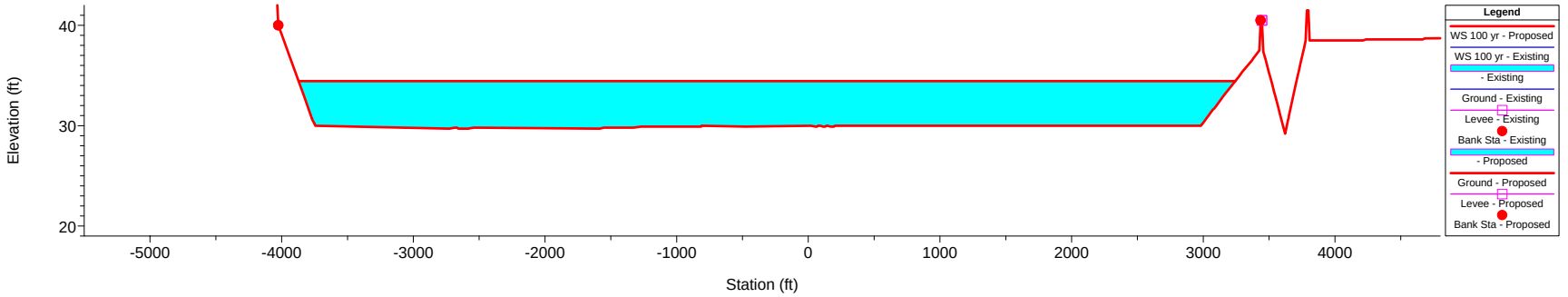

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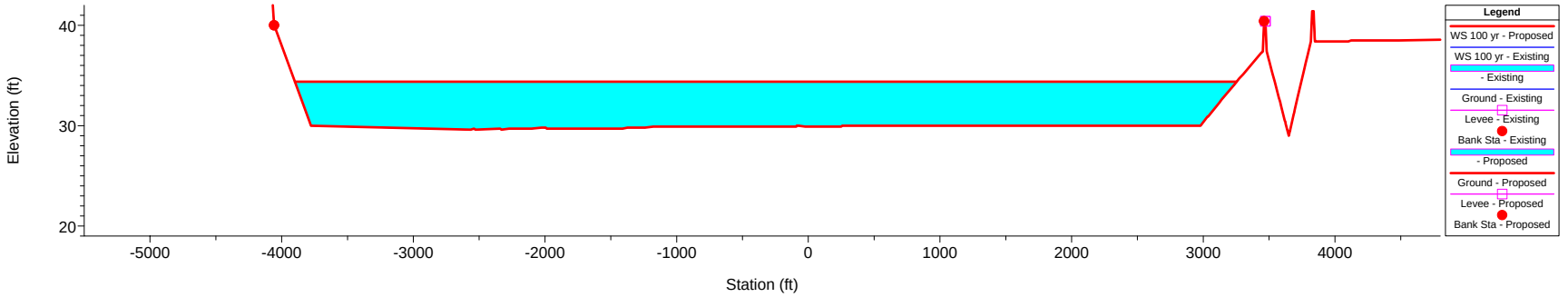

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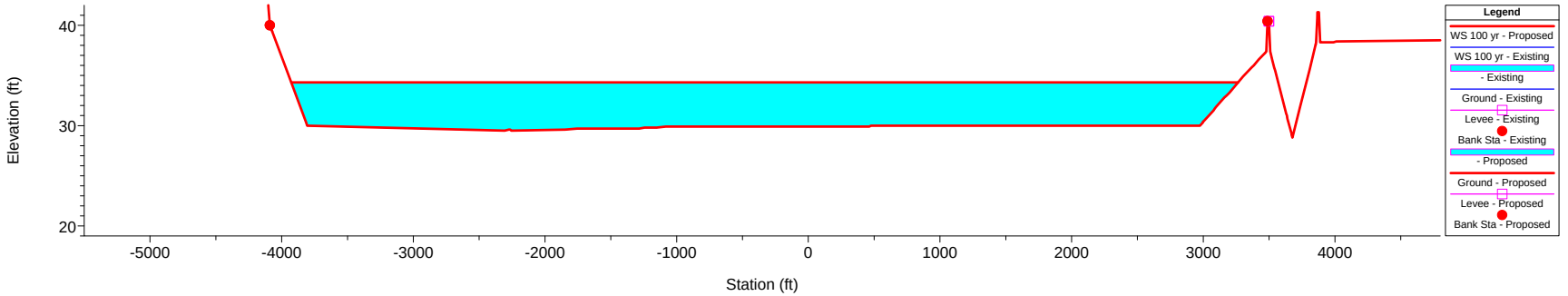

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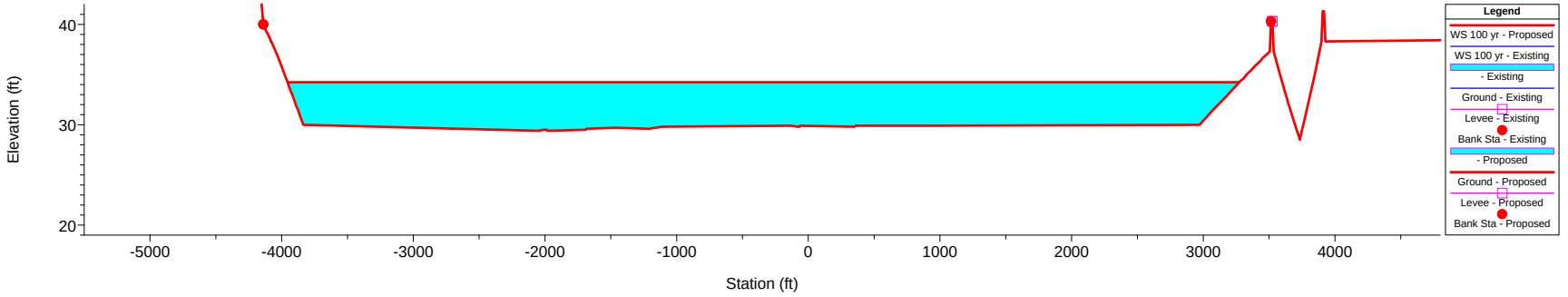

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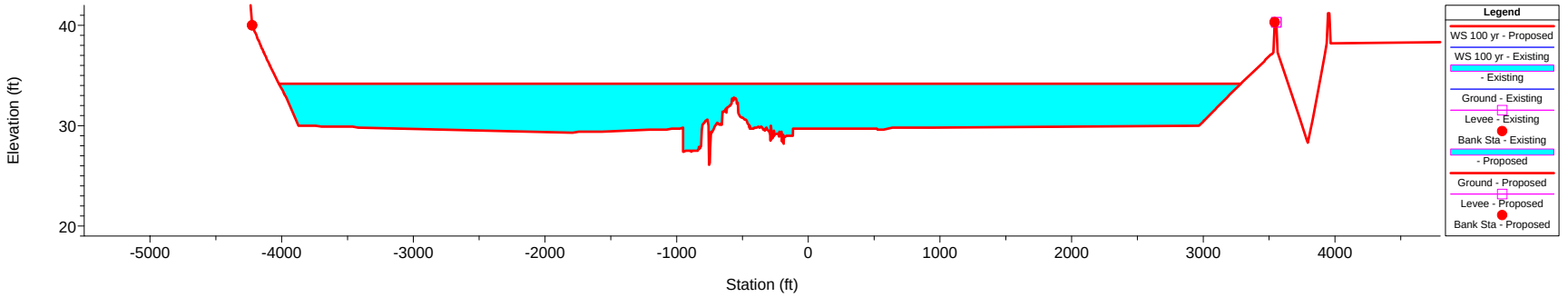

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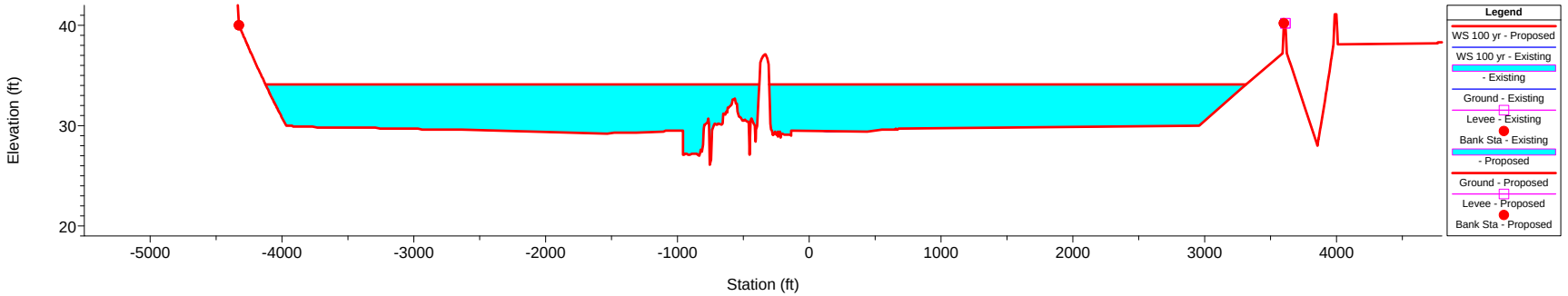

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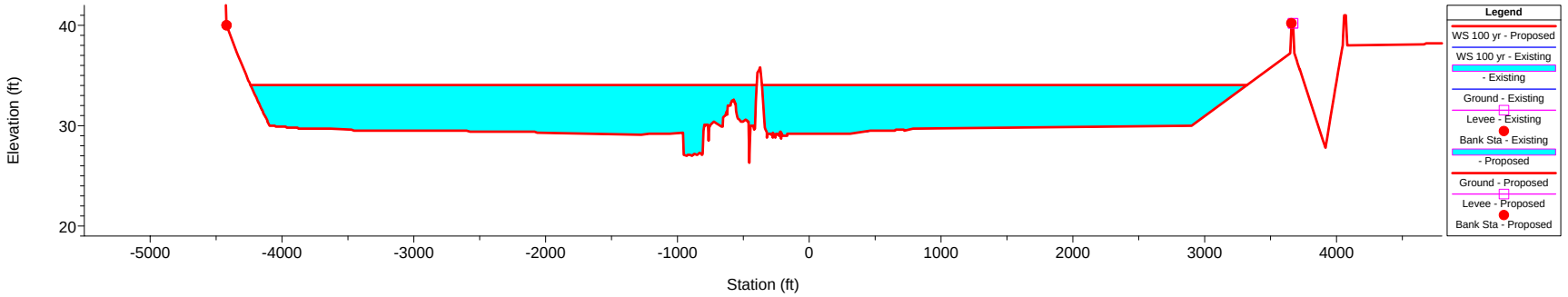

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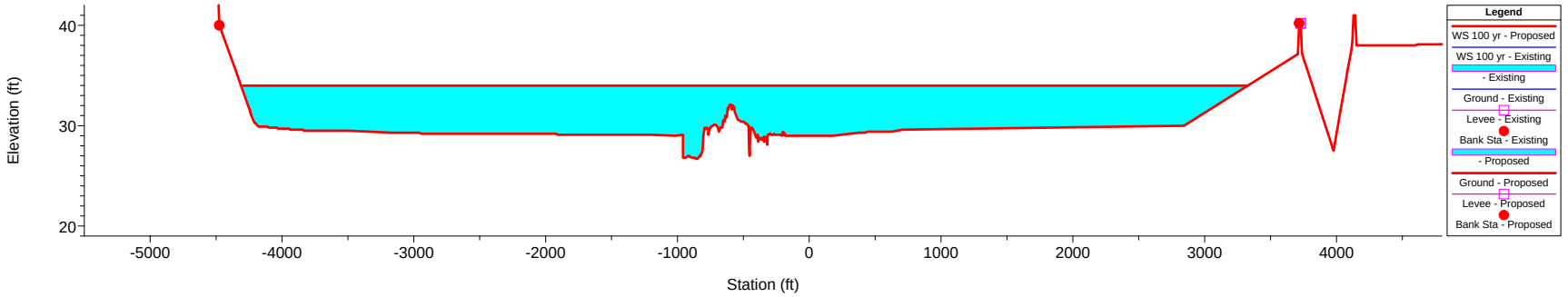

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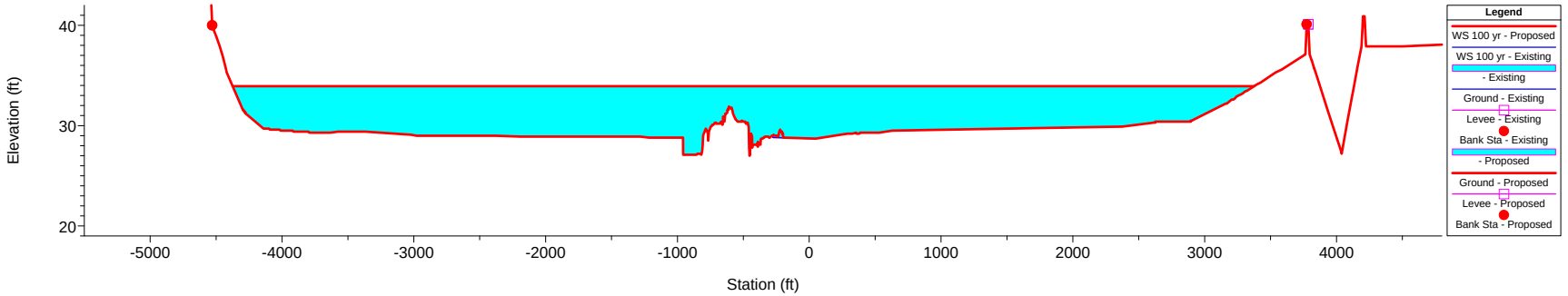

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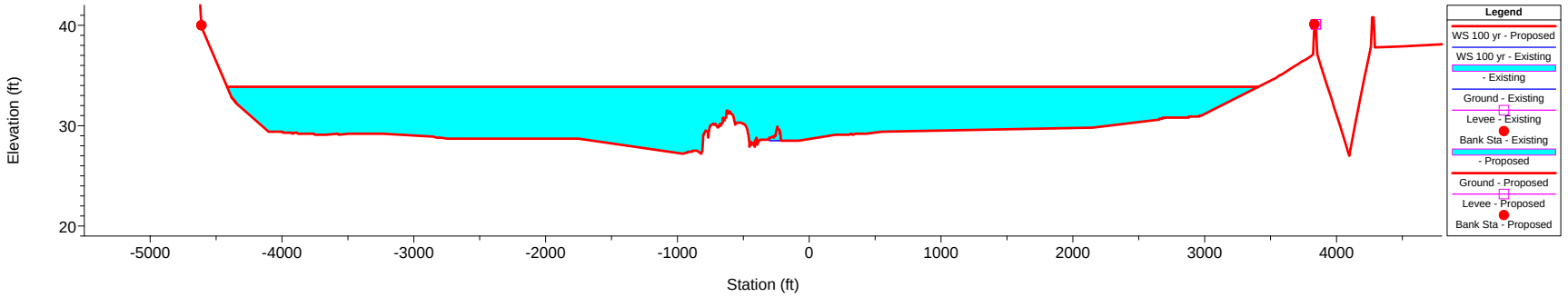

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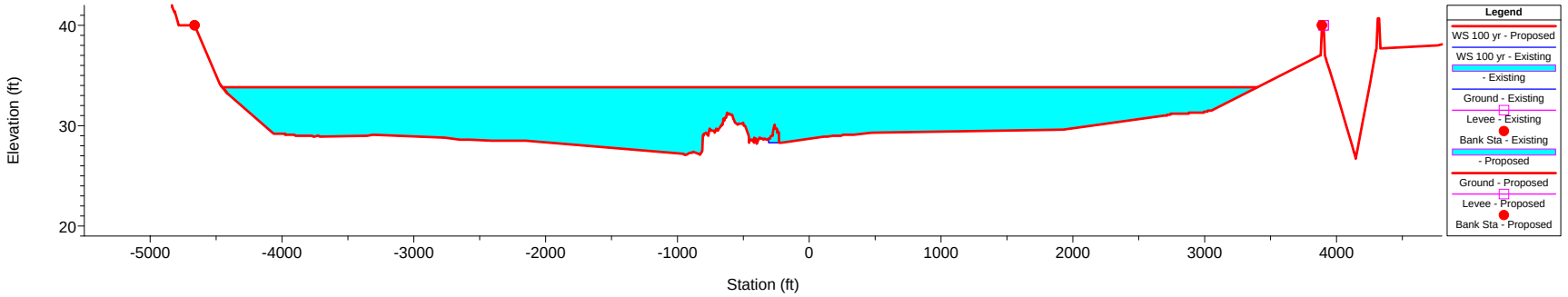

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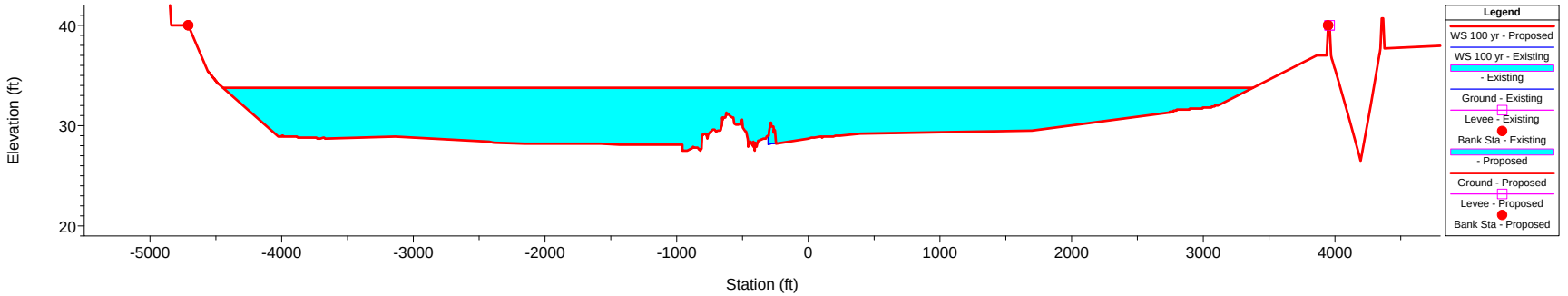

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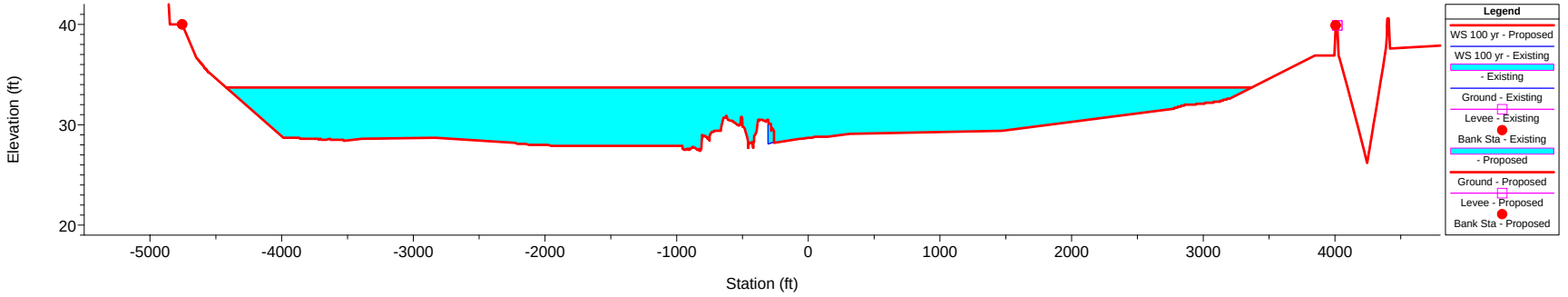

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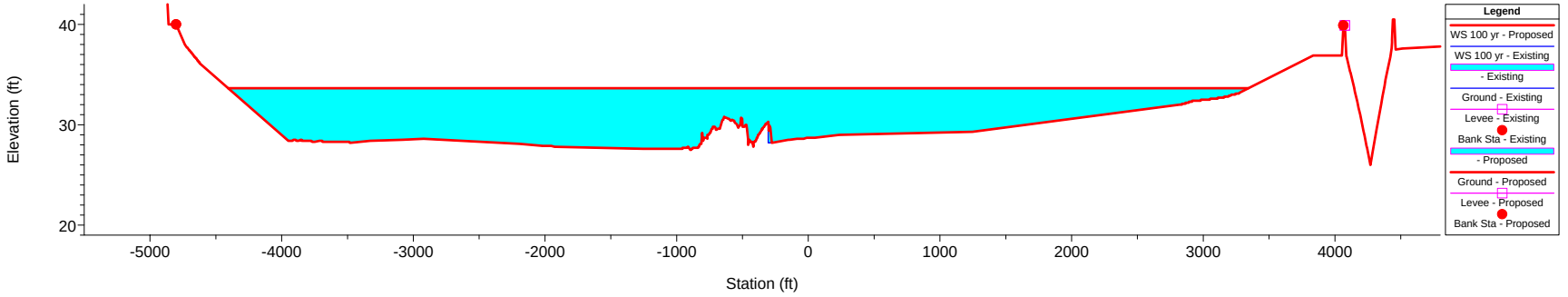

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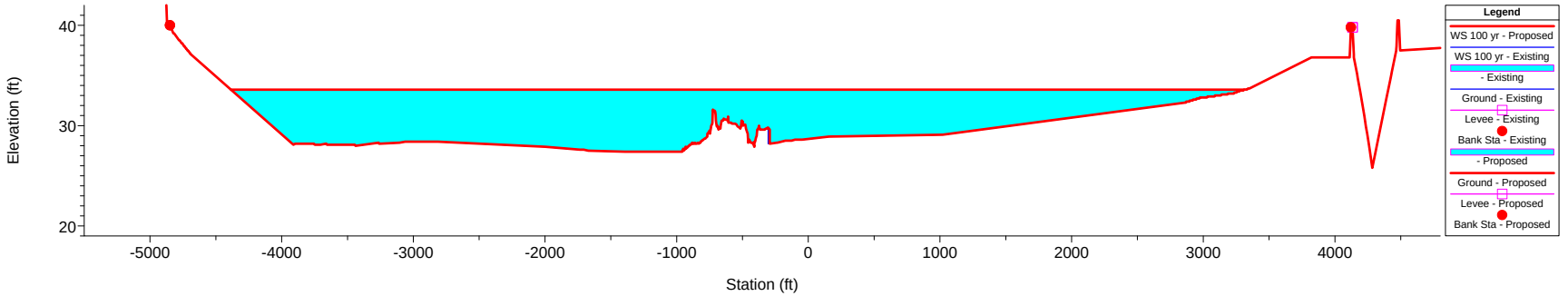

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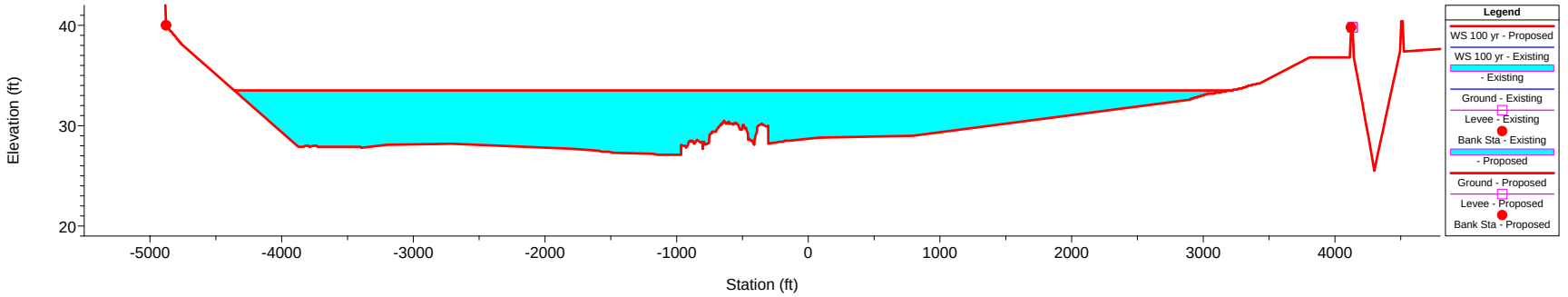

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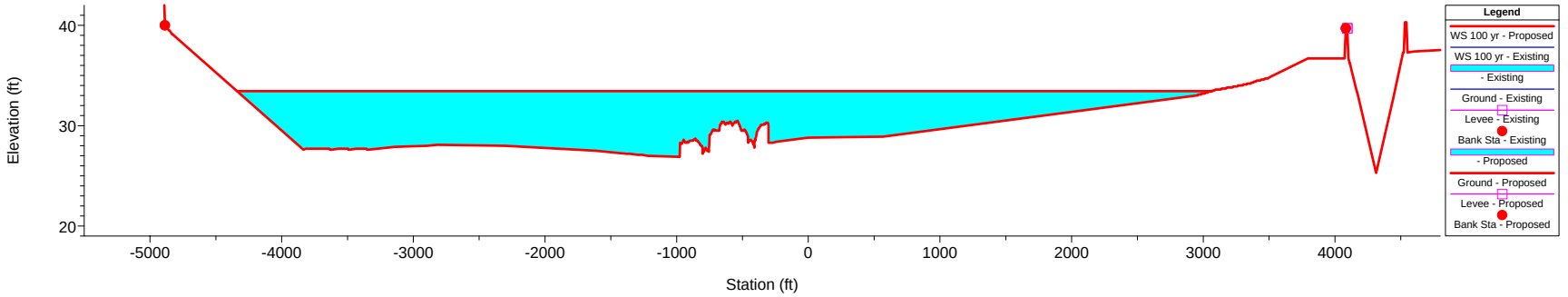

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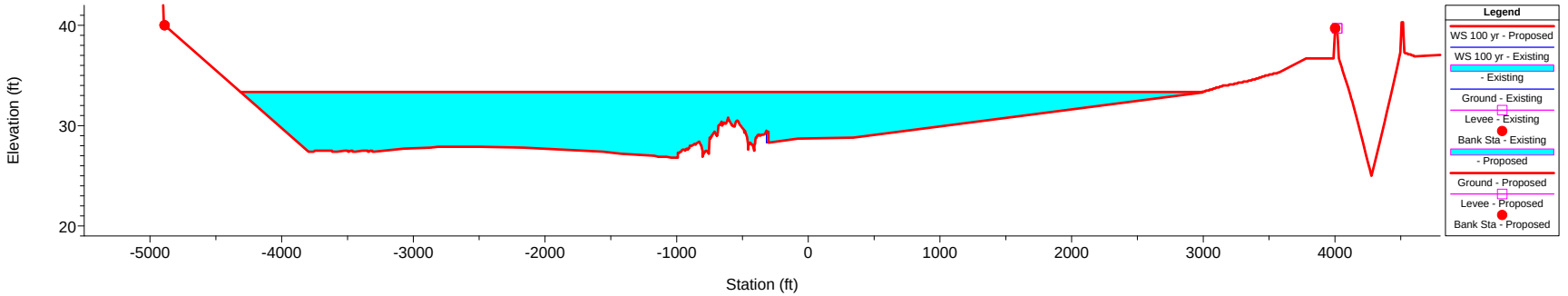

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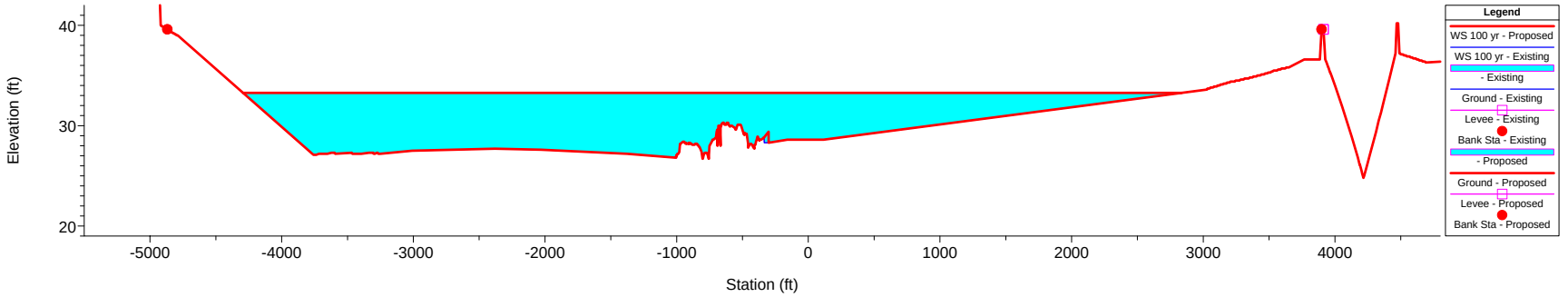

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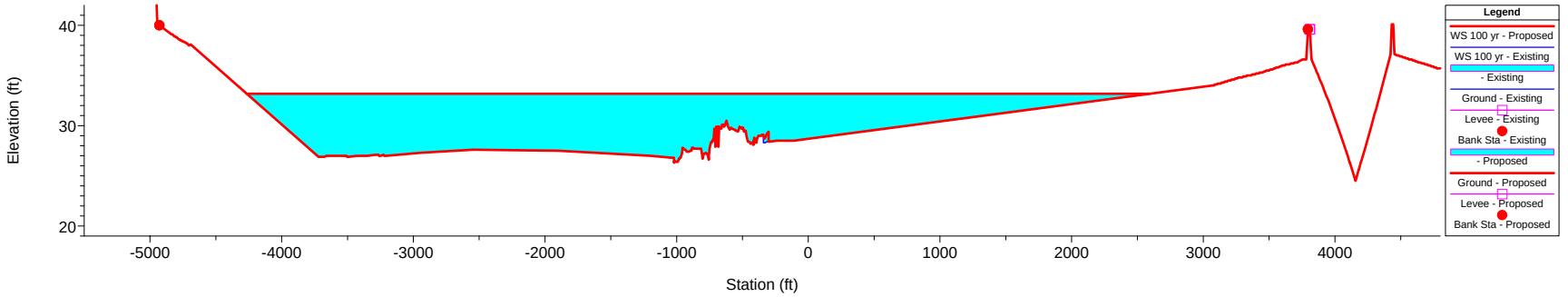

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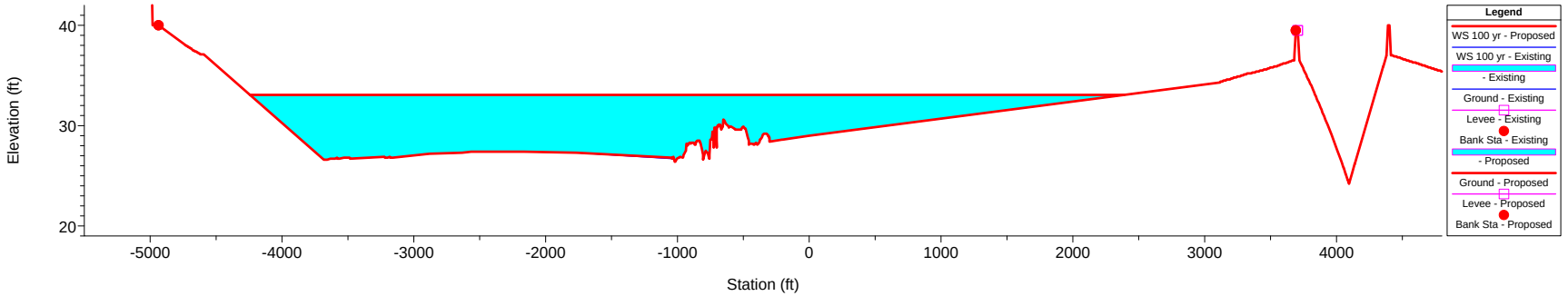

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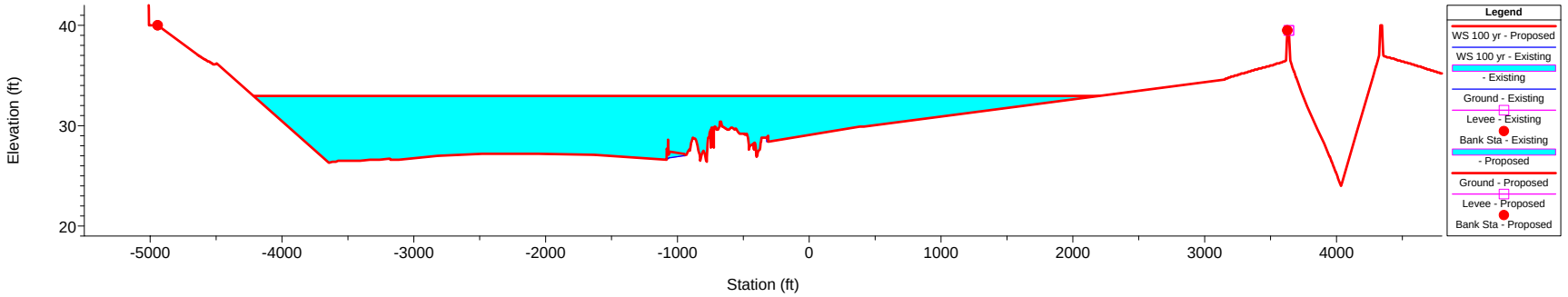

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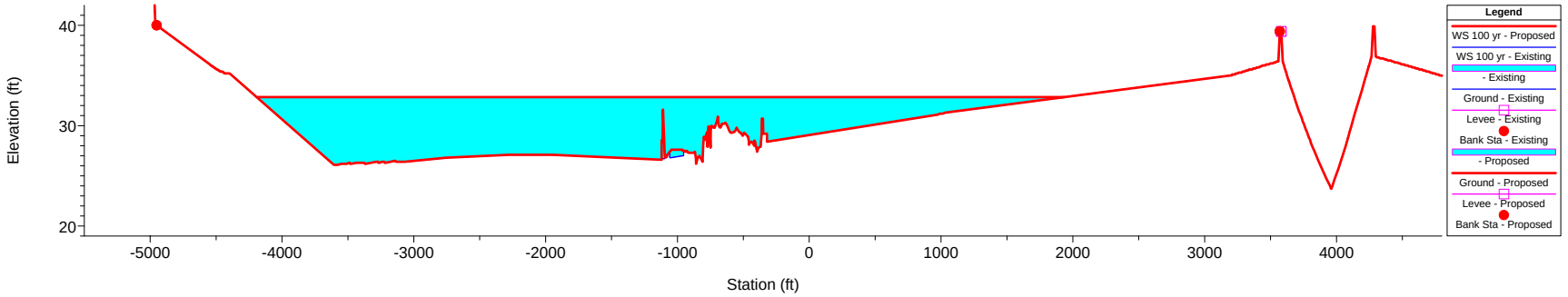

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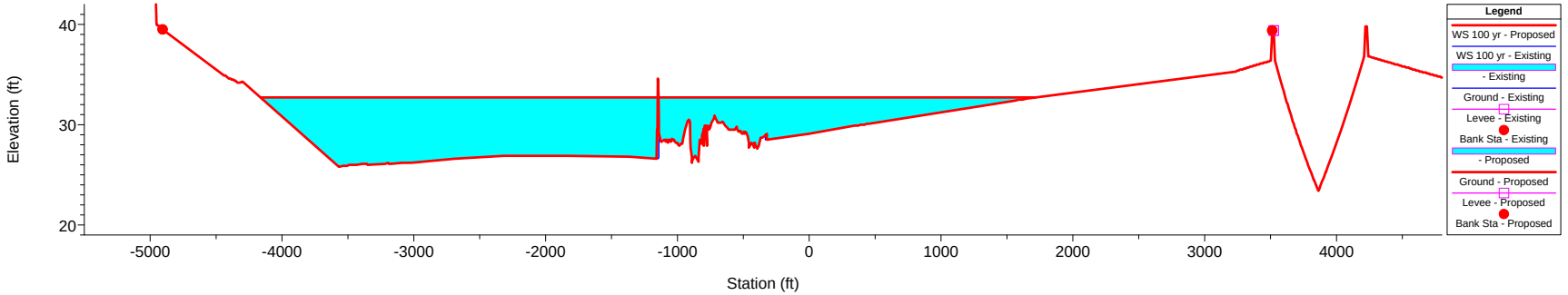

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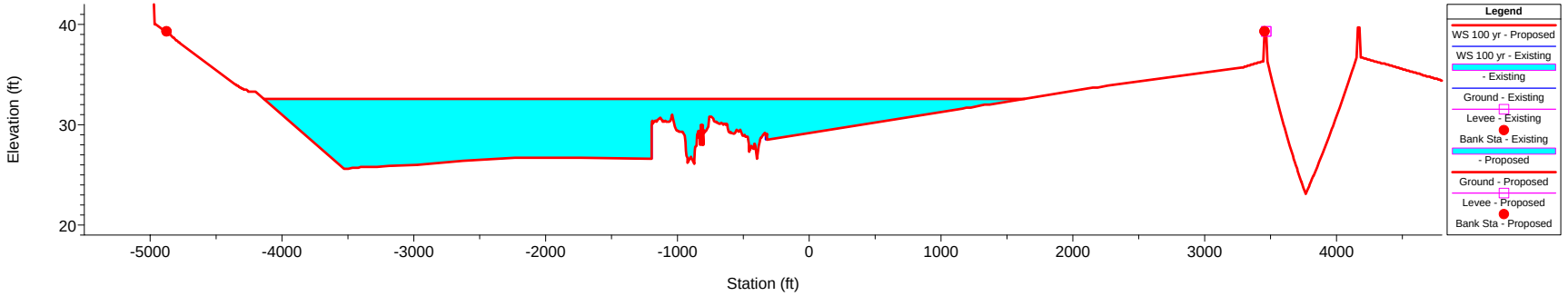

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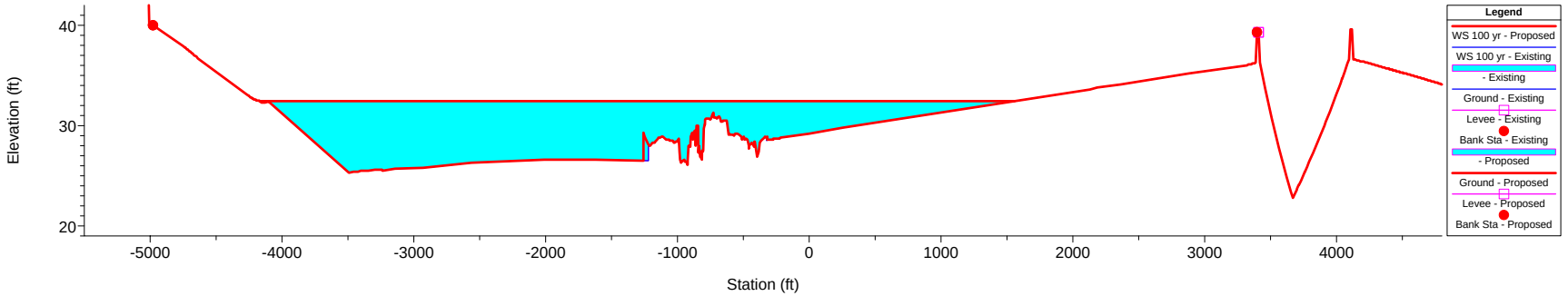

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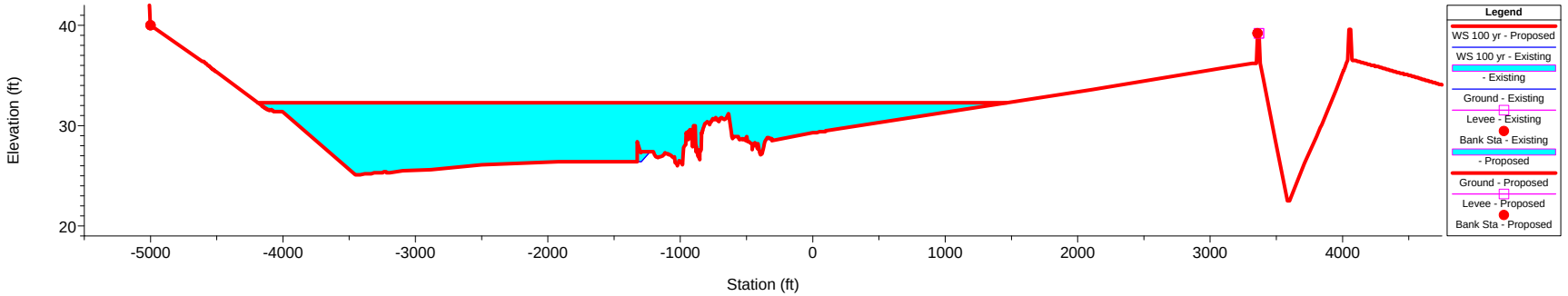

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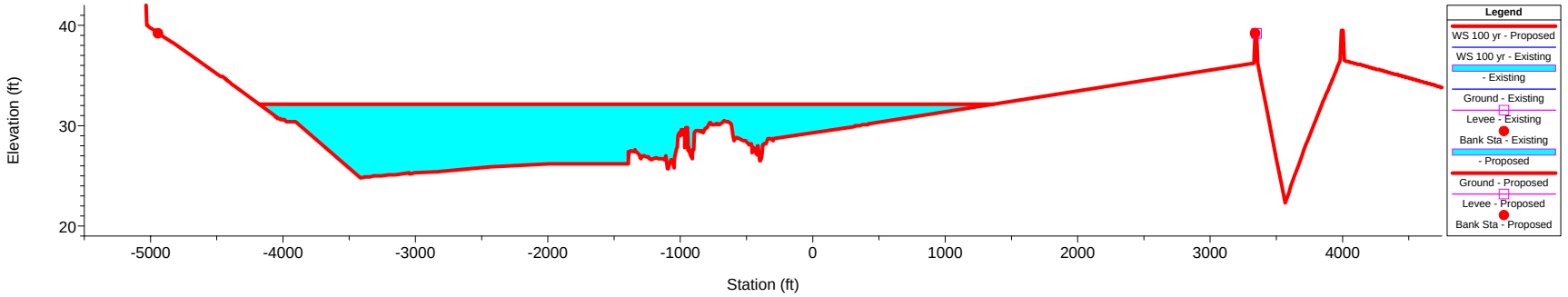

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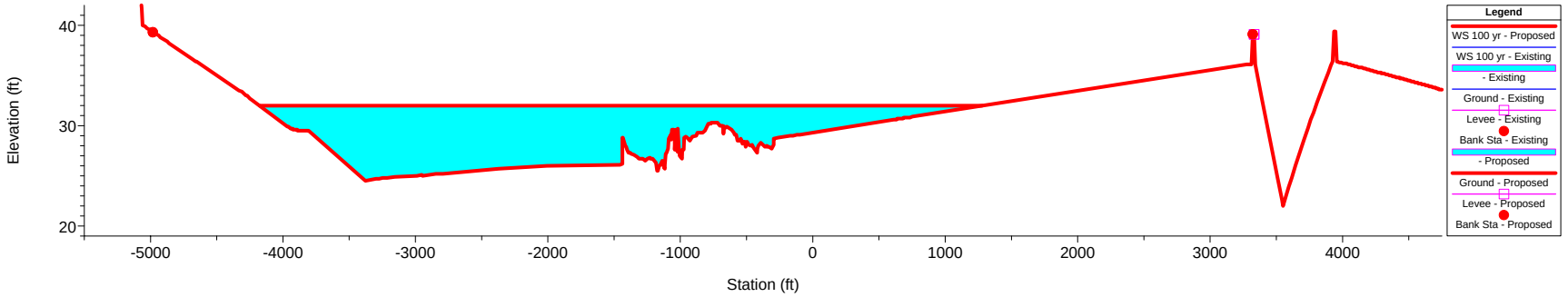

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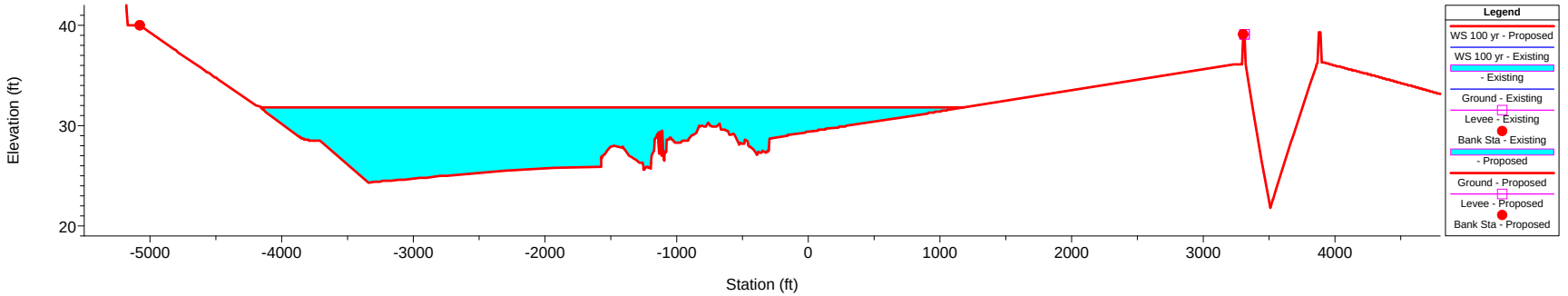

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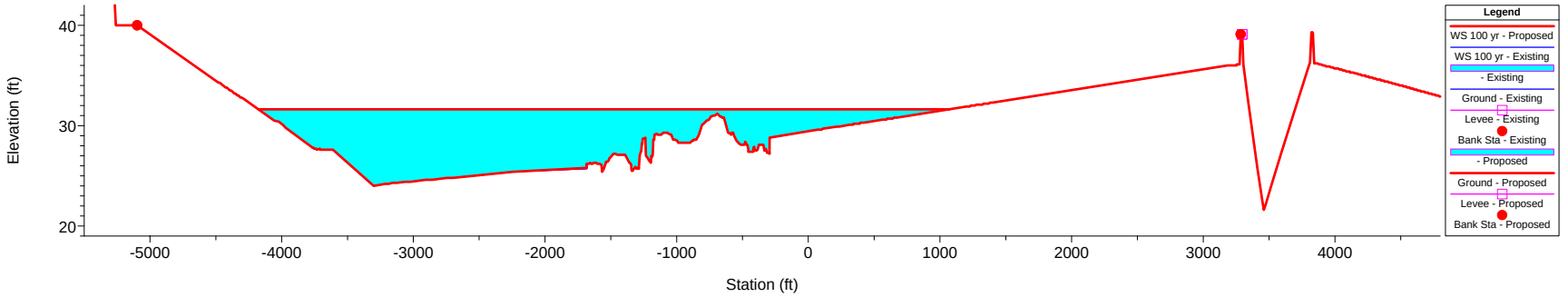

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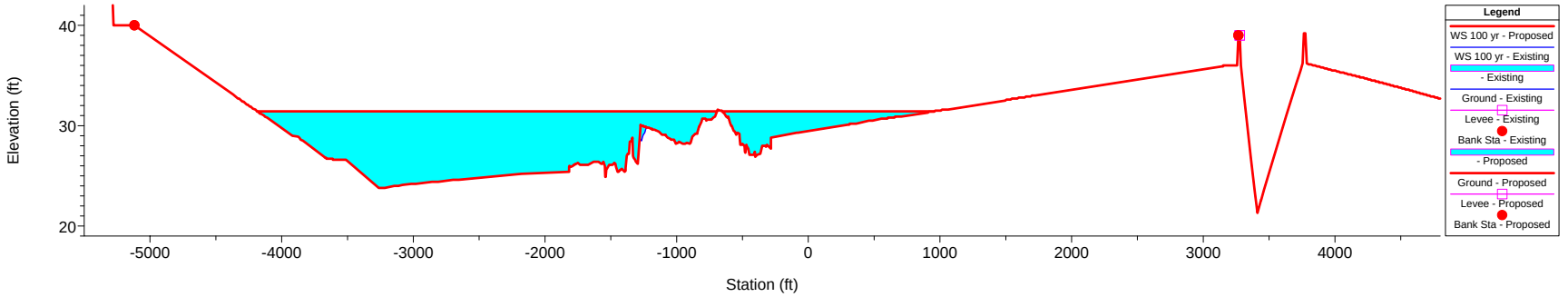

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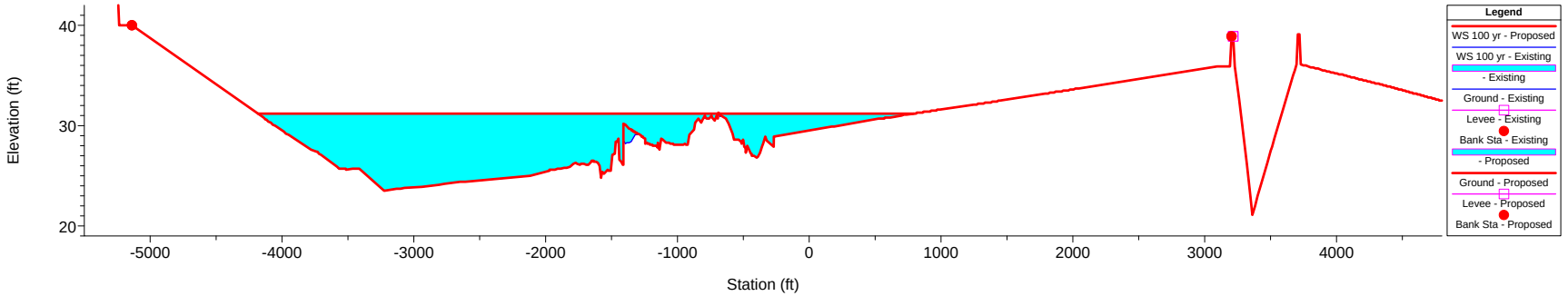

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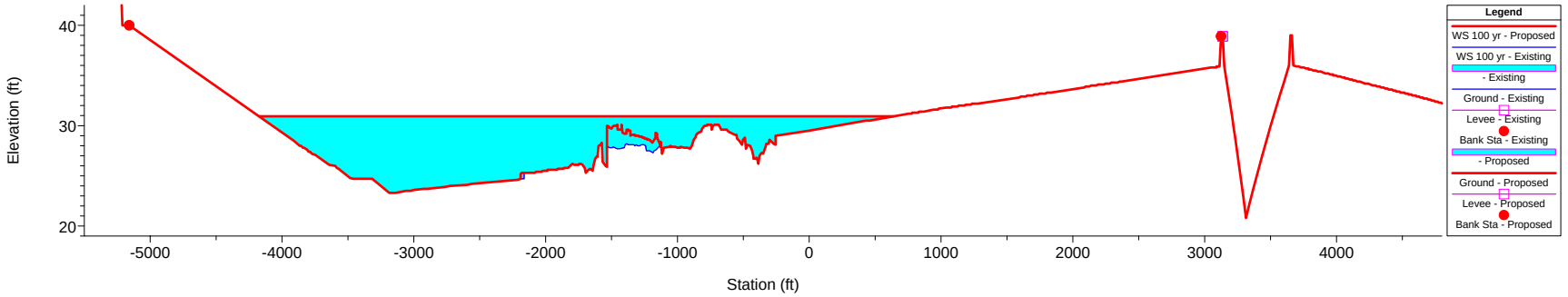

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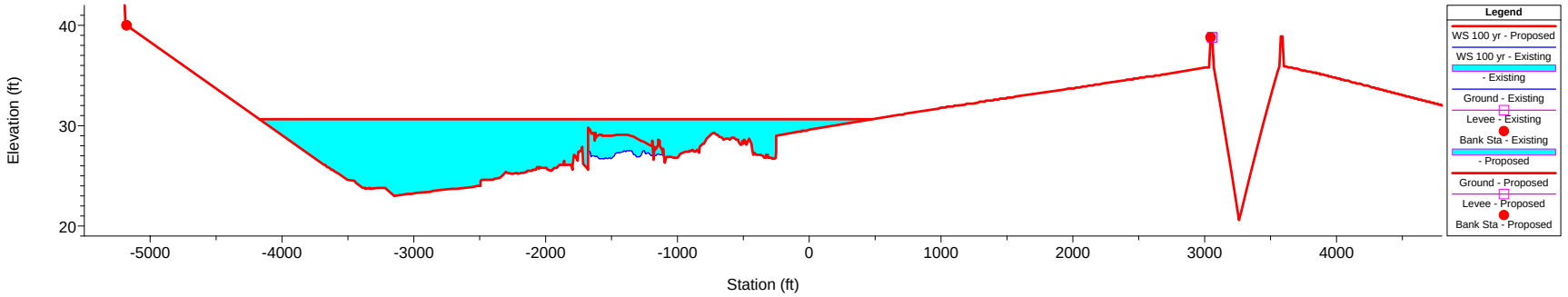

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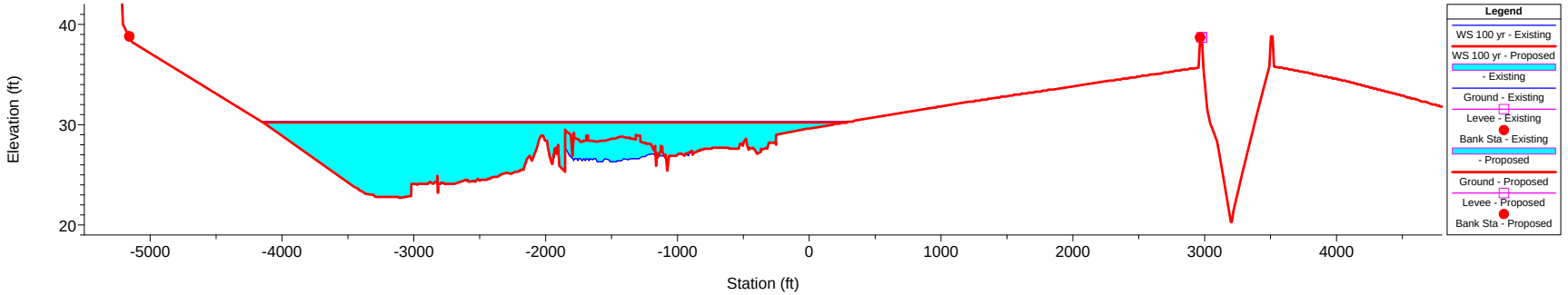

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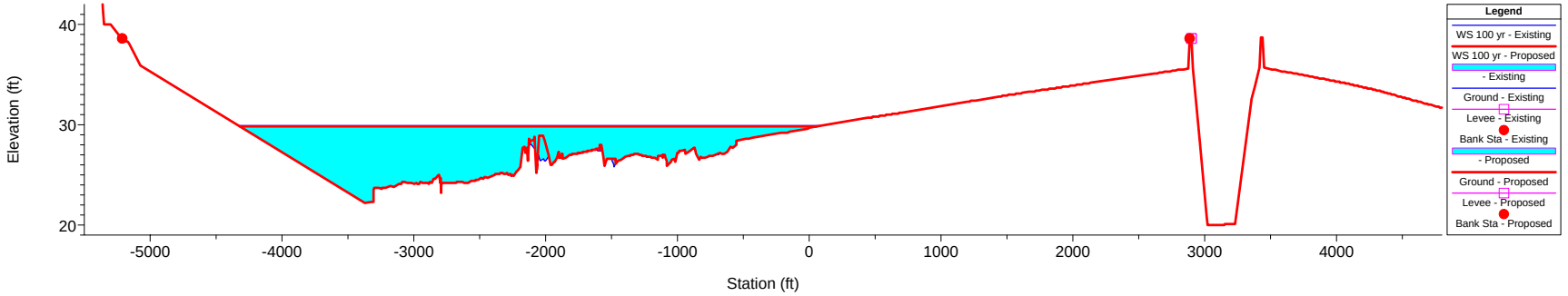
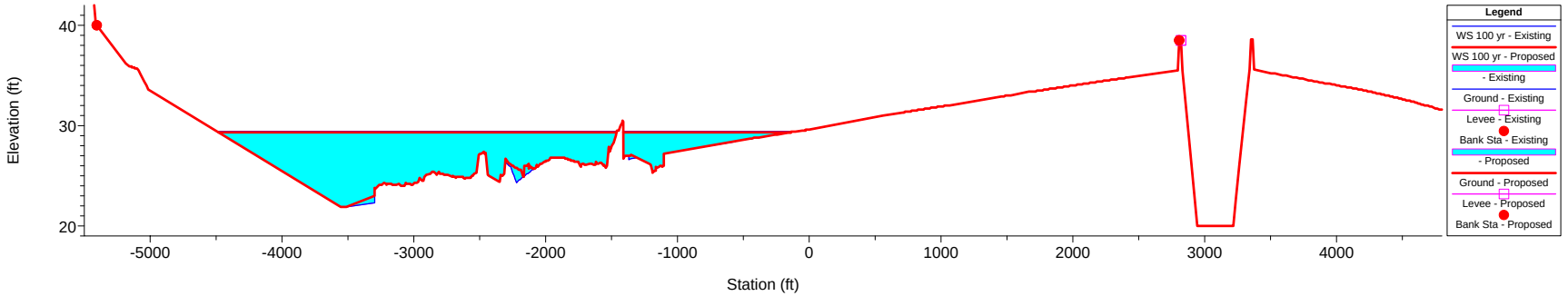


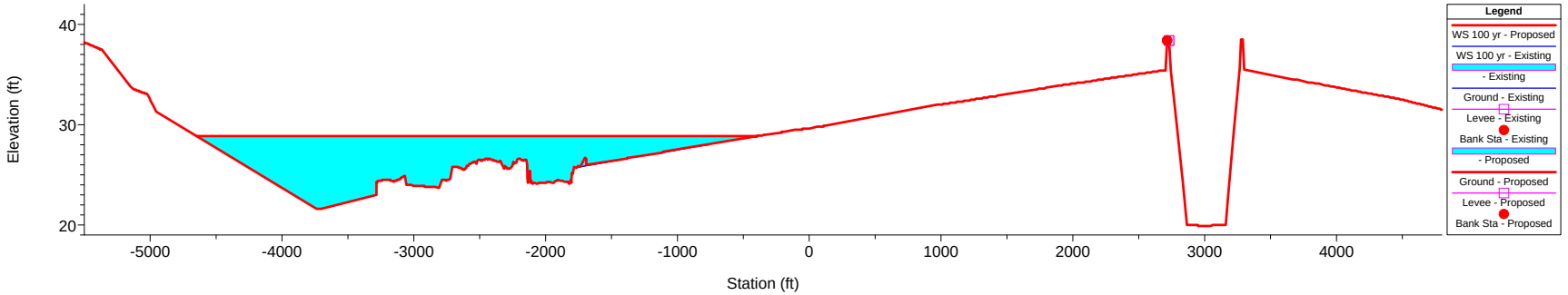
Pajaro Plan: 1) Proposed 2) Existing

6+00



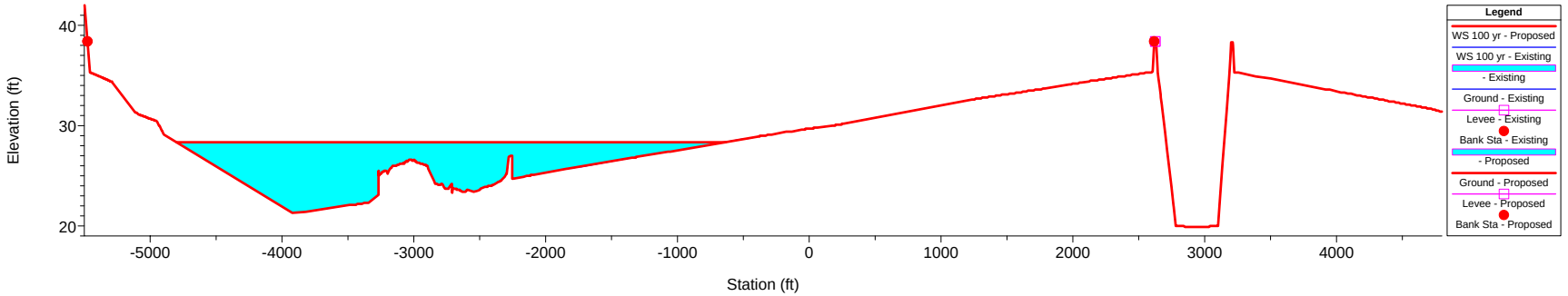
Pajaro Plan: 1) Proposed 2) Existing

5+00



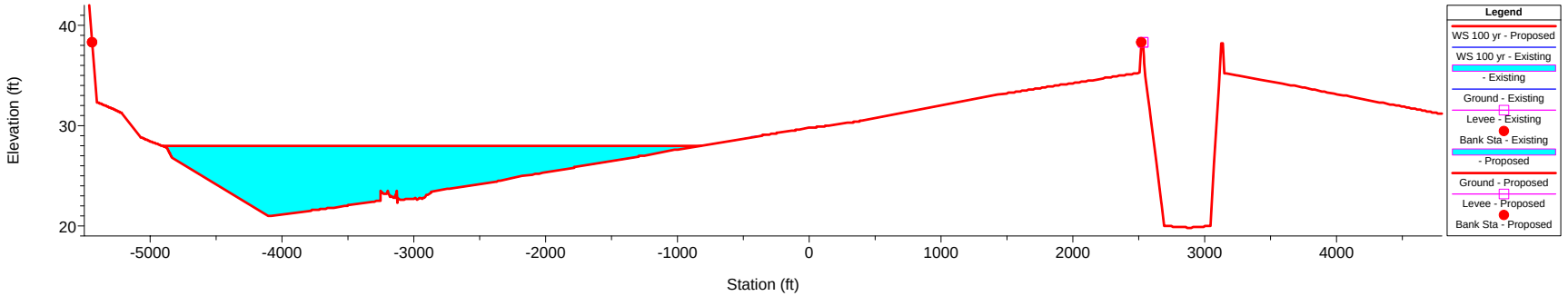
Pajaro Plan: 1) Proposed 2) Existing

4+00



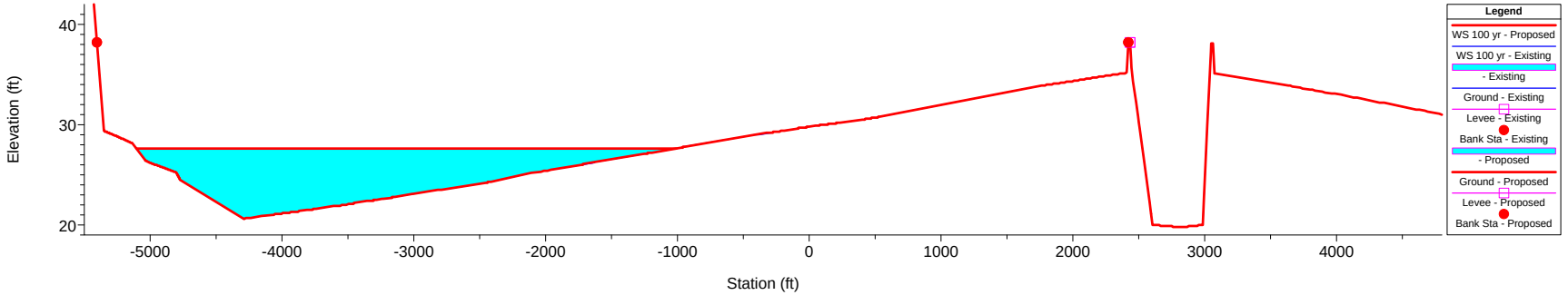
Pajaro Plan: 1) Proposed 2) Existing

3+00



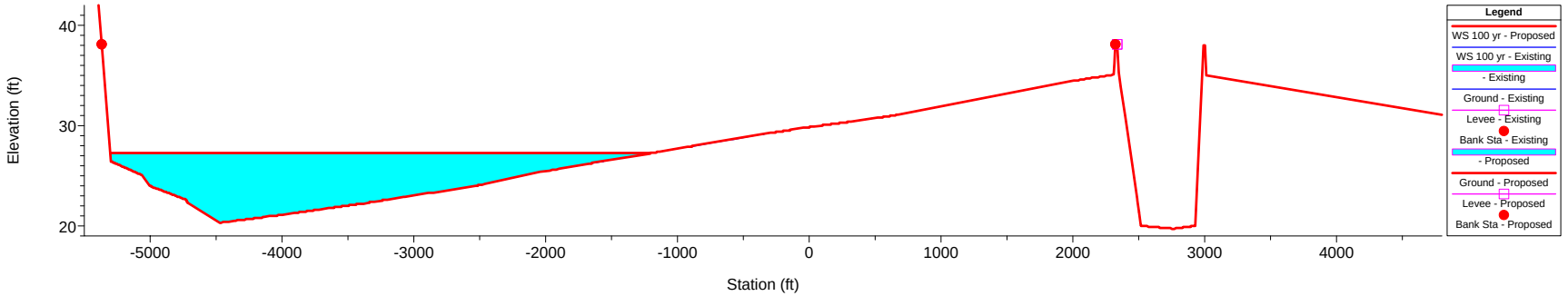
Pajaro Plan: 1) Proposed 2) Existing

2+00



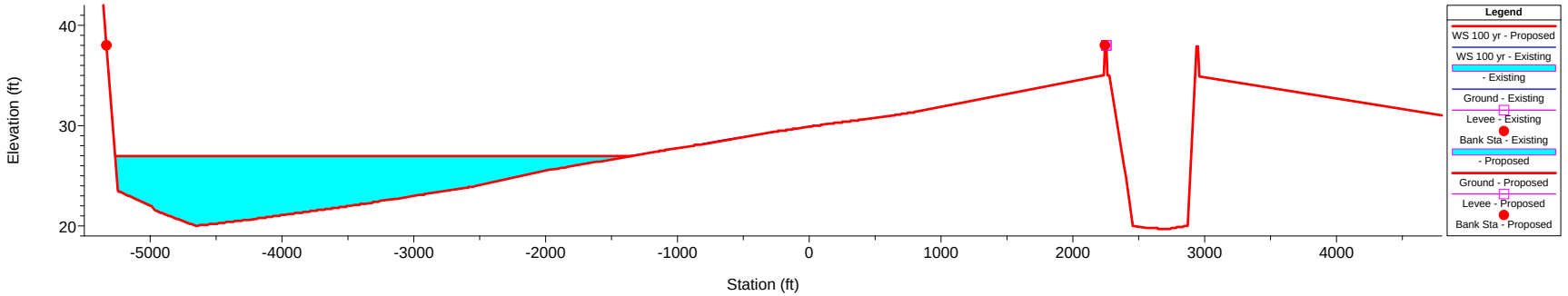
Pajaro Plan: 1) Proposed 2) Existing

1+00



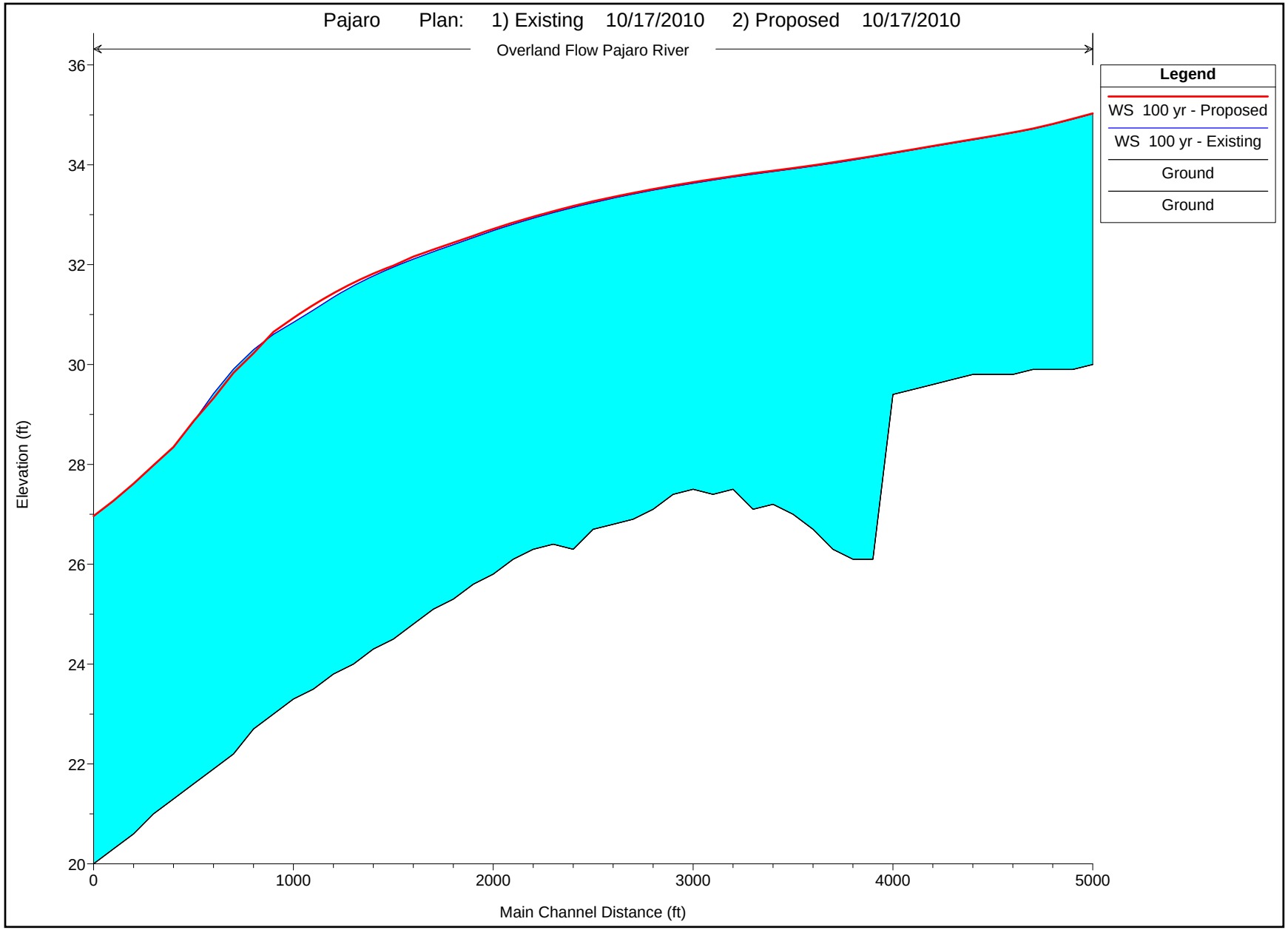
Pajaro Plan: 1) Proposed 2) Existing

0+00



APPENDIX E

HEC-RAS WATER SURFACE PROFILE


Pajaro Plan: 1) Existing 10/17/2010 2) Proposed 10/17/2010
Overland Flow Pajaro River
Legend
WS 100 yr - Proposed
WS 100 yr - Existing
Ground
Ground
Elevation (ft)
36
34
32
30
28
26
24
22
20
0
1000
2000
3000
4000
5000
Main Channel Distance (ft)

APPENDIX F

HEC-RAS OUTPUT AND SUMMARY TABLES

HEC-RAS River: Overland Flow Reach: Pajaro River Profile: 100 yr

Reach	River Sta	Profile	Plan	W.S. Elev
				(ft)
Pajaro River	5000	100 yr	Proposed	35.03
Pajaro River	5000	100 yr	Existing	35.02
Pajaro River	4900	100 yr	Proposed	34.92
Pajaro River	4900	100 yr	Existing	34.91
Pajaro River	4800	100 yr	Proposed	34.82
Pajaro River	4800	100 yr	Existing	34.81
Pajaro River	4700	100 yr	Proposed	34.72
Pajaro River	4700	100 yr	Existing	34.72
Pajaro River	4600	100 yr	Proposed	34.64
Pajaro River	4600	100 yr	Existing	34.64
Pajaro River	4500	100 yr	Proposed	34.57
Pajaro River	4500	100 yr	Existing	34.56
Pajaro River	4400	100 yr	Proposed	34.51
Pajaro River	4400	100 yr	Existing	34.50
Pajaro River	4300	100 yr	Proposed	34.44
Pajaro River	4300	100 yr	Existing	34.43
Pajaro River	4200	100 yr	Proposed	34.37
Pajaro River	4200	100 yr	Existing	34.37
Pajaro River	4100	100 yr	Proposed	34.30
Pajaro River	4100	100 yr	Existing	34.30
Pajaro River	4000	100 yr	Proposed	34.24
Pajaro River	4000	100 yr	Existing	34.23
Pajaro River	3900	100 yr	Proposed	34.17
Pajaro River	3900	100 yr	Existing	34.16
Pajaro River	3800	100 yr	Proposed	34.10
Pajaro River	3800	100 yr	Existing	34.09
Pajaro River	3700	100 yr	Proposed	34.04
Pajaro River	3700	100 yr	Existing	34.03
Pajaro River	3600	100 yr	Proposed	33.98
Pajaro River	3600	100 yr	Existing	33.97
Pajaro River	3500	100 yr	Proposed	33.93
Pajaro River	3500	100 yr	Existing	33.92
Pajaro River	3400	100 yr	Proposed	33.88
Pajaro River	3400	100 yr	Existing	33.86

HEC-RAS River: Overland Flow Reach: Pajaro River Profile: 100 yr (Continued)

Reach	River Sta	Profile	Plan	W.S. Elev
				(ft)
Pajaro River	3300	100 yr	Proposed	33.82
Pajaro River	3300	100 yr	Existing	33.81
Pajaro River	3200	100 yr	Proposed	33.77
Pajaro River	3200	100 yr	Existing	33.75
Pajaro River	3100	100 yr	Proposed	33.71
Pajaro River	3100	100 yr	Existing	33.69
Pajaro River	3000	100 yr	Proposed	33.64
Pajaro River	3000	100 yr	Existing	33.63
Pajaro River	2900	100 yr	Proposed	33.58
Pajaro River	2900	100 yr	Existing	33.56
Pajaro River	2800	100 yr	Proposed	33.51
Pajaro River	2800	100 yr	Existing	33.49
Pajaro River	2700	100 yr	Proposed	33.43
Pajaro River	2700	100 yr	Existing	33.41
Pajaro River	2600	100 yr	Proposed	33.35
Pajaro River	2600	100 yr	Existing	33.33
Pajaro River	2500	100 yr	Proposed	33.26
Pajaro River	2500	100 yr	Existing	33.24
Pajaro River	2400	100 yr	Proposed	33.16
Pajaro River	2400	100 yr	Existing	33.15
Pajaro River	2300	100 yr	Proposed	33.06
Pajaro River	2300	100 yr	Existing	33.04
Pajaro River	2200	100 yr	Proposed	32.95
Pajaro River	2200	100 yr	Existing	32.93
Pajaro River	2100	100 yr	Proposed	32.83
Pajaro River	2100	100 yr	Existing	32.81
Pajaro River	2000	100 yr	Proposed	32.70
Pajaro River	2000	100 yr	Existing	32.68
Pajaro River	1900	100 yr	Proposed	32.56
Pajaro River	1900	100 yr	Existing	32.54
Pajaro River	1800	100 yr	Proposed	32.42
Pajaro River	1800	100 yr	Existing	32.40
Pajaro River	1700	100 yr	Proposed	32.28
Pajaro River	1700	100 yr	Existing	32.26

HEC-RAS River: Overland Flow Reach: Pajaro River Profile: 100 yr (Continued)

Reach	River Sta	Profile	Plan	W.S. Elev
				(ft)
Pajaro River	1600	100 yr	Proposed	32.14
Pajaro River	1600	100 yr	Existing	32.11
Pajaro River	1500	100 yr	Proposed	31.99
Pajaro River	1500	100 yr	Existing	31.95
Pajaro River	1400	100 yr	Proposed	31.82
Pajaro River	1400	100 yr	Existing	31.77
Pajaro River	1300	100 yr	Proposed	31.64
Pajaro River	1300	100 yr	Existing	31.58
Pajaro River	1200	100 yr	Proposed	31.43
Pajaro River	1200	100 yr	Existing	31.35
Pajaro River	1100	100 yr	Proposed	31.19
Pajaro River	1100	100 yr	Existing	31.09
Pajaro River	1000	100 yr	Proposed	30.93
Pajaro River	1000	100 yr	Existing	30.84
Pajaro River	900	100 yr	Proposed	30.65
Pajaro River	900	100 yr	Existing	30.61
Pajaro River	800	100 yr	Proposed	30.23
Pajaro River	800	100 yr	Existing	30.30
Pajaro River	700	100 yr	Proposed	29.83
Pajaro River	700	100 yr	Existing	29.91
Pajaro River	600	100 yr	Proposed	29.32
Pajaro River	600	100 yr	Existing	29.42
Pajaro River	500	100 yr	Proposed	28.86
Pajaro River	500	100 yr	Existing	28.85
Pajaro River	400	100 yr	Proposed	28.35
Pajaro River	400	100 yr	Existing	28.34
Pajaro River	300	100 yr	Proposed	27.98
Pajaro River	300	100 yr	Existing	27.98
Pajaro River	200	100 yr	Proposed	27.62
Pajaro River	200	100 yr	Existing	27.61
Pajaro River	100	100 yr	Proposed	27.27
Pajaro River	100	100 yr	Existing	27.27
Pajaro River	000	100 yr	Proposed	26.96
Pajaro River	000	100 yr	Existing	26.96

River Sta	100 Year Profile	W.S. Elev (ft)	delta
50+00	Proposed	35.03	0.01
	Existing	35.02	
49+00	Proposed	34.92	0.01
	Existing	34.91	
48+00	Proposed	34.82	0.01
	Existing	34.81	
47+00	Proposed	34.72	0
	Existing	34.72	
46+00	Proposed	34.64	0
	Existing	34.64	
45+00	Proposed	34.57	0.01
	Existing	34.56	
44+00	Proposed	34.51	0.01
	Existing	34.5	
43+00	Proposed	34.44	0.01
	Existing	34.43	
42+00	Proposed	34.38	0.01
	Existing	34.37	
41+00	Proposed	34.3	0
	Existing	34.3	
40+00	Proposed	34.24	0.01
	Existing	34.23	
39+00	Proposed	34.17	0.01
	Existing	34.16	
38+00	Proposed	34.1	0.01
	Existing	34.09	
37+00	Proposed	34.04	0.01
	Existing	34.03	
36+00	Proposed	33.98	0.01
	Existing	33.97	
35+00	Proposed	33.93	0.01
	Existing	33.92	
34+00	Proposed	33.88	0.02
	Existing	33.86	
33+00	Proposed	33.82	0.01
	Existing	33.81	
32+00	Proposed	33.77	0.02
	Existing	33.75	
31+00	Proposed	33.71	0.02
	Existing	33.69	
30+00	Proposed	33.64	0.01
	Existing	33.63	
29+00	Proposed	33.58	0.02
	Existing	33.56	
28+00	Proposed	33.51	0.02
	Existing	33.49	
27+00	Proposed	33.43	0.02
	Existing	33.41	
26+00	Proposed	33.35	0.02
	Existing	33.33	
25+00	Proposed	33.26	0.02
	Existing	33.24	

River Sta	100 Year Profile	W.S. Elev (ft)	delta
24+00	Proposed	33.16	0.01
	Existing	33.15	
23+00	Proposed	33.06	0.02
	Existing	33.04	
22+00	Proposed	32.95	0.02
	Existing	32.93	
21+00	Proposed	32.83	0.02
	Existing	32.81	
20+00	Proposed	32.7	0.02
	Existing	32.68	
19+00	Proposed	32.56	0.02
	Existing	32.54	
18+00	Proposed	32.42	0.02
	Existing	32.4	
17+00	Proposed	32.28	0.02
	Existing	32.26	
16+00	Proposed	32.14	0.03
	Existing	32.11	
15+00	Proposed	31.99	0.04
	Existing	31.95	
14+00	Proposed	31.82	0.05
	Existing	31.77	
13+00	Proposed	31.64	0.06
	Existing	31.58	
12+00	Proposed	31.43	0.08
	Existing	31.35	
11+00	Proposed	31.19	0.1
	Existing	31.09	
10+00	Proposed	30.93	0.09
	Existing	30.84	
9+00	Proposed	30.65	0.04
	Existing	30.61	
8+00	Proposed	30.23	-0.07
	Existing	30.3	
7+00	Proposed	29.83	-0.08
	Existing	29.91	
6+00	Proposed	29.32	-0.1
	Existing	29.42	
5+00	Proposed	28.86	0.01
	Existing	28.85	
4+00	Proposed	28.35	0.01
	Existing	28.34	
3+00	Proposed	27.98	0
	Existing	27.98	
2+00	Proposed	27.62	0.01
	Existing	27.61	
1+00	Proposed	27.27	0
	Existing	27.27	
0+00	Proposed	26.96	0
	Existing	26.96	