

# **State Route 68/Corral de Tierra Road Intersection Improvement Project**

Monterey County, California  
05-MON-68-PM 12.8/13.2  
Project ID #: 05-0000-0085 (05-0H8230)  
SCH # 2014111074

## **Initial Study with Mitigated Negative Declaration**



Prepared by the  
State of California Department of Transportation

September 2015



## General Information about This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration, which examines the potential environmental impacts of this proposed project in Monterey County, California. The document explains why the project is being proposed, the existing environment that could be affected by the project, the potential impacts, and the proposed avoidance, minimization, and/or mitigation measures.

The County of Monterey has taken on the role of implementing all phases of this project. Caltrans, as owner and operator of the highway facility, must review and authorize all proposed modifications to State Route 68. Caltrans is also acting as the lead agency under the California Environmental Quality Act (CEQA) for this project.

The draft environmental document circulated for public review and comment between December 1, 2014 and January 14, 2015. Responses to comments received on the circulated document are shown in Chapter 3-Comments and Coordination, specifically under Section 3.4 of this document added since the draft. Elsewhere throughout this document, a vertical line in the margin indicates a content change or update made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated.

Additional copies of the document and the related technical studies are available for review at:

- Caltrans district office at 50 Higuera Street, San Luis Obispo, California 93401
- Monterey Public Library at 625 Pacific Street, Monterey, California 93940
- County of Monterey Resource Management Agency, Department of Public Works, at 168 W. Alisal Street, 2nd Floor, Salinas, California 93901
- Salinas Public Library at 350 Lincoln Avenue, Salinas, California
- Buena Vista Branch Library at 18250 Tara Drive, Salinas, California

The document and related studies, in addition to other information about the project, can also be downloaded from the following website:

<http://www.dot.ca.gov/dist05/projects/corraldetierra/index.html>.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Kirsten Helton, Central Region Environmental Division, 855 M Street, Suite 200, Fresno, CA 93721; (559) 445-6461 Voice, or use the California Relay Service TTY number [1 (800) 735-2929].

SCH# 2014111074  
05-MON-68-PM 12.8/13.2  
EA No. 05-0H8230  
ID #: 0500000085

The proposed project consists of operational improvements at the State Route 68/Corral de Tierra Road Intersection, post mile 12.8/13.2, in an unincorporated area of the County of Monterey.

**INITIAL STUDY  
with Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

9-8-2015  
Date of Approval

  
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## Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) proposes to improve the intersection of State Route 68 and Corral de Tierra Road (post miles 12.8/13.2) by constructing turn lanes and merge lanes, consolidating driveway access, relocating one bus stop, sidewalk work, and widening shoulders.

### ***Determination***

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on land use, growth, farmlands, community impacts, cultural resources, or sensitive plant species (e.g., threatened, endangered, or otherwise special-status plants).

In addition, the proposed project would have less than significant effects to aesthetics, air quality, geology/soils, hazards/hazardous materials, paleontology, wetlands, hydrology/water quality, noise, public services, and traffic/transportation.

The proposed project could have an effect on biological resources, such as California tiger salamander, which is a federal and state listed threatened species.

A Section 2081 Incidental Take Permit will be obtained from the California Department of Fish and Wildlife to authorize incidental take of the California tiger salamander potentially resulting from project construction.

Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the perimeter of the coast live oak community in the Biological Study Area.

- Caltrans shall consult with the California Department of Fish and Wildlife prior to any tree-pruning activities within riparian areas. Tree limbs that must be removed shall be cut with a sharp saw (i.e., versus removal with heavy equipment).
- Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the perimeter of the arroyo willow community in the Biological Study Area.
- Environmentally Sensitive Area fencing shall be removed following the completion of work.
- Following completion of work, any areas of the biological study area denuded of vegetation during project construction shall be revegetated using locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.

The following Avoidance and Minimization Measures would reduce potential impact to riparian vegetation related to construction activities:

*Mitigated Negative Declaration*

- Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the reaches of the ephemeral drainage, or the adjacent riparian vegetation where present, within the biological study area to prevent unnecessary encroachment into these areas.
- Contract specifications will require the contractor to prepare a Storm Water Pollution Prevention Plan.
- All areas of the biological study area denuded of vegetation during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.

The following Avoidance and Minimization Measures would reduce potential impacts to migratory nesting birds related to construction:

- If work must begin during the nesting season (February 16 to August 31), no more than 14 working days prior to the start of construction, a nesting bird survey for Cooper's hawk shall be completed. Should an active nest be discovered, protective actions would be taken to comply with the Migratory Bird Treaty Act.
- If construction work must occur at night between November 1 to June 14, all Section 2081 Incidental Take Permit-covered activities shall terminate 30 minutes before sunset and shall not resume until 30 minutes after sunrise.
- If work must begin during the nesting season (February 16 to August 31), preconstruction nesting bird surveys for migratory birds shall be completed. Should an active nest be discovered, protective actions would be taken to comply with the Migratory Bird Treaty Act.

The following Avoidance, Minimization and Mitigation Measures would reduce potential impacts to special-status species related to construction activities:

- A retaining wall shall be constructed along the north side of State Route 68, west of Corral de Tierra Road.
- Environmentally Sensitive Area fencing shall be installed along the limits of work associated with construction of the new fill slope and retaining wall to prevent encroachment into adjacent California tiger salamander upland habitat.
- All construction staging shall be located within the existing state and county rights-of-way.
- Following completion of work, areas of potential California tiger salamander upland habitat in the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.
- Exclusion fencing shall be installed along the boundary of the work area that would affect California tiger salamander habitat. Exclusion fencing shall be installed so that no openings are present. Additionally, the bottom 3 inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.
- All burrows in the area to be disturbed shall be surveyed during the dry season for presence of estivating California tiger salamanders. Surveys will be conducted at each burrow via either hand excavation or surveying with a fiber optic camera. Written documentation of the

*Mitigated Negative Declaration*

survey results shall be provided to the U.S. Fish and Wildlife Service within two weeks of completion of the surveys.

- The exclusion fence shall be removed following the completion of work.
- The loss of low-quality California tiger salamander habitat would be mitigated at a 1:1 ratio as prescribed by California Department of Fish and Wildlife. To compensate for the loss of 0.18 acre of California tiger salamander upland habitat, a total of 0.18 acre of mitigation area that provides California tiger salamander upland habitat shall be purchased and preserved in perpetuity through use of an agency-approved mitigation bank (if available), conservation easement, or equivalent means. Alternatively, compensation for the loss of 0.18 acre of California tiger salamander upland habitat could be accomplished using a different approach (e.g., providing Performance Security funding) contingent upon approval from California Department of Fish and Wildlife.
- Environmentally Sensitive Areas shall be marked using orange construction fencing or equivalent and shall be maintained in good condition until construction is complete.
- Following completion of work, all areas denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.
- Exclusion fencing shall be installed along the boundary of the work area that would affect western spadefoot habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom 3 inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.
- The exclusion fence shall be removed following completion of work.
- All construction and staging shall be located within the existing state and county rights-of-way.
- Following the completion of work, areas of potential western spadefoot upland habitat within the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.

  
Kirsten Helton  
Senior Environmental Planner  
California Department of Transportation

9-8-2015  
Date

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## Summary

The California Department of Transportation (Caltrans) proposes to improve the intersection of State Route 68 and Corral de Tierra Road (post mile 12.8/13.2) located in Monterey County, California. The purpose of the project is to relieve traffic congestion conditions during the evening peak traveling hours. The alternatives identified for the project include the proposed project and the No-Build Alternative.

Caltrans and Monterey County have considered public input received during circulation of the environmental document. Based on public comments, minor revisions to the project design were incorporated into the project. The proposed project, as modified after public input, consists of roadway improvements that would widen the approaches to the State Route 68/Corral de Tierra Road intersection to accommodate the construction of a second left-turn lane from westbound State Route 68 to southbound Corral de Tierra Road. In addition, a second southbound receiving lane would be constructed on Corral de Tierra Road. The proposed intersection improvement would extend along State Route 68 about 925 feet west of Corral de Tierra Road and 1,435 feet east of Corral de Tierra Road. The shoulder of Corral de Tierra Road in the northbound direction would be widened to at least 8 feet within the project area (except at one point where existing curb, sidewalk and utilities preclude widening). The shoulder of Corral de Tierra Road in the southbound direction would be widened to at least 6 feet within the project area. The Cypress Community Church's driveway would be consolidated with the adjacent driveway that serves five homes on the north side of State Route 68. A left-turn lane to The Villas, on the south side of State Route 68, would be constructed along with a 110-foot-long merge lane for vehicles that turn left onto State Route 68 from The Villas' driveway. The existing Monterey-Salinas Transit bus stop would be relocated slightly to the north at the northeast corner of the intersection.

The No-Build Alternative assumes that no new improvements would be constructed, other than the projects already approved in the area. The No-Build Alternative fails to improve left-turn movements from State Route 68 onto Corral de Tierra Road and it is anticipated that the unimproved intersection's operational conditions will continue to deteriorate.

Two additional build alternatives were considered and analyzed in the technical studies completed for the project, but were eliminated from further consideration prior to the draft environmental document (refer to Section 1.3.5 for additional

## Summary

information about the alternatives considered but eliminated from further discussion). The second build alternative was withdrawn from further evaluation in late 2007 after Caltrans determined that it would not meet design standards for safe access, due to the shorter deceleration and storage lengths available for turns to and from the driveways. The third build alternative was withdrawn from further evaluation because it failed to address the proposed project's purpose and need.

The proposed project would have no effect on land use, growth, farmlands, community impacts, cultural resources, or sensitive plant species.

The proposed project would have no significant effect on aesthetics, air quality, geology/soils, hazards/hazardous materials, paleontology, wetlands, hydrology/water quality, noise, public services, and traffic/transportation after implementation of Caltrans Standard Specifications and conditions (refer to Appendix C: Minimization and/or Mitigation Summary). The proposed project has the potential to impact the California tiger salamander if present and its habitat. With implementation of avoidance, minimization, and mitigation measures, there is no potential for significant impacts to California tiger salamander or their habitat. Implementation of avoidance and minimization measures such as installation of exclusion fencing around construction areas, restricting construction staging to existing State and County rights-of-way, and revegetation with native species would reduce potential impacts to less than significant. Additionally, the loss of upland California tiger salamander habitat would be mitigated at a 1:1 ratio as prescribed by California Department of Fish and Wildlife further reducing potential impacts.

The proposed project would not result in any significant impacts with implementation of the avoidance, minimization, and mitigation measures contained in this document.

The proposed project would improve the flow of traffic through the intersection of State Route 68 and Corral de Tierra Road and would have a beneficial effect in helping to reduce congestion related pollutant emissions on roadway links in the project vicinity.

### Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
<b>Utilities/Emergency Services</b>	<i>Construction Impacts:</i> Slight increase in emergency response times for police and fire protection.	No impacts	At least one traffic lane shall be open at all times and emergency access shall be maintained during construction.
<b>Traffic and Transportation/ Pedestrian and Bicycle Facilities</b>	<i>Construction Impacts:</i> Temporary congestion and temporary lane closures.	No impacts	A Traffic Management Plan shall be prepared.
	<i>Long-Term Impacts:</i> Improved flow of traffic through State Route 68/Corral de Tierra intersection.	Long-Term Impact: The operational conditions of the unimproved intersection will continue to deteriorate.	At least one traffic lane shall be open at all times throughout construction. Construction is expected to take approximately seven months.
<b>Visual/Aesthetics</b>	<i>Long-Term Impacts:</i> Nominal change in visual character of the project area and potential impacts associated with guardrail glare and loss of vegetation.	No impacts	The project shall include elements such as guardrail post darkening and native vegetation planting.
<b>Water Quality and Storm Water Runoff</b>	<i>Construction Impacts:</i> Increased sedimentation and erosion and increased risk of spills to surface waters.	No impacts	Contract specifications will require the contractor to prepare a Storm Water Pollution Prevention Plan using the Water Pollution Control Program Preparation Manual and the Storm Water Pollution Prevention Plan Manual.  Monterey County and Caltrans shall ensure that the project discharges to unlined vegetated ditches to allow for infiltration and filtration of storm water, minimizes new impervious surfaces to the maximum extent feasible, and incorporates permanent erosion control including compost and appropriate vegetation to reduce runoff and maximize infiltration.  For areas outside the Caltrans right-of-way: Permanent water quality treatment facilities shall be designed and constructed in accordance with the "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region" dated July 12, 2013, as adopted by the Central Coast Regional Water Quality Control Board, Resolution No. R3 2013 0032.
	<i>Long-Term Impacts:</i> Increase in impervious area resulting in an increase in the volume of runoff during a storm and degradation of water quality. Degradation of water quality associated with roadway pollutants.		

**Summary of Potential Impacts from Alternatives**

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
<b>Geology/Soils/Seismic/Topography</b>	<i>Construction Impacts:</i> Increase in soil erosion or the loss of topsoil.	No impacts	Design Pollution Prevention Best Management Practices shall be incorporated into the proposed project and an erosion control plan shall be developed and implemented to prevent erosion on the newly constructed embankment
<b>Paleontology</b>	<i>Construction Impacts:</i> There is a potential for paleontological resources to be present within the Project Area Limits that could be impacted during excavation at depths greater than 5 feet.	No impacts	<p>Project activities requiring excavation greater than 5 feet deep shall be monitored by a qualified paleontologist to identify, evaluate, and provide recommendations for the treatment of any sensitive fossil resources that may be uncovered by the project.</p> <p>If any sensitive paleontological resources (vertebrate or plant fossils) are discovered during construction, it is required that construction be halted in the immediate vicinity of the discovery (33-foot radius), until the District Paleontology Coordinator has the opportunity to review the discovery. Remediation of any sensitive resources encountered before or during construction can include removal, preparation and curation of any significant remains.</p>

### Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
<p><b>Hazardous Waste/Materials</b></p>	<p><i>Construction Impacts:</i> Limited increase in amount of chemicals, such as solvents and paints, present in the project area.</p> <p>Unexploded ordnance, hydrocarbon contaminated soils, or other unknown hazardous materials may be discovered during construction due to proximity of Fort Ord and two gas stations.</p> <p>An aerially deposited lead investigation concluded that soil in the project area meets Caltrans variance requirements for embankment fill.</p> <p>There is potential for elevated lead concentrations to be present in yellow road striping paint and pavement markings.</p> <p>Polychlorinated biphenyls may be present in the pole-mounted transformers located along State Route 68 and Corral de Tierra Road in the project limits.</p>	<p>No impacts</p>	<p>The project shall prepare and implement a Lead Compliance Plan consistent with California Code of Regulations Title 8, Section 1531.1 and Caltrans requirements.</p> <p>California Department of Toxic Substance Control (DTSC) Lead Variance requirements shall be followed for re-use of contaminated soil on-site (if a Lead Variance is approved that extends beyond 2015), otherwise the soil shall be disposed of at a Class 1 landfill.</p> <p>Any yellow traffic striping and pavement-marking material that must be removed shall be stored, tested, and disposed of in accordance with the applicable Standard Special Provisions issued by Caltrans for such work.</p> <p>Soil beneath or around any pole-mounted or pad-mounted transformers within the project area shall be tested for polychlorinated biphenyls if the transformers appear to be leaking, unless the transformer is certified polychlorinated biphenyl-free. Testing shall occur immediately following observation of a leaking transformer.</p> <p>In the event that unexploded ordnance is discovered in the project area, work shall stop immediately and Presidio of Monterey Military Police shall be notified by calling (831) 242-7851 or (831) 242-7852.</p> <p>Prior to completion of final design, soil sampling for petroleum hydrocarbons shall be performed at all locations within the project area with potential to be contaminated by the existing gasoline stations. If any previously unknown hazardous waste/material is encountered during construction, the procedures outlined in Table 7-1.1, Unknown Hazards Procedures, in the Caltrans Construction Manual shall be followed.</p>

### Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
<b>Natural Communities</b>	<i>Construction Impacts:</i> Tree pruning of 0.001 acre of riparian vegetation (coast live oak trees [ <i>Quercus agrifolia</i> ]) in the coast live oak community to facilitate construction of the fill slope at the west end of the project study area.	No impacts	<p>Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the perimeter of the coast live oak and arroyo willow communities in the Biological Study Area.</p> <p>Consultation shall occur with the California Department of Fish and Wildlife and a qualified arborist prior to any tree pruning activities within riparian areas. Tree limbs that must be removed shall be cut with a sharp saw (i.e., versus removal with heavy equipment).</p> <p>Following completion of work, any areas of the biological study area denuded of vegetation during project construction shall be revegetated using locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</p> <p>Environmentally Sensitive Area fencing shall be removed following the completion of work.</p>

### Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
<p><b>Wetlands and other Waters</b></p> <ul style="list-style-type: none"> <li>Wetlands</li> <li>Waters of the US/State</li> <li>California Department of Fish and Wildlife Waters/Riparian</li> </ul>	<p>No impacts to wetlands or Waters of the U.S./State.</p> <p><i>Construction Impacts:</i> Tree pruning of 0.001 acre of riparian vegetation (coast live oak trees [Quercus agrifolia]) in the coast live oak community to facilitate construction of the fill slope at the west end of the project study area.<sup>1</sup></p>	<p>No impacts</p>	<p>Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the reaches of the ephemeral drainage, or the adjacent riparian vegetation where present, within the biological study area to prevent unnecessary encroachment into these areas.</p> <p>Contract specifications will require the contractor to refer to the Caltrans “Water Pollution Control Program (WPCP) Preparation Manual” and “Construction Site BMPs Manual” to prepare a Storm Water Pollution Prevention Plan.</p> <p>All areas of the biological study area denuded of vegetation during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.</p>
<p><b>Animal Species</b></p> <ul style="list-style-type: none"> <li>Cooper’s hawk and migratory nesting birds</li> <li>Western spadefoot toad – surveys detected no western spadefoot toad in the biological study area; however, marginal upland habitat does exist within the biological study area.</li> </ul>	<p><i>Construction Impacts:</i> Temporary disturbance of Cooper’s hawk or migratory nesting birds.</p> <p>No construction impacts or long-term impacts to western spadefoot toad.</p>	<p>No impacts to Cooper’s hawk, migratory nesting birds, or western spadefoot toad.</p>	<p>If work must begin during the nesting season (February 16 to August 31), preconstruction nesting bird surveys for migratory birds shall be completed. Should an active nest be discovered, protective actions would be taken to comply with the Migratory Bird Treaty Act.</p> <p>If construction work must occur at night between November 1 and June 14, all activities shall terminate 30 minutes before sunset and shall not resume until 30 minutes after sunrise.</p> <p><i>Western spadefoot toad:</i></p> <p>Exclusion fencing shall be installed along the boundary of the work area that would affect western spadefoot habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom three inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.</p> <p>The exclusion fence shall be removed following completion of</p>

<sup>1</sup> This is the same impact as previously noted in the Natural Communities row under the Alternative 1 column.

**Summary of Potential Impacts from Alternatives**

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
			<p>work.</p> <p>All construction and staging shall be located within the existing State and County rights-of-way.</p> <p>Following the completion of work, areas of potential western spadefoot upland habitat within the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</p>
<p><b>Threatened and Endangered Species</b></p> <ul style="list-style-type: none"> <li>• California tiger salamander – assumed present within the biological study area</li> <li>• California red-legged frog – surveys detected no California red-legged frog in the biological study area; however, marginal upland habitat does exist within the biological study area.</li> </ul>	<p><i>Long-Term Impacts:</i> Loss of 0.18 acre of potential California tiger salamander upland habitat within the biological study area.</p> <p>No construction impacts or long-term impacts to California red-legged frog.</p>	<p>No impacts to California tiger salamander or California red-legged frog.</p>	<p><i>California tiger salamander:</i> California tiger salamander could potentially occur in the Biological Study Area and be affected by the proposed project. As a result, a section 2081 Incidental Take Permit will be required from the California Department of Fish and Wildlife to authorize incidental take of California tiger salamander resulting from project construction.</p> <p>While California tiger salamander could potentially occur in the Biological Study Area, per discussions with the U.S. Fish and Wildlife Service (USFWS), consultation with the USFWS is not required with implementation of approved avoidance and minimization measures as described below.</p> <p>A retaining wall shall be constructed along the north side of State Route 68, west of Corral de Tierra Road.</p> <p>Environmentally Sensitive Area fencing shall be installed along the limits of work associated with construction of the new fill slope and retaining wall to prevent encroachment into adjacent California tiger salamander upland habitat.</p> <p>All construction staging shall be located within the existing State and County rights-of-way.</p>

**Summary of Potential Impacts from Alternatives**

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
			<p>Following completion of work, areas of potential California tiger salamander upland habitat in the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</p> <p>Exclusion fencing shall be installed along the boundary of the work area that would affect California tiger salamander habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom three inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.</p> <p>The exclusion fence shall be removed following the completion of work.</p> <p>All burrows in the area to be disturbed shall be surveyed during the dry season for presence of estivating California tiger salamander. Surveys will be conducted at each burrow via either hand excavation or surveying with a fiber optic camera. Written documentation of the survey results shall be provided to the USFWS within two weeks of completion of the surveys.</p> <p><i>California red-legged frog:</i> Environmentally Sensitive Areas shall be marked using orange construction fencing or equivalent and shall be maintained in good condition until construction is complete.</p> <p>Following completion of work, all areas denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</p> <p><i>Compensatory Mitigation for California tiger salamander:</i> The loss of low-quality California tiger salamander habitat</p>

### Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
			would be mitigated at a 1:1 ratio as prescribed by California Department of Fish and Wildlife. To compensate for the loss of 0.18 acre of California tiger salamander potential upland habitat, a total of 0.18 acre of mitigation area that provides California tiger salamander upland habitat shall be purchased and preserved in perpetuity through use of an agency-approved mitigation bank, conservation easement, or equivalent means or through a different approach (e.g. providing Performance Security funding).
<b>Invasive Species</b>	<i>Construction Impacts:</i> Potential introduction of invasive species to the project area.	No impacts	<p>The landscaping and erosion control included in the project shall not use species listed as noxious weeds.</p> <p>During construction all earthmoving equipment to be used shall be thoroughly cleaned before arriving to the project area, all seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least 3 times prior to beginning seeding work, and all equipment shall be thoroughly cleaned before leaving the project area.</p> <p>Eradication strategies shall be implemented should an invasion occur.</p>
<b>Air Quality</b>	<i>Short-Term Construction Impacts:</i> Potential exposure of surrounding sensitive receptors to airborne particulates and fugitive dust.	No construction impacts; no long-term emission reduction benefits.	<p>The project shall implement Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Air Quality Guidelines dust minimization measures.</p> <p>The project shall implement Caltrans Standard Specifications recommended for reduction of air pollutants generated by vehicle and equipment exhaust during construction.</p>
	<i>Long-Term Impacts:</i> Beneficial effect in helping to reduce congestion related pollutant emissions on roadway links in the project vicinity.		
<b>Noise and Vibration</b>	<i>Construction Impacts:</i> Temporary increase in noise levels in the immediate area.	No impacts	<p>The following measures would reduce construction-related noise impacts for existing residences adjacent to the project area:</p> <p>All construction equipment shall conform to the provisions of Caltrans Standard Specifications, Section 14-8.02, "Noise</p>

**Summary of Potential Impacts from Alternatives**

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and Mitigation Measures
			<p>Control.” This section requires the contractor to comply with all local ordinances (i.e., County of Monterey) that apply to any work as part of the contract. Therefore, the maximum 85 A-weighted decibel (dBA) at a distance of 50 feet between the hours of 9:00 p.m. and 6:00 a.m. on weekdays shall be used.</p> <p>Portable construction equipment shall be located as far as possible from the noise sensitive locations as is feasible.</p> <p>Construction vehicle staging areas and equipment maintenance areas shall be located as far as possible from sensitive receptors.</p> <p>All construction equipment shall have sound control devices no less effective than those provided on the original equipment. No construction equipment shall have an unmuffled exhaust.</p> <p>As directed by Caltrans, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, shutting off idling equipment, rescheduling construction activities, notifying adjacent residents in advance of construction work, and utilizing construction equipment with tires, not tracks.</p>
<b>Climate Change</b>	The proposed project would not increase capacity and is not expected to increase operational greenhouse gas emissions.	Traffic congestion conditions during the evening peak traveling hours would continue to worsen.	No applicable avoidance, minimization and mitigation measures.

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## **List of Abbreviated Terms**

ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
County	County of Monterey
CWA	Clean Water Act
EHB	Monterey County Environmental Health Bureau
EO	Executive Order
FHWA	Federal Highway Administration
GHG	Greenhouse gas
LEDPA	least environmentally damaging practicable alternative
LSA	LSA Associates, Inc.
MTBE	methyl tertiary-butyl ether
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Act
ppm	parts per million
RWQCB	Regional Water Quality Control Board
SCH	State Clearinghouse (Office of Planning and Research)
SWRCB	State Water Resources Control Board
TAMC	Transportation Agency for Monterey County
TPH	Total Petroleum Hydrocarbons
US	United States
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
WPCP	Water Pollution Control Program

# Chapter 1 Proposed Project

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The draft environmental document circulated to the public between December 1, 2014 and January 14, 2015. Comments received during this period are included in the Comments and Responses section of Chapter 3, added since the draft. Caltrans and Monterey County have considered the input received by the public, and based on public comments minor revisions to the project design were incorporated into the project. Throughout this document, a vertical line in the margin indicates a content change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. In addition, updates to the technical studies have been documented in Addendums to each technical study.

## 1.1 Introduction

The proposed project was initiated by the County of Monterey (County). The Transportation Agency of Monterey County updated the Regional Transportation Plan in 2010. The proposed project is identified in the updated plan. The proposed project would be funded by a combination of State Transportation Improvement Program-Regional Improvement Program funds and local funds (development impact fees). The California Department of Transportation (Caltrans) is the lead agency for California Environmental Quality Act compliance for the proposed project. Construction of the proposed project is expected to take about seven months.

The proposed project is located about 9 miles west of the City of Salinas and 13 miles east of the City of Monterey (refer to Figure 1-1: Project Location and Vicinity Map). The proposed project includes operational improvements at the State Route 68 and Corral de Tierra Road intersection in an unincorporated area of the County of Monterey. State Route 68 provides a regional east-west link connecting State Route 1 on the Monterey Peninsula and State Route 101 in the City of Salinas. A portion of State Route 68 from State Route 1 in Monterey to the Salinas River is a State-designated scenic highway. Through the project area, State Route 68 is a two-lane arterial highway with a posted speed limit of 55 miles per hour. Corral de Tierra Road is classified as a Collector roadway. It is predominately a north-south two-lane County road that serves rural low-density residential parcels located south of State Route 68 with a posted speed limit of 50 miles per hour.

The State Route 68/Corral de Tierra Road intersection has four approaches (eastbound, westbound, northbound, and southbound) (refer to Figure 1-2: Existing

Roadway Conditions). The eastbound State Route 68 approach has an existing single lane, a dedicated right-turn lane and a dedicated left-turn lane. The westbound State Route 68 approach has an existing single through lane which also accommodates right turns, and a dedicated left-turn lane. There is an existing single lane departing the intersection in both directions on State Route 68. The northbound Corral de Tierra Road approach has an existing single through/right lane and a single dedicated left-turn lane. The southbound Cypress Community Church driveway approach has an existing single through/left lane and a single dedicated right-turn lane. The existing intersection traffic signal system provides control for all movements, including separate phases for left-turn movements from State Route 68.

The proposed roadway improvements (as modified after public input) would widen the approaches to the State Route 68/Corral de Tierra Road intersection to accommodate the construction of a second left turn lane from westbound State Route 68 to southbound Corral de Tierra Road by shifting the through lane to the north. In addition, a second southbound receiving lane would also be constructed on Corral de Tierra Road departing the intersection to receive traffic from the second left-turn lane. The proposed project would not change the existing eastbound State Route 68 approach, northbound Corral de Tierra Road approach, or southbound Cypress Community Church driveway approach. The shoulder of Corral de Tierra Road in the northbound direction would be widened to at least 8 feet within the project area (except at one point where existing curb, sidewalk and utilities preclude widening). The shoulder of Corral de Tierra Road in the southbound direction would be widened to at least 6 feet within the project area. The intersection traffic signal system would be modified to accommodate the widening on the north side of State Route 68 to relocate the westbound through lane and the second west-to-southbound left-turn lane.

A left-turn lane to The Villas, on the south side of State Route 68, would be constructed along with a 110-foot-long merge lane for vehicles that turn left onto State Route 68 from The Villas' driveway.

On the north side of State Route 68 is an existing private driveway that serves five homes. This driveway would be removed as part of the proposed project. The private road that leads to the homes would be realigned to connect to the driveway that currently serves the Cypress Community Church. With implementation of the proposed project, vehicles would share a portion of the church's driveway and the traffic signal at Corral de Tierra Road/State Route 68 to access the homes.

The existing Monterey-Salinas Transit bus stop would be relocated slightly to the north at the northeast corner of the intersection. Associated sidewalk would be relocated/added.

About 520 feet of steel bin retaining wall (or equivalent) would be constructed in the northwest quadrant along the north embankment of State Route 68. The retaining wall would lie below the existing road grade and therefore would not be visible from State Route 68. The retaining wall would minimize the footprint of the embankment needed to accommodate the widened road section.

The proposed project would include replacing the existing guardrails along the north side of State Route 68 and west of the intersection of Corral de Tierra Road. Newly erected guardrails would use metal posts, and the posts would be darkened to reduce glare and reflectivity. The existing drainage gutter on Corral de Tierra Road would be replaced with a flatter gutter.

The proposed project has been designed to improve existing conditions at the intersection and therefore is not dependent on the approval/implementation of other projects.

State Route 68 crosses (east-west) the northern extent of the Sierra De Salinas range, which separates the Salinas Valley and the coast. The Sierra De Salinas range is typified by mountainous terrain as well as rolling hills and valleys.

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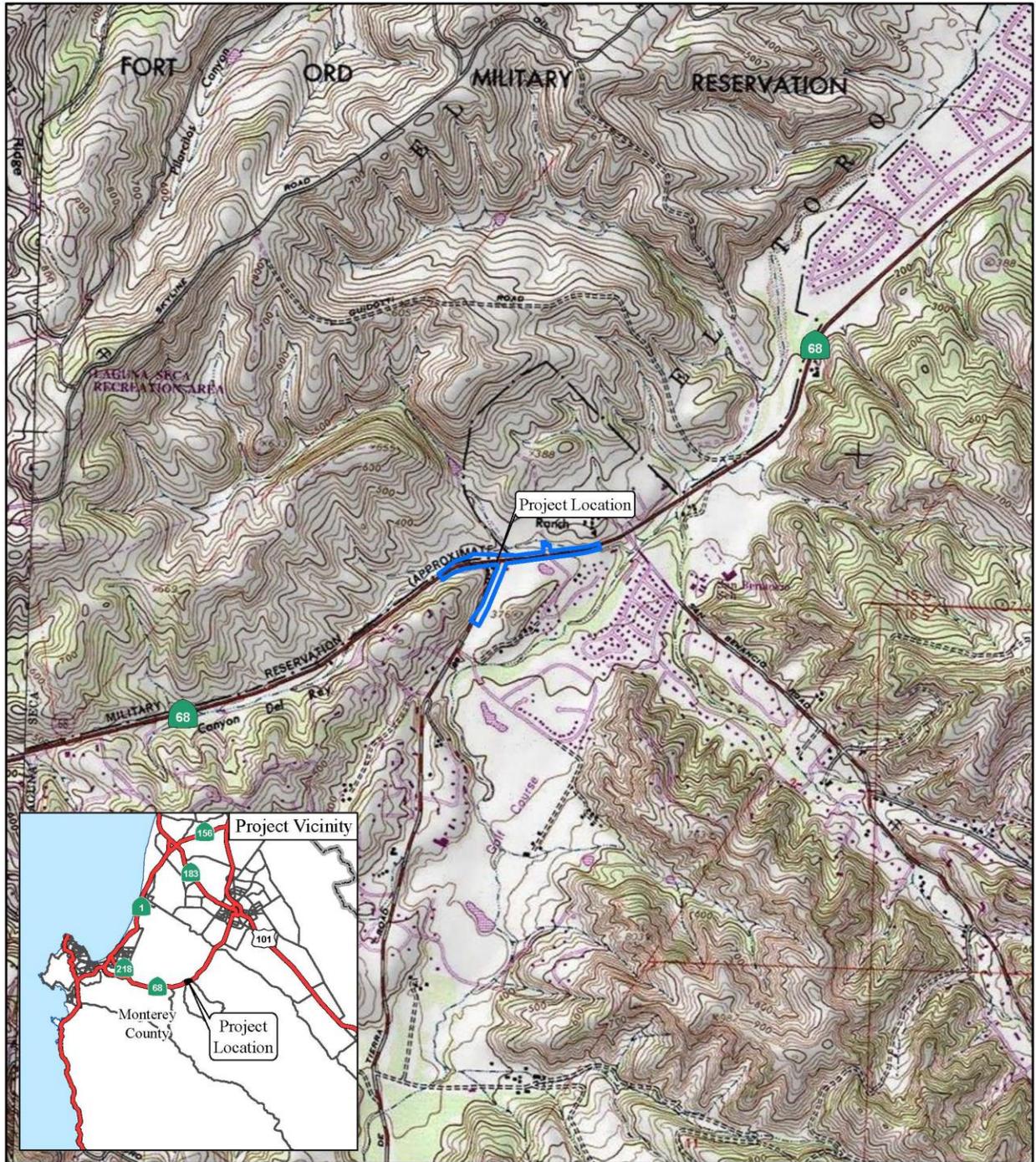


FIGURE I-1

LEGEND

Project Location



0 1000 2000  
FEET

SOURCE: USGS 7.5' Quad - Spreckels (1984), CA  
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SR 68 / Corral de Tierra Road  
Intersection Improvement Project

Project Location Map

MON-68, P.M. 12.8/13.2  
05-OH8230

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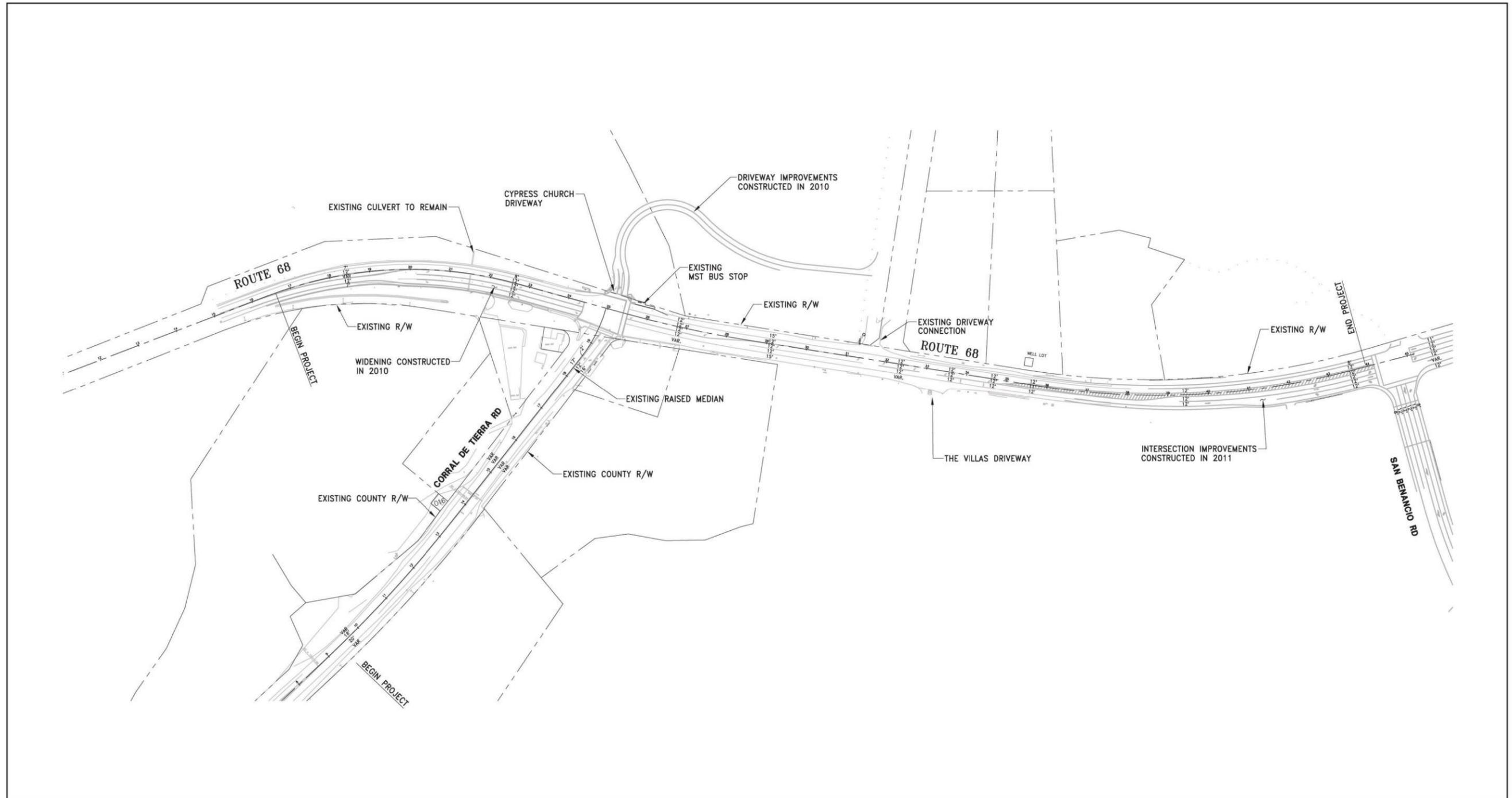
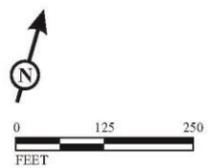


FIGURE 1-2



SOURCE: Wood Rodgers  
I:\WRS0605\G\Existing Roadway Conditions.cdr (8/6/15)

SR-68/Corral de Tierra Road  
Intersection Improvement Project  
Existing Roadway Conditions

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The proposed project area is mostly flat, sloping gently to the northeast with an elevation of about 300 feet above mean sea level. The proposed project area is predominantly comprised of developed and disturbed areas, but contains some native vegetation and a drainage feature. Plant communities within the project area include coast live oak series, arroyo willow series, coyote brush series, California annual grassland series, eucalyptus series, and disturbed ruderal areas.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of the proposed project is to relieve traffic congestion conditions during the evening peak traveling hours, improve left-turn movements from State Route 68 onto Corral de Tierra Road, and improve traffic operations within the intersection to Level of Service C upon completion of project construction.

### **1.2.2 Need**

Levels of Service describe the operating conditions a motorist would experience while traveling on a highway or through an intersection. The Level of Service rating system includes A through F, A being free flowing/little delay and F being heavy congestion and considerable delay. Figure 1-3 illustrates the levels of service for signalized intersections. Based on the 2013/2014 traffic volumes, the State Route 68/Corral de Tierra intersection operates at a Level of Service C (30.3 seconds per vehicle delay) in the morning peak hour and Level of Service D (36.7 seconds per vehicle delay) in the evening peak hour resulting in long traffic queues on State Route 68 (refer to Traffic Operations Technical Memorandum). The two-lane section of this segment of State Route 68 provides inadequate capacity for peak-hour traffic demands.

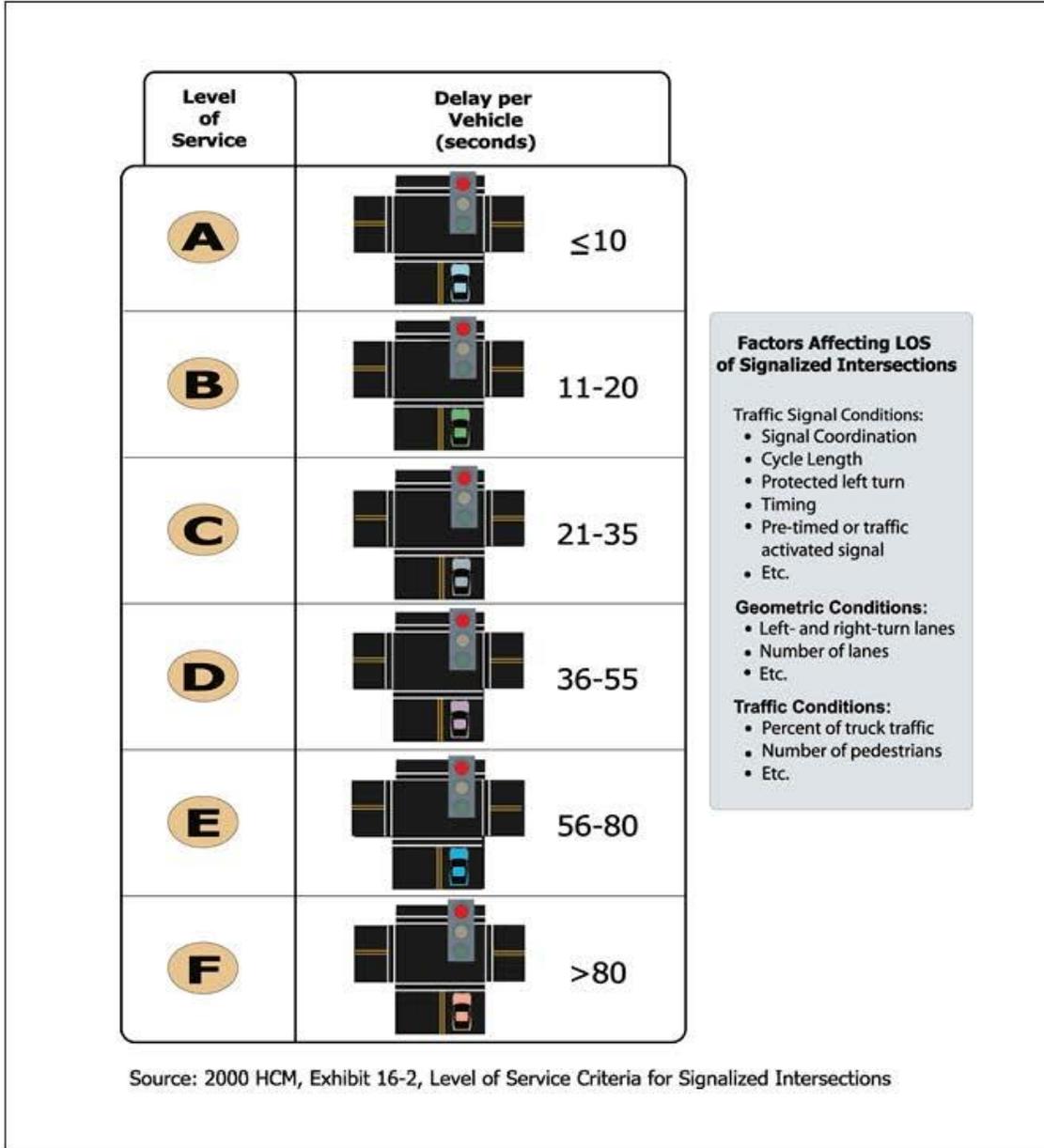


FIGURE 1 3

SR 68/Corral de Tierra Road  
Intersection Improvement Project

Traffic Levels of Service for Signalized Intersections

SOURCE: Caltrans (2002)

I:\WFS0605\GLOS Intersections.odr (8/6/15)

The objective for driving conditions for County roads and intersections defined by the 2010 Monterey County General Plan is Level of Service D; therefore, the State Route 68/Corral de Tierra intersection is not currently operating at a deficient Level of Service.

### 1.3 Alternatives

The proposed project would widen the State Route 68/Corral de Tierra intersection to accommodate the construction of an additional left-turn lane and receiving lane. The proposed intersection improvements would extend along State Route 68 about 925 feet west of Corral de Tierra Road and 1,435 feet east of Corral de Tierra Road. The alternatives identified include the proposed project and the No-Build Alternative. Project alternatives were evaluated and studied for traffic impacts, property impacts, right-of-way required, environmental impacts, and construction costs. Second and third build alternatives were considered but rejected as explained below in Section 1.3.5.

#### 1.3.1 Build Alternative

**Left-turn lane at intersection:** The proposed project would widen the State Route 68/Corral de Tierra intersection to the north of the existing alignment to accommodate the construction of a second (additional) left turn lane from westbound State Route 68 onto southbound Corral de Tierra Road. Both of the left turn lanes (in the median of State Route 68) would have sufficient length to accommodate deceleration from 53 miles per hour plus a storage length of 160 feet. An additional receiving lane would also be constructed on southbound Corral de Tierra Road.

**Shoulders:** The shoulder of Corral de Tierra Road in the northbound direction would be widened to at least 8 feet within the project area (except at one point where existing curb, sidewalk and utilities preclude widening). The shoulder of Corral de Tierra Road in the southbound direction would be widened to at least 6 feet within the project area.

**Retaining wall:** About 520 feet of steel bin retaining wall (or equivalent) would be constructed in the northwest quadrant along the north embankment of State Route 68. The retaining wall would lie below the existing road grade and therefore would not be visible from State Route 68. The retaining wall would minimize the footprint of the embankment needed to accommodate the widened road section. Construction of the retaining wall would require removal of landscape vegetation present (including one young oak tree) along the north embankment of State Route 68. The landscape

vegetation is not visible to motorists traveling along State Route 68 and does not provide any habitat value. As part of the proposed project native vegetation would be planted within the project limits.

**The Villas Access:** A left-turn lane to the driveway of The Villas on the south side of State Route 68 would be constructed. A 110-foot-long merge lane would be provided for vehicles that turn left onto State Route 68 from The Villas driveway heading westbound on State Route 68.

**Driveway consolidation:** On the north side of State Route 68 is an existing private driveway that serves five homes. This driveway would be removed as part of the proposed project. The private road that leads to the homes would be realigned to connect to the driveway that currently serves the Cypress Community Church. With implementation of the proposed project, vehicles would share a portion of the church's driveway and the traffic signal at Corral de Tierra Road/State Route 68 to access the homes.

**Relocation of bus stop and sidewalk:** The existing Monterey-Salinas Transit bus stop would be relocated slightly to the north at the northeast corner of the intersection. The proposed bus pullout would comply with Monterey-Salinas Transit standards and would have an 80-foot entrance taper, 50-foot bus bay, 40-foot exit taper, and 16-foot-wide bay. The proposed sidewalks would be 6 feet wide at the passenger loading area and would be Americans with Disabilities (ADA) compliant.

**Guardrails and Gutter:** The proposed project would relocate and replace the existing guardrails along the north side of State Route 68 and west of the intersection of Corral de Tierra Road. If new or relocated guardrails are erected with metal posts, the posts would be darkened to reduce glare and reflectivity. The proposed project would also replace the existing drainage gutter on Corral de Tierra Road with a flatter gutter.

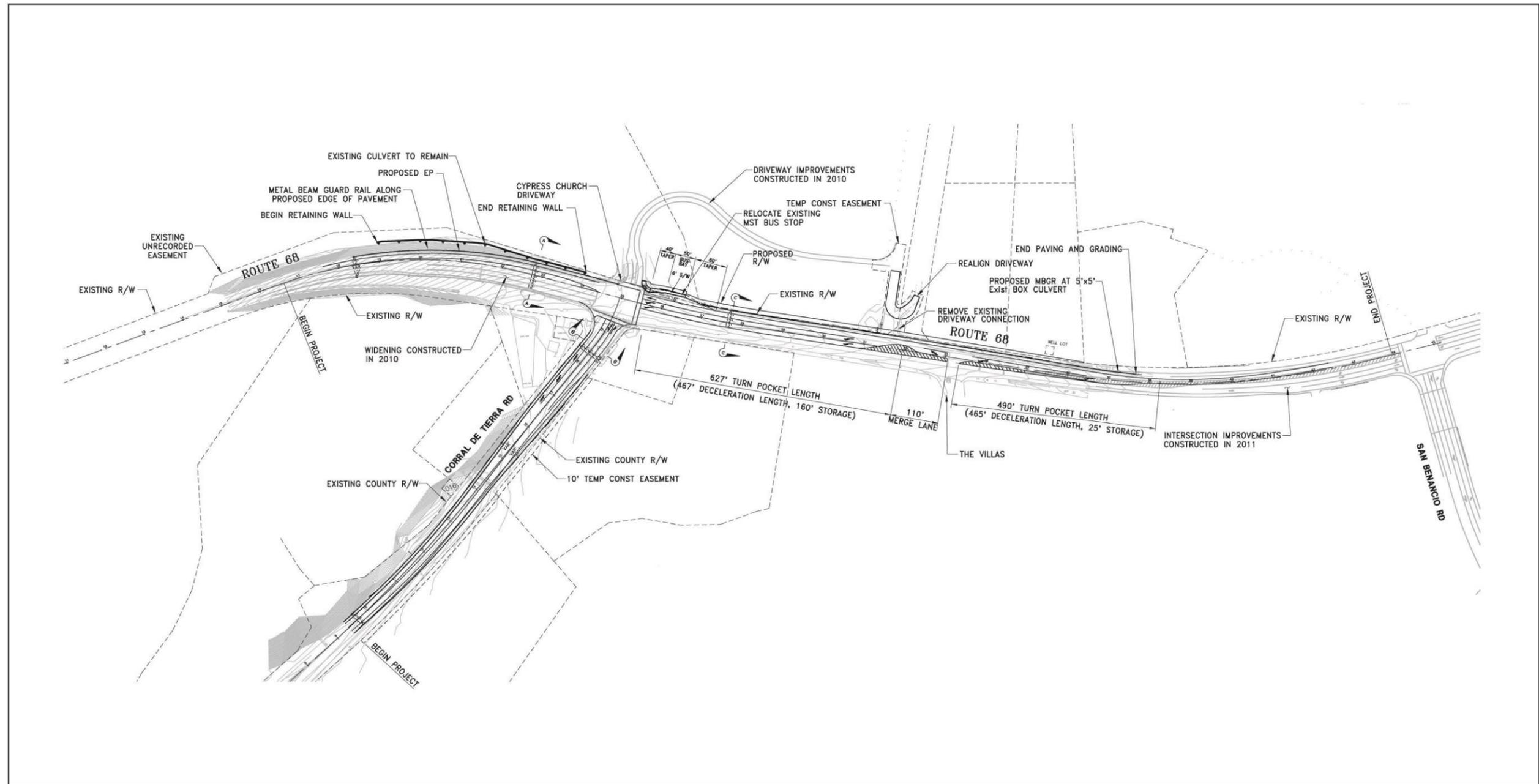
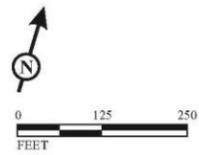


FIGURE 1-4



SOURCE: Wood Rodgers  
 I:\WRS0605\G:\Build Alternative Design Plan.cdr (8/6/15)

SR-68/Corral de Tierra Road  
 Intersection Improvement Project  
 Build Alternative Design Plan

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The majority of the work would be constructed within existing State and County rights-of-way, except for a small area of new State right-of-way that would be acquired on the north side of State Route 68 just east of the intersection. This new right-of-way would accommodate relocation of the existing bus stop, widening and grading. Also, temporary construction easements would be acquired along the east side of Corral de Tierra Road to accommodate grading near the edge of the County right-of-way and on the north side of State Route 68 for construction of the residential driveway realignment (refer to Figure 1-4: Build Alternative Design Plan).

Temporary staging areas for construction equipment and materials would be located in those areas of the existing State and County rights-of-way that are not designated as environmentally sensitive areas. Construction of the proposed project is expected to take about seven months.

### **1.3.2 No-Build Alternative**

The No-Build Alternative assumes that no new improvements would be constructed, other than projects already approved in the area. Under the No-Build Alternative, the roadway's operational conditions will continue to decline during both a.m. and p.m. peak hours. Projections indicated that the unimproved intersection would operate at Level of Service E in the a.m. peak hour and Level of Service F in the p.m. peak hour by 2036, and therefore, the No-Build Alternative fails to meet the purpose and need of this project.

### **1.3.3 Comparison of Alternatives**

Based on the discussion provided above under Section 1.3.2, the No-Build Alternative fails to meet the purpose of the project to relieve traffic congestion conditions during the evening peak traveling hours and to reduce the collision rate related to left-turn movements from State Route 68 onto Corral de Tierra Road.

The proposed project described in Section 1.3.1 would successfully address the purpose and need for the project. The proposed project would improve the flow of traffic through the intersection of State Route 68 and Corral de Tierra Road by decreasing the percentage of cycle time devoted to westbound left-turn movements, thereby increasing the percentage of cycle time devoted to through movements. Improving the flow of traffic through the intersection of State Route 68 and Corral de Tierra Road would have a beneficial effect in helping to reduce congestion (and congestion related pollutant emissions) on roadway links in the project vicinity. Additionally, the proposed project would provide a second left-turn lane reducing the potential collision rate related to left-turn movements from State Route 68 onto Corral

de Tierra Road. The capital cost for the Build Alternative is estimated at just under \$2 million, sourced from State Transportation Improvement Program funds and local development impact fees.

### **1.3.4 Identification of a Preferred Alternative**

The Draft Initial Study/Proposed Mitigated Negative Declaration prepared for the proposed project was circulated for public review and comment between December 1, 2014 and January 14, 2015. After the public circulation period, all comments were considered and the modifications below were made to the Build Alternative.

- The driveway that serves the five homes on the north side of State Route 68 would be realigned so that access to these homes would be shared with the Cypress Community Church's driveway.
- A 110-foot-long merge lane on State Route 68 for vehicles turning left out of The Villas driveway would be provided.
- The existing gutter on Corral de Tierra Road would be replaced with a flatter gutter.
- The shoulder widening of Corral de Tierra Road in the southbound direction would be reduced from 8 feet to 6 feet.

The No-Build Alternative would not address the traffic conditions for motorists at this intersection. After weighing the benefits and impacts, Caltrans and the County have identified the Build Alternative as the preferred alternative.

### **1.3.5 Alternatives Considered but Eliminated from Further Discussion Prior to the Draft Environmental Document**

A second build alternative was considered and analyzed in the technical studies completed for the project, but was eliminated after further consideration. The second build alternative was similar to the proposed project in all aspects except that a two-lane left-turn pocket would extend 160 feet from the limit line, then would taper to a single left-turn lane in the median of State Route 68 farther east. A two way left-turn lane would provide for left turns to/from The Villas driveway on the south side of State Route 68 and for left turns to/from the residential driveway on the north side of State Route 68. (The preferred alternative would relocate the residential driveway on the north side of State Route 68 providing access via the Cypress Community Church driveway). This alternative was intended to maintain left-turn access to State

Route 68 for residents living on the north side of State Route 68. This alternative was eliminated in late 2007 after Caltrans determined that it would not meet design standards for safe access, due to the shorter deceleration and storage lengths available for turns to and from the driveways.

A third build alternative was considered but eliminated after further consideration because it failed to address the proposed project’s purpose and need. The third alternative would extend the existing westbound left-turn bay on State Route 68, providing more queue length, which would reduce the queue spillover. However, the third alternative would not relieve traffic congestion conditions during the evening peak traveling hours (signal-cycle time would not be reduced) or reduce the collision rate related to left-turn movements from State Route 68 onto Corral de Tierra Road.

## 1.4 Permits and Approvals Needed

California tiger salamander, listed as a threatened species under the Federal Endangered Species Act and California Endangered Species Act, is known to occur in the vicinity of the proposed project. The proposed project could affect California tiger salamanders if this species is present in the project area during construction. The County has taken the approach of assuming presence of California tiger salamanders. Consequently, a Section 2081 Incidental Take Permit would be required from the California Department of Fish and Wildlife to authorize incidental take of California tiger salamander resulting from project construction. The U.S. Fish and Wildlife Service has indicated that with implementation of certain avoidance and minimization measures, the U.S. Fish and Wildlife Service would be able to issue a technical assistance letter stating that the proposed project would not result in take of California tiger salamander. The County has agreed to implement U.S. Fish and Wildlife Service-recommended measures; therefore, no federal incidental take authorization for California tiger salamander will be required.

The following permits, reviews, and approvals would be required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	Section 2081 Incidental Take Permit for California tiger salamander	Pending coordination with California Department of Fish and Wildlife on draft application and project information. Permit to be obtained during final design.

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## **Chapter 2**      Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/ or Mitigation Measures

---

This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow. Technical study references are provided for each environmental issue as addressed in the California Environmental Quality Checklist provided in Appendix A.

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered, but no adverse impacts were identified as described briefly here. Consequently, there is no further discussion regarding these issues in this document.

- **Land Use:** The proposed roadway improvements are consistent with the County’s designation for State Route 68 and Corral de Tierra Road in the Monterey County General Plan Land Use Element (Monterey County General Plan Land Use Element, October 2010). Furthermore, the proposed project would not physically divide an established community or conflict with any applicable habitat conservation plans or natural community conservation plans. There are no park or recreation facilities located within two miles of the proposed project and no park or recreation facilities would be impacted by implementation of the proposed project.
- **Growth:** Since the proposed project does not add capacity to the roadway, it is not growth-inducing, and therefore growth beyond levels anticipated in the County’s General Plan is not expected as a result of the project (Growth-Related Impacts Technical Memorandum, July 2012 and Addendum, June 2015).
- **Farmlands/Timberlands:** No farmland or agricultural operations are located within the proposed project area. Furthermore, there are no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the project area (Farmland Mapping and Monitoring Program website:

<http://www.consrv.ca.gov/DLRP/fmmp>, accessed December 22, 2009; and Monterey County General Plan Land Use Element, October 2010).

- **Community Character and Cohesion:** The proposed project involves improvements and changes to an existing roadway intersection. The proposed project would be constructed within existing State and County rights-of-way, except for a small area of new State right-of-way that would be acquired on the north side of State Route 68 just east of the intersection to accommodate relocation of the existing Monterey-Salinas Transit bus stop, widening, and grading. The proposed project would not result in any permanent impacts to businesses, housing, property values, community resources such as schools, churches, parks, shopping, or emergency services. The proposed project does not involve relocation of housing, businesses or any building structures.
- **Cultural Resources:** The background research, consultation, and field survey identified no historical or archaeological resources within or adjacent to the area of potential effect (Archaeological Survey Report, June 2013 and Supplemental in June 2015, along with the Historic Resource Compliance Report, June 2013 and Supplemental in September 2015).
- **Air Quality:** The project would not have permanent air quality impacts. The project area is in attainment for the national PM<sub>2.5</sub>, PM<sub>10</sub>, and CO ambient air quality standards. Therefore, the region is exempt from transportation conformity. For a construction impacts discussion refer to Section 2.4.1 Air Quality, for additional information.
- **Noise and Vibration:** The proposed project would not significantly alter the vertical or horizontal alignment or increase the capacity of State Route 68 or Corral de Tierra Road. The proposed project would not alter future traffic noise levels in the project area, no measures, such as sound barriers, are required. For a construction impacts discussion refer to Section 2.4.2 Noise and Vibration for additional information.

## 2.1 Human Environment

### 2.1.1 Utilities/Emergency Services

#### Affected Environment

Telephone and cable television lines are located along the north side of State Route 68 within the study area. Additionally, existing poles, gas, and water lines are located on the east side of Corral de Tierra Road.

## **Environmental Consequences**

Implementation of the proposed project would require relocation of six existing poles along the east side of Corral de Tierra Road and the north side of State Route 68. The existing poles would be relocated within the project vicinity at least 20 feet from the edge of the roadway to meet Caltrans roadway safety requirements. Relocation of the existing poles would be coordinated with the service providers ensuring that service would be maintained during construction of the proposed project. Relocation of the existing poles would not affect other resources such as aesthetics or biological resources because no sensitive resources occur within 20 feet of the roadway edge.

Implementation of the proposed project would not result in the need for additional utilities, service systems, or emergency services beyond what currently exists within the project area.

During construction, movement of equipment and vehicles may result in temporary lane closures potentially impacting emergency response times within the project vicinity. Emergency response times for police and fire protection may be slightly increased during construction as a result of temporary lane closures. Emergency access for police and fire protection would be maintained during construction through the provision of traffic detours.

## **Avoidance, Minimization, and/or Mitigation Measures**

Caltrans and the County shall coordinate relocation of the existing poles with the service providers to ensure that service would be maintained during construction of the proposed project. At least one traffic lane would remain open at all times, and emergency access for police and fire protection would be maintained during construction through the provision of traffic detours. Implementation of a Traffic Management Plan would reduce potential impacts associated with emergency services. A Traffic Management Plan using approved Caltrans control guidelines shall be prepared and implemented. The Plan shall include a condition that “at least one traffic lane will be open at all times, and emergency access for police and fire protection will be maintained during construction through the provision of traffic detours.”

### **2.1.2 Traffic and Transportation/Pedestrian and Bicycle Facilities Regulatory Setting**

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and

bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally-assisted programs is governed by the U.S. Department of Transportation regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 U.S. Code 794). The Federal Highway Administration has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

### **Affected Environment**

Information in this Section is based on the *Traffic Operations Technical Memorandum* (February 2005) and the *Traffic Operations Technical Memorandum Addendums* (March 2011, October 2014, and June 2015). State Route 68, also known as the “Monterey-Salinas Highway,” provides a regional east-west link connecting State Route 1 on the Monterey Peninsula and State Route 101 in the City of Salinas. The length of the entire route is about 22 miles. State Route 68 carries both commuter traffic and recreational/tourist traffic between Salinas and Monterey. Through the project area, the westbound direction of State Route 68 is the predominant commute direction in the morning peak period and the eastbound direction is the predominant commute direction in the afternoon peak period. Through the project area, State Route 68 is a two-lane arterial highway with a posted speed limit of 55 miles per hour.

Corral de Tierra Road is predominantly a north-south two-lane County roadway that serves rural low-density residential parcels located south of State Route 68. Corral de Tierra Road has a posted speed limit of 50 miles per hour.

The State Route 68/Corral de Tierra Road intersection has four approaches (eastbound, westbound, northbound, and southbound). The eastbound State Route 68 approach has an existing single lane, a dedicated right-turn lane and a dedicated left-

turn lane. The westbound State Route 68 approach has an existing single through lane which also accommodates right turns, and a dedicated left-turn lane. There is an existing single lane departing the intersection in both directions on State Route 68. The northbound Corral de Tierra Road approach has an existing single through/right lane and a single dedicated left-turn lane. The southbound Cypress Community Church driveway approach has an existing single through/left lane and a single dedicated right-turn lane. The existing intersection traffic signal system provides control for all movements, including separate phases for left-turn movements from State Route 68.

As shown in Table 2.1, based on the 2013/2014 traffic volumes, in the a.m. peak hour, State Route 68 westbound left operates at Level of Service F, the westbound through movement operates at Level of Service B, the eastbound left operates at Level of Service D, and the eastbound through movement operates at Level of Service C. In the p.m. peak hour, State Route 68 westbound left operates at Level of Service F, the westbound through movement operates at Level of Service A, the eastbound left operates at Level of Service D, and the eastbound through movement operates at Level of Service C.

Based on the 2013/2014 traffic volumes, in the a.m. peak hour, Corral de Tierra Road northbound left operates at Level of Service D and the northbound shared through/right operates at Level of Service B. In the p.m. peak hour, Corral de Tierra Road northbound left operates at Level of Service D and the northbound shared through/right operates at Level of Service A.

**Table 2.1: State Route 68/Corral de Tierra Intersection Levels of Service**

Peak Hour	State Route 68 Movement LOS				Corral de Tierra Movement LOS		Existing Overall Intersection LOS
	EB Left	EB Thru	WB Left	WB Thru	NB Left	NB Thru-Right	
AM	D	C	F	B	D	B	C
PM	D	C	F	A	D	A	E

EB = Eastbound  
LOS = Level of Service  
NB = Northbound  
WB = Westbound

## **Environmental Consequences**

### ***Build Alternative***

Implementation of the proposed project would provide additional deceleration length and storage in the left turn pocket(s) in the median of State Route 68, which is anticipated to help reduce rear-end collisions related to that turning movement.

Upon completion of construction of the proposed project, traffic operations are anticipated to improve within this intersection to Level of Service C in the a.m. and p.m. peak hour.

To the east of the dual left-turn lane on State Route 68, a left-turn lane to The Villas driveway and residential development on the south side of State Route 68 would be constructed. A 110-foot-long merge lane would be provided for vehicles that turn left onto State Route 68 from The Villas driveway on the south side of State Route 68.

On the north side of State Route 68 is an existing private driveway that serves five homes. This driveway would be removed as part of the proposed project. The private road that leads to the homes would be realigned to connect to the driveway that currently serves the Cypress Community Church. With implementation of the proposed project, vehicles would share a portion of the church's driveway and the traffic signal at Corral de Tierra Road/State Route 68 to access the homes.

As part of the Cypress Community Church project, completed in 2010, access to Cypress Community Church is no longer via the shared residential driveway. Access to the church is now provided by the new fourth (north) leg of the State Route 68/Corral de Tierra Road intersection. The proposed project provides for a second left-turn lane westbound on State Route 68 into Corral de Tierra Road, and the extended westbound dual left-turn lanes replace the existing left-turn pocket into the former church driveway (refer to Figure 1-4).

The existing bus stop on the north side of State Route 68 just east of the State Route 68/Corral de Tierra intersection would be relocated as a result of the proposed widening of this intersection. The bus stop would be relocated slightly to the north although it would remain in the same general location relative to the intersection. A bus pull out and additional sidewalk in the loading area would be constructed as part of the proposed project.

During construction of the proposed project, movement of equipment and vehicles may result in temporary congestion and require temporary lane closures. A standard

public information package would be required for construction of the proposed project. Both “Construction Area” signs and “Expect Delay” signs would be used during construction to alert motorists of construction. Any temporary lane closures would be completed during the day and at least one traffic lane would remain open at all times during construction. Temporary pedestrian facilities would be provided where existing pedestrian facilities are impacted during construction of the proposed project.

### **No-Build Alternative**

The No-Build Alternative assumes that no new improvements would be constructed other than projects already approved in the area. Under the No-Build Alternative the operational conditions would not be improved to the standard Level of Service C in the a.m. or p.m. peak hours. Based on the 2013/2014 traffic volumes, traffic at the State Route 68/Corral de Tierra intersection operates at Level of Service D in the p.m. hour as previously described. Therefore the No-Build Alternative does not meet the purpose and need of the proposed project.

### **Avoidance, Minimization, and/or Mitigation Measures**

To minimize street and lane closures during construction, particularly during peak traffic hours, a Traffic Management Plan using approved Caltrans traffic control guidelines shall be prepared. The Traffic Management Plan shall include a condition that “at least one traffic lane will be open at all times, and emergency access for police and fire protection shall be maintained during construction through the provision of traffic detours.”

#### **2.1.3 Visual/Aesthetics**

##### **Regulatory Setting**

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (California Public Resources Code Section 21001[b]).

##### **Affected Environment**

Information in this section is based on the *Visual Impact Assessment* (February 2013) and Addendum (June 2015). A portion of State Route 68 from State Route 1 in Monterey to the Salinas River is a State-designated scenic highway. The intersection of State Route 68 and Corral de Tierra Road is located along this State-designated

scenic highway, and therefore, the proposed project is subject to Caltrans Scenic Highway Guidelines.

The predominant existing visual character of the project study area and surrounding landscape is semirural. The project study area is distinguished by large open natural areas, rolling hills, a community church, and low-density residential, including a golf course. There is also a minor amount of commercial development (and property currently vacant but is proposed for commercial development) at the intersection of State Route 68 and Corral de Tierra Road.

Sensitive viewers in the project study area include motorists, bicyclists, and pedestrians traveling east and west along State Route 68 and north and south along Corral de Tierra Road. The Cypress Community Church, located on a hill to the north of the project area, can be seen from limited vantage points along State Route 68 and has a middle ground view of the project area. A residential subdivision located on the south side of State Route 68 and east of the Corral de Tierra Road intersection has a limited view of the project area because trees separate the residential land uses from the road. A gasoline station (currently closed) and real estate office are located on the southeast quadrant of the intersection. An active gasoline station and corner store are located at the southwest quadrant of the intersection of State Route 68 and Corral de Tierra Road and dominate the foreground view at that location. Houses scattered along the hillsides above Corral de Tierra Road would also have a middle ground and background view of the improvements proposed for State Route 68/Corral de Tierra Road.

### **Environmental Consequences**

The proposed project would prune 0.001 acre of riparian vegetation in the coast live oak community at the west end of the project study area. Additionally, construction of the retaining wall would require removal of any landscape vegetation present (including one young oak tree less than 1 inch diameter at breast height) along the north embankment of State Route 68. The landscape vegetation is not visible to motorists traveling along State Route 68. The project would not result in the removal of any scenic resources and given the similarity in visual quality from existing to proposed views, the proposed project would not result in substantial adverse impacts to State Route 68.

The proposed project would add a nominal amount of additional roadway/pavement within the project area. The additional roadway would result in only minimal changes

to the overall visual character of the project area and to the visual experience for observers. Landscape and aesthetic improvements incorporated into the project design would reduce the visual impacts of widening the roadways, and the post project visual character would remain semirural.

The proposed project includes relocating the existing bus stop and sidewalk at the northeast corner of the intersection to accommodate the widening of State Route 68. The minimal shift of the existing bus stop to the north would not result in a substantial change in the visual appearance of the intersection because the bus stop would remain in the same general location relative to the intersection. The proposed project also includes relocating or replacing the existing guardrails along the north side of State Route 68 and west of the intersection within Corral de Tierra Road. If new or relocated guardrails are erected with metal posts, the posts would be darkened to reduce glare and reflectivity.

### **Avoidance, Minimization, and/or Mitigation Measures**

Implementation of the following project elements would minimize the nominal visual changes associated with the proposed project:

- Guardrail post darkening
- Native vegetation will be planted within the project limits to improve the appearance of the project area

No mitigation measures for visual impacts are required for the proposed project.

## **2.2 Physical Environment**

### **2.2.1 Hydrology and Floodplain**

#### **Regulatory Setting**

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 Code of Federal Regulations 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values

- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

### **Affected Environment**

Information in this section is based on the *Water Quality Assessment Report* (February 2013) and Addendum (June 2015). The proposed project lies within the Salinas Hydrologic Unit in the Monterey Peninsula Hydrologic Sub-Area. The watershed is about 75,113 acres in size and ultimately drains to the Pacific Ocean at Monterey Bay.

The eastern, southern, and northern portions of the proposed project area are on level floodplain in the El Toro Creek valley. The western portion is on a gently sloping hillside in Canyon Del Rey. The proposed project is not located within a 100-year or 500-year floodplain boundary.

The nearest receiving water is an ephemeral tributary to El Toro Creek, which is located to the north of the project area. El Toro Creek flows northeasterly to the Salinas River (about 5 miles downstream of the project area) and then to Monterey Bay. The ephemeral tributary originates near the west end of the proposed project area, north of State Route 68, and flows east along the length of the proposed project area before crossing beneath State Route 68 via a box culvert near the east end of the proposed project area.

The proposed project area is located in the Corral de Tierra Area subbasin of the Salinas Valley Groundwater Basin. Groundwater beneath the project area occurs at depths of 16.8–87.0 feet.

### **Environmental Consequences**

The proposed project would increase the impervious surface area by 0.46 acre. The proposed project would not raise the profile of State Route 68, Corral de Tierra Road, or El Toro Creek; therefore, no measurable impact would occur to the 100-year floodplain. The proposed project would not place any structures within a 100-year flood hazard area. Additionally, construction of the proposed project has the potential to result in nominal water consumption necessary for construction-related activities

such as dust-control and/or compaction. Operation of the proposed project would not result in any water consumption. Excavation for the proposed improvement would be limited to three feet for expanded approach lanes and 10 feet at signal pole locations and is not expected to affect groundwater.

### **Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation measures are required.

## **2.2.2 Water Quality and Storm Water Runoff**

### **Regulatory Setting**

#### ***Federal Requirements: Clean Water Act***

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act. The Clean Water Act, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 Clean Water Act amendment established a framework for regulating municipal and industrial storm water discharges under the National Pollutant Elimination Discharge System program. Important Clean Water Act sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.
- Section 402 establishes the National Pollutant Elimination Discharge System, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers.

The objective of the Clean Water Act is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

**State Requirements: Porter-Cologne Water Quality Control Act  
(California Water Code)**

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives) required by the Clean Water Act, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable Regional Water Quality Control Board Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the Clean Water Act requires establishing Total Maximum Daily Loads. Total Maximum Daily Loads establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

**State Water Resources Control Board and Regional Water Quality  
Control Boards**

The State Water Resources Control Board administers water rights, water pollution control, and water quality functions throughout the state. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

The State Water Resources Control Board adopted Caltrans Statewide National Pollutant Discharge Elimination System Permit (Order No. 2012-0011-DWQ) on September 19, 2012. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the State. National Pollutant Discharge Elimination System permits establish a 5-year permitting time frame. National Pollutant

Discharge Elimination System permit requirements remain active until a new permit has been adopted.

In compliance with the permit, Caltrans developed the Statewide Storm Water Management Plan to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Statewide Storm Water Management Plan describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices. The proposed Project will be programmed to follow the guidelines and procedures outlined in the 2003 Statewide Storm Water Management Plan to address storm water runoff or any subsequent Statewide Storm Water Management Plan version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. Environmental Protection Agency defines a Municipal Separate Storm Sewer System as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the National Pollutant Discharge Elimination System program, U.S. Environmental Protection Agency initiated a program requiring that entities having Municipal Separate Storm Sewer Systems apply to their local Regional Water Quality Control Board for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

Section H.2, Construction Program Management of Caltrans National Pollutant Discharge Elimination System permit states: “The Construction Management Program shall be in compliance with requirement of the National Pollutant Discharge Elimination System General Permit for Construction Activities (Construction General Permit)”. Construction General Permit (Order No. 2009-009-DWQ, adopted on September 2, 2009). The permit regulates storm water

discharges from construction sites that result in a disturbed surface area of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The permit separates projects into Risk Levels 1–3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan.

The Construction General Permit also includes a Low Rainfall Erosivity Waiver provision if a project is determined to disturb less than five acres and has a rainfall erosivity factor of less than or equal to 5. If a project qualifies for an erosivity waiver it is not subject to the requirements of the Construction General Permit.

Caltrans Statewide National Pollutant Discharge Elimination System Permit requires the project contractor to submit a Notice of Intent (NOI) to the Regional Water Quality Control Board in the Stormwater Multi-Application Report Tracking System (SMARTS) to obtain coverage under the Construction General Permit. Upon the project completion, a Notice of Termination (NOT) is submitted to SMARTS to suspend coverage. This process will continue to apply to Caltrans projects until a new Caltrans Statewide National Pollutant Discharge Elimination System Permit is adopted by the State Water Resources Control Board. A NOT or equivalent form will be submitted to the Regional Water Quality Control Board at least 30 days prior to construction if the associated disturbed surface area is 1 acre or more. In accordance with Caltrans Standard Specifications, a Water Pollution Control Plan is used for projects with disturbed surface areas less than 1 acre, or with an erosivity waiver.

During the construction phase, compliance with the permit and the Caltrans Standard Plans and the Standard Special Provisions requires appropriate selection and deployment of both structural and non-structural Best Management Practices. These Best Management Practices must achieve performance standards of Best Available

Technology economically achievable/Best Conventional Pollutant Control  
Technology to reduce or eliminate storm water pollution.

### **Affected Environment**

The information in this section is based on the *Water Quality Assessment Report* (February 2013) and Addendum (June 2015). The proposed project lies within the Salinas Hydrologic Unit in the Monterey Peninsula Hydrologic Sub-Area (309.50). The watershed is about 75,113 acres in size and ultimately drains to the Pacific Ocean at Monterey Bay.

The nearest receiving water is an ephemeral tributary to El Toro Creek, which is located to the north of the project area, parallel to State Route 68. El Toro Creek flows into the Salinas River (about 5 miles downstream of the project area) and then to Monterey Bay, located 15 miles west of the project area.

The project area is located in the Corral de Tierra Area sub-basin of the Salinas River Groundwater Basin. Groundwater flow in the region is from southwest to northeast, consistent with the topographic gradient. A well about 0.25 mile southeast of the project area has been measured monthly since 1960. Depth to groundwater at the well ranges between 16.8 and 87.0 feet.

### **Environmental Consequences**

Only minor earthwork would be required during construction of the proposed intersection improvements; therefore, no groundwater dewatering activities are anticipated as part of the proposed project.

Pollutants of concern during construction include sediments, trash, petroleum products, and chemicals. Construction activities would disturb 1.58 acre, which would increase erosion and sedimentation. In addition, chemicals, liquids, petroleum products and concrete waste may be spilled or leaked during construction.

The proposed project would implement Construction Site Best Management Practices consistent with the requirement of the statewide Caltrans National Pollutant Discharge Elimination System permit. These construction site Best Management Practices would include soil stabilization, sediment control, housekeeping and waste management practices, and non-storm water management Best Management Practices. With implementation and maintenance of these Construction Site Best Management Practices, no adverse impacts to water quality would occur during construction of the proposed project.

An increase in impervious area increases the volume of runoff during a storm, which can more effectively transport pollutants to receiving waters and may lead to downstream erosion. The proposed project would increase the impervious surface area by 0.46 acre; although, the increase in impervious surface is not anticipated to substantially alter peak flow volumes or velocities of storm water discharges from the project area. Because the increase in storm water runoff would be minor, the increase in pollutant loading from the project area would also be minor.

Design Pollution Prevention Best Management Practices such as preservation of existing vegetation, installation of erosion control, energy dissipation, and flow conveyance devices would be incorporated into the project to reduce potential downstream impacts related to erosion. With implementation and maintenance of these Design Pollution Prevention Best Management Practices, no adverse impacts to water quality would occur during operation of the proposed project.

### **Avoidance, Minimization, and/or Mitigation Measures**

The County and Caltrans shall comply with the provision of the *National Discharge Elimination System Permit Statewide Storm Water Permit and Waste Discharge Requirements for the State of California Department of Transportation Properties Facilities and Activities* Order No. 2012-0011-DWQ. In addition, the proposed project shall implement the following measures:

- The County of Monterey and Caltrans shall ensure that the Contractor prepares a Storm Water Pollution Prevention Plan using the Water Pollution Control Program Preparation Manual and the Storm Water Pollution Prevention Plan Manual.
- Monterey County shall incorporate Design Pollution Prevention Best Management Practices into the project to ensure that the project does not cause off-site erosion and to ensure that the project area is permanently stabilized.
- Monterey County and Caltrans shall ensure that the Project Contractor develops and implements an erosion control plan indicating proposed methods for the control of runoff, erosion, and sediment movement, in conjunction with developing and implementing a Water Pollution Control Program.
- Monterey County and Caltrans shall ensure that the project discharges to unlined vegetated ditches to allow for infiltration and filtration of storm water, minimizes new impervious surfaces to the maximum extent feasible, and incorporates permanent erosion control including compost and appropriate vegetation to reduce runoff and maximize infiltration.

- For areas outside Caltrans highway right-of-way permanent water quality treatment facilities shall be designed and constructed in accordance with the “Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region” dated July 12, 2013, as adopted by the Central Coast Regional Water Quality Control Board, Resolution No. R3 2013 0032.
- For areas inside Caltrans highway right-of-way are subject to post construction requirements in the Caltrans National Pollutant Discharge Elimination System (NPDES) permit WQO 2012-0011 DWQ.

### **2.2.3 Geology/Soils/Seismic/Topography Regulatory Setting**

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. Structures are designed using Caltrans’ Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. For more information, please see the Caltrans’ Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

### **Affected Environment**

The information in this section is based on the *Geotechnical Design and Materials Report* (December 2012) and Addendum (June 2015) and the *Hazardous Waste Initial Site Assessment* (February 2013) and Addendum (June 2015). Geologically, the area of potential effects is situated on three Quaternary deposits: Continental deposits; older Holocene floodplain deposits; and recent Holocene floodplain deposits (*Archaeological Sensitivity Assessment*, November 2007). The Continental deposits consist of undivided Pleistocene to Pliocene nonmarine poorly sorted sand, gravels, and cobbles. The older Holocene floodplain deposits are typically about 60 feet or more thick and are composed of heterogeneous layers of gravel, sand, silt, and clay. The younger floodplain deposits are typically less than about 20 feet thick and are composed of similar material as the older floodplain deposits. Stratigraphically, the

younger deposits are typically incised into the older deposits, however in some areas they occur as a thin veneer over the older deposits.

Soils in the eastern, southern, and intersection portions of the project study area consist of Gorgonio sandy loam which is an extremely well-drained soil. Soils in the western portion of the project study area consist of Santa Ynez fine, sandy loam, which is a hilly moderately well-drained soil.

The proposed project is located in a seismically active part of northern California. Many faults in the Monterey County Area are capable of producing earthquakes, which may cause strong ground shaking at the site. Faults in the project vicinity include the King City-Reliz (maximum credible earthquake magnitude of 7.0) and the Zayante Vergales (maximum credible earthquake magnitude of 7.25). The King City-Reliz fault's estimate closest distance to the project study area is 6.5 miles. The Zayante Vergales fault's estimated closest distance to the project study area is 5.9 miles. No active faults pass through the project study area; therefore, the potential for fault rupture is low. Furthermore, the proposed project is not located within the Alquist-Priolo Earthquake Fault Zone.

### **Environmental Consequences**

The proposed project would not increase the carrying capacity of the roadway or construct or modify a bridge; therefore, impacts related to seismic activity would not be increased from the existing conditions. Due to relatively low risk improvements associated with the proposed project (low retaining wall and pavement widening) and the deep groundwater, the liquefaction potential at the project study area is generally considered low.

The proposed project has the potential to result in soil erosion and the loss of topsoil due to construction activity. The following avoidance and minimization measures would be implemented to reduce these potential impacts.

### **Avoidance, Minimization, and/or Mitigation Measures**

Design Pollution Prevention Best Management Practices shall be incorporated into the proposed project and an erosion control plan shall be developed and implemented to prevent erosion on the newly constructed embankment (refer to Avoidance, Minimization, and/or Mitigation Measures prescribed for avoiding and minimizing impacts to water quality and storm water runoff).

## 2.2.4 Paleontology

### Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

### Affected Environment

The information in this section is based on the *Paleontological Identification Report* (July 2013) and Addendum (June 2015). A field survey (on foot) of the Project Area Limits was conducted on March 30, 2007. The Project Area Limits were expanded after circulation of the Draft Initial Study with Proposed Mitigation Negative Declaration to incorporate the land associated with the project design modifications. On May 14, 2015, a survey was conducted of the additional Project Area Limits on May 14, 2015. No recorded paleontological resources were identified within the Project Area Limits.

The majority of the Project Area Limits does not contain any outcrops of paleontologically sensitive formations and is situated on Quaternary floodplain deposits which are not sensitive for significant paleontological resources.

However, a portion of the Project Area Limits is underlain by Holocene-aged floodplain deposits, and the hills directly adjacent are composed of Pliocene/Pleistocene aged Paso Robles Formation and the upper Miocene aged Santa Margarita Sandstone Formation. The Paleontology Sensitivity Mapping Project lists the Paso Robles Formation as having a high potential for significant paleontological resources. Outcrops of the Paso Robles Formation intersect the Project Area Limits at small areas on the west side of Corral de Tierra Road, and both sides of State Route 68 in the western end of the Area of Potential Effects. The Santa Margarita Sandstone is not listed as paleontologically sensitive in the Project Area Limits; however, there is a Santa Margarita Sandstone locality relatively close to State Route 68 which, for this project, should be considered sensitive. Therefore, the western portion of the Project Area Limits is considered sensitive for paleontological resources. Additionally, areas in the rest of the Project Area Limits below a depth of 5 feet are possibly sensitive.

## **Environmental Consequences**

No driven piles are required for the proposed project. The proposed project would require an excavation depth of 3 feet for the widening of the roadway approaches. Shallow trenching, less than 3 feet deep, would also be required to install conduits for the traffic signals. The excavation of the retaining wall will require removal approximately 2 feet of soil below the existing ground to meet the requirement for the buried portion of the wall. Construction activities conducted on or near the surface (at a depth of less than 5 feet), such as those listed above, are not expected to affect significant paleontological resources.

However, excavation deeper than 5 feet would be required for installation of the major traffic signal poles (which would be on cast-in-drilled-hole piles). Because there is a potential for paleontological resources to be present within the Project Area Limits at depths below 5 feet, excavation for the traffic signal poles would be monitored by a qualified paleontologist as stated below.

## **Avoidance, Minimization, and/or Mitigation Measures**

Project activities requiring excavation greater than 5 feet deep shall be monitored by a qualified paleontologist to identify, evaluate, and provide recommendations for the treatment of any sensitive fossil resources that may be uncovered by the project.

If any sensitive paleontological resources (vertebrate or plant fossils) are discovered during construction, it is required that construction be halted in the immediate vicinity of the discovery (33-foot radius), until the District Paleontology Coordinator has the opportunity to review the discovery. Remediation of any sensitive resources encountered before or during construction can include removal, preparation and curation of any significant remains.

### **2.2.5 Hazardous Waste or Materials**

#### **Regulatory Setting**

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 and the Comprehensive Environmental Response, Compensation and Liability Act of 1980. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act of 1980,

often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. Resource Conservation and Recovery Act of 1976 provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

### **Affected Environment**

The information in this section is based on the *Hazardous Waste Initial Site Assessment* (February 2013) and Addendum (June 2015). A database search conducted February 20, 2007, and updated May 6, 2011, listed Fort Ord, a former military base, as a National Priority List site. The National Priority List is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. A visual site survey was conducted on April 6, 2007. No hazardous substance releases were noted during the site survey of the proposed project area or review of historical photographs.

Two gasoline stations (one closed and one in operation) are located at properties adjacent to and south of the State Route 68/Corral de Tierra Road intersection. The property at the southeast corner, 1 Corral de Tierra Road, is the site of a former Exxon service station that was closed and where a permit was issued to remove the gasoline tanks on October 23, 2002. Several soil samples indicated elevated soil levels of Total Petroleum Hydrocarbons (TPH) as gas at 110 parts per million (ppm) and 160 ppm. Monterey County Environmental Health Bureau (EHB) action levels are 100 ppm for TPH. In addition, elevated levels of benzene were detected at 0.5 to 0.7 ppm, which is above the EHB action level of 0.1 ppm. The contamination at this site has not been delimited, and therefore, the extent of the contamination is unknown.

At the southwest corner of the intersection is Corral de Tierra Flowers and Gas, a currently operating gas station and retail business at 2 Corral de Tierra Road. The latter station has a leaking underground storage tank record. Soil samples of TPH gas at 3,200 ppm, TPH diesel at 190 ppm, and a groundwater sample of methyl tertiary-butyl ether (MTBE) at 450 parts per billion (ppb) were detected. The contamination at this site has not been delimited, and therefore, the extent of the soil contamination is unknown.

The following hazardous materials are potentially of concern for the project area:

- **Petroleum Hydrocarbon Soil Contamination:** There is potential for exposure to contaminated soil in the intersection construction area due to past and present operations from the former and current service stations at 1 Corral de Tierra Road and 2 Corral de Tierra Road, adjacent to the intersection. Construction worker health and safety protective measures may be necessary if contaminated soil is encountered.
- **Aerially Deposited Lead:** Lead is generally encountered in unpaved areas adjoining older roads, primarily as a result of deposition from historical vehicle emissions. An aerially deposited lead investigation of the project area was conducted in July 2007 and additional soil samples were analyzed in August 2010. The California Department of Toxic Substances Control, pursuant to Health and Safety Code Section 25143, granted a variance to Caltrans for the use and reuse of lead-impacted soil associated with highway construction projects. The variance allows Caltrans to reuse soil on-site that has soluble or total lead concentrations greater than State of California hazardous waste criteria. Refer to

the Environmental Consequences Section below for a discussion of aerially deposited lead within the project area.

- **Lead-Based Paint:** It is possible for elevated lead concentrations to be present within yellow striping paint and pavement markings.
- **Polychlorinated Biphenyls:** Polychlorinated biphenyls may be present in the pole-mounted transformers located along the roadways in the project limits.
- **Unexploded Ordnance:** Due to the proximity of the proposed project to the former Fort Ord property, there is a possibility of encountering unexploded ordnance during construction.

The Hazardous Waste Initial Site Assessment is based on information currently available through the database search (updated May 2011) and observations made during the visual site surveys. Changes in site conditions can occur with the passage of time, whether due to natural processes or human intervention on site or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. As with most major projects, conditions revealed by excavation or drilling may be at variance with the findings in the Hazardous Waste Initial Site Assessment. Additionally, the possibility of unrecorded, illegal dumping activities cannot be ruled out.

### **Environmental Consequences**

Development of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of these chemicals present during construction is limited and would be in compliance with existing government regulations.

An Aerially Deposited Lead Site Investigation was conducted in 2007 for the proposed project and additional soil samples were analyzed in August 2010. Material along the north side of State Route 68 and from the east side of Corral de Tierra Road within 18 inches of the surface met the requirements of the Caltrans variance for use of aerially deposited lead-contaminated material in embankment fill. All other material in the project area was determined to be nonhazardous and therefore can be either used or removed from the project area without restriction. Based on these results, the California Department of Toxic Substance Control Lead Variance requirements will be followed for re-use of contaminated soil onsite (if a Lead Variance is approved that extends beyond 2015), otherwise the soil will be disposed of at a Class I landfill.

Due to the proposed project's proximity to Fort Ord, unexploded ordnance or unknown hazardous materials may be discovered during construction.

Due to the known records of underground soil contamination in the locations of the former Exxon gasoline station at 1 Coral de Tierra Road and the current gasoline station at 2 Corral de Tierra Road, there is a possibility of encountering contaminated soils during project construction activities. As discussed in the previous section, recent soil samples at the gasoline station at 2 Corral de Tierra Road at the southwest corner of the intersection indicated contamination levels exceeding County action thresholds. Because only minor earthwork would be required during construction, the potential to encounter groundwater is low and no groundwater dewatering activities are anticipated during project construction. In the event that hydrocarbon odors or apparent soil discoloration are encountered by project construction workers during excavation, work will be stopped until the work area is assessed, by a Certified Industrial Hygienist, to determine if it is a safe working environment in accordance with Occupational Safety and Health Act (OSHA) standards. If the hazardous materials specialist determines that the work area is not safe, then the work must be completed by hazardous material contractors (hazardous certified). If potentially hazardous materials are encountered, the Monterey County Environmental Health Department must be notified of the potential contamination and should oversee the contaminated soil removal and disposal if necessary.

### **Avoidance, Minimization, and/or Mitigation Measures**

Implementation of the following measures would reduce potential impacts associated with hazardous waste or materials:

- A Lead Compliance Plan consistent with California Code of Regulations Title 8, Section 1531.1, and Caltrans requirements shall be prepared and implemented during project construction. The California Department of Toxic Substance Control Lead Variance requirements shall be followed for re-use of contaminated soil onsite (if a Lead Variance is approved that extends beyond 2015), otherwise the soil shall be disposed of at a Class I landfill
- Any yellow traffic striping and pavement-marking material that must be removed shall be stored, tested, and disposed of in accordance with the applicable Standard Special Provisions issued by Caltrans for such work.
- Soil beneath or around any pole-mounted or pad-mounted transformers within the project area shall be tested for polychlorinated biphenyls if the transformers appear to be leaking, unless the transformer is certified polychlorinated biphenyl-

free. Testing shall occur immediately following observation of a leaking transformer.

- In the event that unexploded ordnance is discovered in the project area, work shall stop immediately and Presidio of Monterey Military Police shall be notified by calling (831) 242-7851 or (831) 242-7852.
- Prior to completion of final design, soil sampling for petroleum hydrocarbons shall be performed at all locations within the project area with potential to be contaminated by the existing gasoline station located at 1 Corral de Tierra Road and the former gasoline station located at 2 Corral de Tierra Road. In addition, in the event that hydrocarbon odors or apparent soil discoloration are encountered by project construction workers during excavation, work will be stopped until the work area is assessed, by a Certified Industrial Hygienist, to determine if it is a safe working environment in accordance with Occupational Safety and Health Act (OSHA) standards. If the hazardous materials specialist determines that the work area is not safe, then the work must be completed by hazardous material contractors (hazardous certified). In addition, the Monterey County Environmental Health Department must be notified if potentially hazardous materials and/or contaminated soils are encountered. The Monterey County Environmental Health Department shall oversee removal and disposal of any contaminated soil.
- As in the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/material encountered during construction, the procedures outlined in Table 7-1.1, Unknown Hazards Procedures, in the Caltrans Construction Manual shall be followed.

## **2.3 Biological Environment**

### **2.3.1 Natural Communities**

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species (refer to Sections 2.3.2 and 2.3.3). This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in Threatened and Endangered Species, Section 2.3.3.

### **Riparian Habitat/Coast Live Oak Woodland**

#### ***Affected Environment***

The information in this section is based on the *Natural Environment Study* (February 2013) and Addendum (June 2015). The biological study area, totaling approximately 9.76 acres, includes the project footprint, existing roadways, cut/fill slopes, access and staging areas, and lands beyond the project footprint that could be potentially affected by project construction.

California Department of Fish and Wildlife waters in the study area, totaling 0.85 acre, include an ephemeral tributary to El Toro Creek and associated riparian vegetation. Riparian vegetation, where present, is comprised of coast live oak woodland at the west end of the biological study area and arroyo willow at the east end.

Coast live oak woodland occurs at the west end of the biological study area along the upper reach of the ephemeral tributary to El Toro Creek. This community supports coast live oak trees as the primary canopy species. The coast live oak trees occur in solid, closed-canopy stands and individually scattered trees throughout the biological study area. Common plant species occurring in the understory include, but are not limited to, coyote brush (*Baccharis pilularis*), poison oak (*Toxicodendron diversilobum*), deerweed (*Lotus scoparius*), wild oats (*Avena* sp.), miner's lettuce (*Claytonia perfoliata*), black mustard (*Brassica nigra*), English plantain (*Plantago lanceolata*), scarlet pimpernel (*Anagallis arvensis*), bedstraw (*Galium* sp.), and coast wood fern (*Dryopteris arguta*).

The arroyo willow community occurs north of State Route 68 along the ephemeral tributary to El Toro Creek near the east end of the biological study area. This community is dominated by arroyo willows (*Salix lasiolepis*) in a dense closed-canopy with the occasional coast live oak tree and sycamore (*Platanus racemosa*). Common plants species occurring in the understory include poison oak, California blackberry (*Rubus ursinus*), mugwort (*Artemisia douglasiana*), and stinging nettle (*Urtica dioica*).

### **Environmental Consequences**

The proposed project would impact about 0.001 acre of riparian vegetation in the coast live oak community during construction of the fill slope at the west end of the project area. Impacts would be limited to pruning of coast live oak trees. No riparian habitat trees would be removed. Construction of the retaining wall would require removal of any landscape vegetation present including one young oak tree less than 1 inch diameter at breast height. However, this oak tree is located in ruderal/disturbed habitat outside of the coast live oak community.

### **Avoidance, Minimization, and/or Mitigation Measures**

- Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the perimeter of the coast live oak community in the biological study area to minimize encroachment during construction. Environmentally Sensitive Area fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete.
- Consultation shall occur with the California Department of Fish and Wildlife prior to any tree pruning activities within riparian areas. Tree limbs that must be removed shall be cut with a sharp saw (i.e., versus removal with heavy equipment). In this area, the Environmentally Sensitive Area fencing shall be installed along the limits of work. No trees would be removed.
- Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the limits of work adjacent to the arroyo willow community at the east end of the biological study area to prevent unnecessary encroachment during construction. Environmentally Sensitive Area fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete.
- Environmentally Sensitive Area fencing shall be removed following the completion of work.
- Following completion of work, any areas of the biological study area denuded of vegetation during project construction shall be hydroseeded with native grasses and forbs as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.

### **2.3.2 Wetlands and Other Waters**

#### **Regulatory Setting**

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred

to as the Clean Water Act (CWA) (33 U.S. Code 1344) is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Wildlife (CDFW), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications for impacts to wetlands and waters in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

### **Affected Environment**

The information in this section is based on the *Natural Environment Study* (February 2013) and Addendum (June 2015). The biological study area, totaling approximately 9.76 acres, includes the project footprint, existing roadways, cut/fill slopes, access and staging areas, and lands beyond the project footprint that could be potentially affected by project construction.

A site visit for the proposed project was conducted April 17, 2007. Data was collected at five points along the ephemeral drainage. No indicators for wetland vegetation, hydric soils, or wetland hydrology were observed at any of the data points (refer to the wetland data sheets included in Appendix D of the *Natural Environment Study*).

Waters of the U.S./State in the biological study area are limited to the ephemeral tributary to El Toro Creek, totaling 0.07 acre of nonwetland waters.

California Department of Fish and Wildlife waters in the biological study area total 0.85 acre and include the ephemeral tributary and associated riparian vegetation. Riparian vegetation, where present, is comprised of coast live oak woodland at the west end of the biological study area and arroyo willow at the east end.

### **Environmental Consequences**

No wetlands are present in the biological study area. The proposed project would not result in impacts to waters of the U.S./State since work would not encroach into the ephemeral tributary to El Toro Creek.

The proposed project would impact about 0.001 acre of riparian vegetation in the coast live oak community during construction of the fill slope at the west end of the project area. Impacts would be limited to pruning of coast live oak trees. No riparian habitat trees would be removed. Construction of the retaining wall would require removal of any landscape vegetation present including one young oak tree less than 1 inch diameter at breast height. However, this oak tree is located in ruderal/disturbed habitat outside of the coast live oak community.

### **Avoidance, Minimization, and/or Mitigation Measures**

- Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the reaches of the ephemeral drainage, or the adjacent riparian vegetation where present, within the biological study area to prevent unnecessary encroachment into these areas.
- Contract specifications will require the contractor to refer to the Caltrans “Water Pollution Control Program (WPCP) Preparation Manual” and “Construction Site Best Management Practices Manual” to prepare a Storm Water Pollution Prevention Plan.
- All areas of the biological study area denuded of vegetation during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.

Avoidance and Minimization Measures requiring Environmentally Sensitive Area fencing, consultation with the California Department of Fish and Wildlife prior to tree pruning in the riparian area, and revegetation guidelines (refer to Section 2.3.1 above) would reduce potential impacts to riparian vegetation.

### **2.3.3 Plant Species**

No special-status plants occur in the Biological Study Area. Since no construction activity will occur beyond the limits of the Biological Study Area, the project will not impact any special-status plants.

### **2.3.4 Animal Species**

This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.3. All other special-status animal species are discussed here, including California Department of Fish and Wildlife fully protected species and species of special concern, and the U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Fisheries Service candidate species.

### **Regulatory Setting**

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration Fisheries and the California Department of Fish and Wildlife are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.3 below. All other special-status animal species are discussed here, including the California Department of Fish and Wildlife fully protected species and species of special concern, and U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600–1603 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code

## **Affected Environment**

The information in this section is based on the *Natural Environment Study* (February 2013) and Addendum (June 2015).

### **Cooper's Hawk**

The Cooper's hawk (*Accipiter cooperii*) is a State species of concern; it has no federal status. The Cooper's hawk generally nests in stands of riparian vegetation and forages in open woodlands.

The biological study area, totally approximately 9.76 acres, includes the project footprint, existing roadways, cut/fill slopes, access and staging areas, and lands beyond the project footprint that could be potentially affected by project construction. Marginally suitable foraging and nesting habitat for Cooper's hawk is present at the west end of the biological study area, north of State Route 68, in the coast live oak community associated with El Toro Creek. Though potentially suitable nest trees are present, the trees are relatively small, and coupled with the proximity to State Route 68 and urban development, it is unlikely that Cooper's hawk would nest in the biological study area. No raptor nest was identified during any of the surveys but since potential habitat is present, Cooper's hawk has the potential to occur in the biological study area.

### **Western Spadefoot Toad**

The western spadefoot toad (*Spea hammondi*) is a California Species of Special Concern. Breeding habitat for this species includes temporary pools or ephemeral drainages, and water temperatures within these pools must stay between 48 degrees Fahrenheit and 86 degrees Fahrenheit in order to serve as suitable breeding habitat.

There is no suitable aquatic habitat for western spadefoot toads in the biological study area, but suitable aquatic habitat occurs within one mile of the biological study area north of State Route 68; no suitable habitat was identified south of State Route 68. In addition, the coyote brush community in the biological study area could provide suitable upland habitat for western spadefoot toad. The potential western spadefoot toad upland habitat in the biological study area is low quality habitat due to the long distance (approximately one mile) from suitable breeding habitat and the location adjacent to a major roadway (i.e., State Route 68).

### **Migratory Nesting Birds**

Marginally suitable foraging and nesting habitat for migratory birds is present at the west end of the biological study area, north of State Route 68, in the coast live oak

community associated with El Toro Creek. Though potentially suitable nest trees are present, the trees are relatively small and located in close proximity to State Route 68 and urban development.

## **Environmental Consequences**

### ***Cooper's Hawk***

The proposed project may temporarily disturb Cooper's hawk if they are nesting or foraging in the biological study area during construction activities. The proposed project may also result in minor impacts to potential nesting habitat if tree pruning is necessary. Implementation of preconstruction surveys, Environmentally Sensitive Area fencing, and construction activities during daylight hours only would reduce potential impacts to Cooper's hawk.

### ***Western Spadefoot Toad***

The potential western spadefoot toad upland habitat in the biological study area is likely at the outer limits (approximately 1 mile) of western spadefoot toad dispersal from aquatic habitat to the north. Furthermore, no suitable aquatic habitat is present in the biological study area. Therefore, western spadefoot toad is not expected to occur in the biological study area, and implementation of the proposed project would not result in impacts to this species.

### ***Migratory Nesting Birds***

The proposed project could potentially affect migratory birds nesting in the biological study area if they are present when construction begins. Disturbance of these birds during their nesting season (February 16 to August 31) could result in a "take" which is prohibited under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. Implementation of preconstruction nesting bird surveys would reduce potential impacts to migratory birds.

## **Avoidance, Minimization, and/or Mitigation Measures**

### ***Coopers Hawk***

- If work must begin during the nesting season (February 16 to August 31), no more than 14 working days prior to the start of construction, a qualified biologist shall survey all suitable nest trees in the biological study area for presence of nesting Cooper's hawks. If no nesting activity is observed, work shall proceed as planned. If an active nest is discovered, Environmentally Sensitive Area fencing shall be installed around the dripline of the tree and maintained in good condition

until the end of the nesting season or until the young have fledged, as determined by a qualified biologist.

- If construction work must occur at night between November 1 and June 14, all activities shall terminate 30 minutes before sunset and shall not resume until 30 minutes after sunrise.

### ***Western Spadefoot Toad***

Although the proposed project would not result in impacts to western spadefoot toad, the following Avoidance and Minimization Measures would be implemented to protect western spadefoot toad habitat within the biological study area:

- Exclusion fencing shall be installed along the boundary of the work area that would affect western spadefoot toad habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom 3 inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.
- The exclusion fence shall be removed following the completion of work.
- All construction and staging shall be located within the existing State and County rights-of-way.

Following the completion of work, areas of potential western spadefoot toad upland habitat in the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.

### ***Migratory Nesting Birds***

- If work must begin during the nesting season (February 16 to August 31), no more than 10 working days prior to the start of construction, a qualified biologist shall survey all suitable nest trees in the biological study area for presence of migratory nesting birds. If no nesting activity is observed, work shall proceed as planned. If an active nest is discovered, Environmentally Sensitive Area fencing shall be installed around the dripline of the tree and maintained in good condition until the end of the nesting season or until the young have fledged, as determined by a qualified biologist.

### **2.3.5 Threatened and Endangered Species**

#### **Regulatory Setting**

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act: 16 U.S. Code Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an Incidental Take statement. Section 3 of the Federal Endangered Species Act defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code Section 2050, et seq. the California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife is the agency responsible for implementing California Endangered Species Act. Section 2081 of the Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the California Department of Fish and Wildlife. For projects requiring a Biological Opinion under Section 7 of the Federal Endangered Species Act, the California Department of Fish and Wildlife may also authorize impacts to California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the

United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

### **Affected Environment**

The information in this section is based on the *Natural Environment Study* (February 2013) and Addendum (June 2015). The biological study area, totally approximately 9.76 acres, includes the project footprint, existing roadways, cut/fill slopes, access and staging areas, and lands beyond the project footprint that could be potentially affected by project construction.

Two federally listed species, the California tiger salamander and the California red-legged frog, are known to occur in the vicinity of the biological study area.

#### ***California Tiger Salamander***

The California tiger salamander is a federally and State threatened species. Critical habitat for the California tiger salamander was designated on August 23, 2006. The biological study area for the proposed project is within the historic range of California tiger salamander, although it is not designated critical habitat; the closest critical habitat is Unit 3 – Central Coast Region, located about 14 miles southeast of the biological study area. There are 12 known occurrences within 3.1 miles of the biological study area with the closest occurrence about 1 mile to the north.

There is no suitable aquatic habitat for California tiger salamanders in the biological study area, but suitable aquatic habitat (i.e., seasonal pond) known to be used by California tiger salamanders occurs about 0.9 mile north of the biological study area. In addition, a second seasonal pond occurs about 0.3 mile northeast of the biological study area, though it is not known if California tiger salamanders use this pond. Residential and other developments occur between the seasonal pond and the biological study area except for an about 500-foot swath of undeveloped land. The location of the development blocks much of the access to the biological study area and decreases the probability for California tiger salamanders to occur in the biological study area and use this seasonal pond. No suitable habitat was identified south of State Route 68. The coyote brush community and some ruderal/disturbed areas (i.e., the existing State Route 68 fill slope and area adjacent to the residential

driveway north of State Route 68) in the biological study area could provide suitable upland habitat for California tiger salamanders due to the presence of ground squirrel and other rodent burrows, which could be used as refugia (an area of relatively unaltered climate during a period of climate change) during estivation (a state of dormancy during the summer). The potential California tiger salamander upland habitat in the biological study area is low since a portion of the habitat consists of the existing road fill for State Route 68 and due to the location adjacent to a major highway (i.e., State Route 68).

### **California Red-legged Frog**

The California red-legged frog (*Rana aurora draytonii*) is a federally threatened species and a State species of concern. Critical habitat for California red-legged frog was initially designated in March 2001, but was subsequently vacated (with the exception of one unit in the Sierra Nevada) pursuant to a November 6, 2002, court order by the U.S. District Court for the District of Columbia. A revised critical habitat designation was finalized on April 13, 2006. Per the revised critical habitat designations, the biological study area is not located in critical habitat. The nearest critical habitat is Unit MNT-2, located approximately 3.8 miles southwest of the biological study area in the Carmel Valley.

California red-legged frogs inhabit lowlands and foothills in or near permanent sources of deep water. This frog prefers ponds or creeks with extensive shoreline vegetation but will disperse one mile or more during and after rain events.

Aquatic habitat in the biological study area is limited to the ephemeral tributary to El Toro Creek. However, since the tributary conveys only ephemeral flows (i.e., during or immediately following substantial rain events) and no continuous flows or ponding occurs, this habitat is only marginally suitable for California red-legged frog. Plant communities adjacent to the drainage could provide suitable upland habitat.

## **Environmental Consequences**

### **California Tiger Salamander**

The U.S. Fish and Wildlife Service has defined the dispersal limit for California tiger salamander as 1.4 miles. Because the nearest known breeding pond for California tiger salamander is almost 1 mile from the biological study area and because upland habitat within the biological study area is of low quality, it is unlikely that California tiger salamander would occur within the biological study area. The U.S. Fish and Wildlife Service has indicated that with implementation of certain avoidance and

minimization measures, the U.S. Fish and Wildlife Service would be able to issue a technical assistance letter stating that the proposed project would not result in take of California tiger salamander. The County has agreed to implement U.S. Fish and Wildlife Service-recommended measures; therefore, no federal incidental take authorization for California tiger salamander will be required. However, California Department of Fish and Wildlife considers California tiger salamanders potentially present in the biological study area and the County has opted to assume presence of California tiger salamanders in the biological study area instead of conducting presence/absence surveys. Consequently, a Section 2081 Incidental Take Permit will be required by the California Department of Fish and Wildlife to authorize incidental take of the California tiger salamander resulting from project construction. About 0.18 acre of potential California tiger salamander upland habitat will be removed during construction.

### ***California Red-legged Frog***

Several protocol-level and other surveys for California red-legged frog have been conducted in or near the biological study area between 2003 and 2007 with negative findings (refer to Appendix F of the Natural Environment Study for detailed information). Given the negative findings from the surveys and the marginal aquatic habitat for California red-legged frog in the ephemeral drainage (i.e., no persistent flow or ponding), California red-legged frog are not expected to occur in the biological study area. Therefore, implementation of the proposed project would not result in impacts to California red-legged frog.

## **Avoidance, Minimization, and/or Mitigation Measures**

### ***California Tiger Salamander***

Implementation of preconstruction surveys and the installation of Environmentally Sensitive Area and Exclusion fencing would limit potential impacts to California tiger salamander. Implementation of Compensatory Mitigation would compensate for the loss of California tiger salamander habitat within the biological study area.

- A retaining wall shall be constructed along the north side of State Route 68, west of Corral de Tierra Road, to minimize the footprint of the new fill slope which, in turn, would minimize effects to potential California tiger salamander upland habitat.
- Environmentally Sensitive Area fencing shall be installed along the limits of work associated with construction of the new fill slope and retaining wall to prevent encroachment into adjacent California tiger salamander upland habitat.

- All construction staging shall be located within the existing State and County rights-of-way.
- Following completion of work, areas of potential California tiger salamander upland habitat in the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.

The following measures were developed during coordination with U.S. Fish and Wildlife Service biologist Doug Cooper.

- Exclusion fencing shall be installed along the boundary of the work area that would affect California tiger salamander habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom 3 inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.
- All burrows in the area to be disturbed shall be surveyed during the dry season for presence of estivating California tiger salamanders. Surveys shall be conducted at each burrow via either hand excavation or surveying with a fiber optic camera. Written documentation of the survey results shall be provided to the U.S. Fish and Wildlife Service within two weeks of completion of the surveys. If California tiger salamanders are not found, construction may proceed at any time provided the exclusion fencing is maintained in good condition. If California tiger salamanders are identified, the surveys shall be immediately halted and U.S. Fish and Wildlife Service shall be contacted within 48 hours. Work shall not commence until take authorization is provided by U.S. Fish and Wildlife Service. Take authorization will most likely be accomplished through preparation of a Habitat Conservation Plan and issuance of an Incidental Take Permit.
- The exclusion fence shall be removed following the completion of work.

### **Compensatory Mitigation**

- The loss of low quality California tiger salamander habitat would be mitigated at a 1:1 ratio as prescribed by California Department of Fish and Wildlife. To compensate for the loss of 0.18 acre of California tiger salamander upland habitat, a total of 0.18 acre of mitigation area that provides California tiger salamander upland habitat shall be purchased and preserved in perpetuity through use of a U.S. Fish and Wildlife Service/California Department of Fish and Wildlife-approved mitigation bank (if available), conservation easement, or equivalent means. Alternatively, compensation for the loss of 0.18 acre of California tiger

salamander upland habitat could be accomplished using a different approach (e.g., providing Performance Security funding) contingent upon approval from the California Department of Fish and Wildlife.

### **California Red-legged Frog**

Although the proposed project would not result in impacts to California red-legged frog, the following Avoidance and Minimization Measures would be implemented to protect California red-legged frog habitat within the biological study area.

- Environmentally Sensitive Areas shall be marked using orange construction fencing or equivalent and shall be maintained in good condition until construction is complete.
- Following completion of work, all areas denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.

## **2.3.6 Invasive Species**

### **Regulatory Setting**

On February 3, 1999, President Bill Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration guidance issued August 10, 1999 directs the use of the state’s noxious weed list to define the invasive plants that must be considered as part of the National Environmental Policy Act analysis for a proposed project.

### **Affected Environment**

The information in this section is based on the *Natural Environment Study* (February 2013) and Addendum (June 2015). The biological study area, totally approximately 9.76 acres, includes the project footprint, existing roadways, cut/fill slopes, access and staging areas, and lands beyond the project footprint that could be potentially affected by project construction.

Exotic plant species are typically more numerous adjacent to roads and developed areas. During construction, invasive species can inadvertently be introduced to a

project area through the entering and exiting of construction equipment contaminated by invasive species, including invasive species in seed mixtures and mulch, mitigation plantings and mulches contaminated by invasive species, and the improper removal and disposal of invasive species that results in seeds being spread along the roadway.

### **Environmental Consequences**

The proposed project has the potential to introduce invasive species into the biological study area during project construction, as discussed above. Implementation of the following measures would reduce potential impacts associated with invasive species.

### **Avoidance, Minimization, and/or Mitigation Measures**

- In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas.
- During construction all earthmoving equipment to be used shall be thoroughly cleaned before arriving to the project area, all seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work, and all equipment shall be thoroughly cleaned before leaving the project area.
- Eradication strategies shall be implemented should invasive species occur on the site during construction of the proposed project.

## **2.4 Construction Impacts**

### **2.4.1 Air Quality**

#### **Regulatory Setting**

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards. Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, particulate matter, lead, and sulfur dioxide.

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for carbon monoxide, nitrogen dioxide, ozone, and particulate matter. California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the Regional Transportation Plans, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the Regional Transportation Plan is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the Regional Transportation Plan must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the Regional Transportation Plan, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide and/or particulate matter. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as carbon monoxide or particulate matter analysis performed for National Environmental Policy Act purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the carbon monoxide standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known carbon monoxide or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

## **Affected Environment**

The information in this section is based on the *Air Quality Analysis Report* (February 2013) and Addendum (June 2015). The proposed project is located in the North Central Coast Air Basin as defined by the California Air Resources Control Board. Monterey Bay Unified Air Pollution Control District is responsible for air quality in this basin. Pollutants emitted from the proposed project would not exceed the Monterey Bay Unified Air Pollution Control District significance thresholds or cause a substantial impact on air quality. The proposed project is consistent with the local General Plans and therefore consistent with the Air Quality Management Plan. The North Central Coast Air Basin is in attainment or maintenance of all federal ambient air quality standards, and is non-attainment of State ambient air quality standards for ozone and particulate matter smaller than 10 microns.

The air quality monitoring station closest to the project area that monitors all of the criteria pollutants is the Salinas Station. The Salinas Station is about 9.46 miles from the proposed project area. The criteria pollutants monitored at the Salinas Station include carbon monoxide, nitrogen dioxide, ozone, and fine particulate matter with a diameter of 2.5 microns or less. With the exception of particulate matter less than 10 microns in diameter in 2003, the levels monitored for these criteria pollutants at the Salinas Station have not exceeded State or federal standards in the past 5 years. The State particulate matter less than 10 microns in diameter standard was exceeded two times in 2008. The federal particulate matter less than 10 microns in diameter standard was not exceeded in the past 5 years.

## **Environmental Consequences**

Construction of the proposed project may expose the surrounding sensitive receptors to airborne particulates and fugitive dust as well as a small quantity of pollutant emissions from construction equipment (i.e., diesel fueled vehicles and equipment). Provisions for the regulation of construction-related vehicle and dust emissions are incorporated into the Caltrans Standard Specifications, which must be followed by all contractors. Compliance with these specifications would reduce construction-related air quality impacts.

The project area is in attainment for the national PM<sub>2.5</sub>, PM<sub>10</sub>, and CO ambient air quality standards. Therefore, the region is exempt from transportation conformity.

The significance threshold section of the MBUAPCD's CEQA states that construction sites with minimal earthmoving smaller than 8.1 acres per day or

construction sites with earthmoving (grading/excavating) smaller than 2.2 acres per day would not exceed the MBUAPCD's 82-pounds-per-day threshold. The maximum disturbed area for the proposed project is less than 2 acres. Therefore, a quantitative construction analysis was not required for the proposed project.

The proposed project would improve the flow of traffic through the State Route 68/Corral de Tierra Road intersection. The proposed project would not increase population in the project area and would not add additional traffic to the roadway; therefore, no long-term regional project-related air quality impacts are anticipated.

Sensitive land uses within the project area include residences, a church, and a golf course. However as discussed above, the proposed project would not result in any short-term construction or long-term local or regional air quality impacts. Therefore, the proposed project would not expose the sensitive land uses to substantial pollutant concentrations.

### **Avoidance, Minimization, and/or Mitigation Measures**

The proposed project shall implement the following Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Air Quality Guidelines dust minimization measures:

- Water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least 4 consecutive days).
- Apply nontoxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.

The proposed project shall implement the following Caltrans Standard Specifications recommended for reduction of air pollutants generated by vehicle and equipment exhaust during construction:

- The construction contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The construction contractor shall ensure that construction grading plans include a statement that all

construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.

- The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use.
- The construction contractor shall time the construction activities so as not to interfere with peak hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.
- California Air Resources Control Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available.

## **2.4.2 Noise and Vibration**

### **Regulatory Setting**

The California Environmental Quality Act provides the broad basis for analyzing and abating highway traffic noise effects. The intent of this law is to promote the general welfare and to foster a healthy environment.

The California Environmental Quality Act requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under the California Environmental Quality Act, then the California Environmental Quality Act dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

### **Affected Environment**

The information in this section is based on the *Noise Impact Analysis* (February 2013) and Addendum (June 2015). The main existing noise sources in the proposed project area are related to transportation facilities (State Route 68 and Corral de Tierra Road). The proposed project would improve the flow of traffic through the intersection of State Route 68 and Corral de Tierra Road but would not generate new regional vehicular trips nor increase the roadway carrying capacity.

### **Environmental Consequences**

Construction of the proposed project may temporarily increase noise levels in the immediate area. The closest sensitive receptor locations are residences located 50 feet from the project construction areas. Therefore, these receptor locations may be

subject to short-term noise generated by construction activities. Equipment likely to be used during construction includes a bulldozer, grader, loader, sheep's foot compactor, backhoe, drill rig, dump truck, water truck, and paving machine and rollers. Construction of the proposed project would not require any pile driving as driven piles are not part of the proposed project. Implementation of the Caltrans standard specifications on "Sound Control Requirements" would reduce temporary noise levels to the maximum extent feasible.

The proposed project would not significantly alter the vertical or horizontal alignment or increase the capacity of State Route 68 or Corral de Tierra Road. Therefore, the proposed project is not a Type I or Type II project. Non-Type I or II projects are not expected to substantially alter the long-term traffic noise levels in the project area. As the proposed project would not alter future traffic noise levels in the project area, no abatement measures, such as sound barriers, are required.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following measures would reduce construction-related noise impacts for existing residences adjacent to the project area:

- All construction equipment shall conform to the provisions of Caltrans Standard Specifications, Section 14-8.02, "Noise Control." This section requires the contractor to comply with all local ordinances (i.e., County of Monterey) that apply to any work as part of the contract. Therefore, no machine, mechanism, device, or contrivance which produces a noise level exceeding the maximum 85 A-weighted decibel (dBA) level at a distance of 50 feet from construction activities shall be allowed.
- Portable construction equipment shall be located as far as possible from the noise sensitive locations as is feasible.
- Construction vehicle staging areas and equipment maintenance areas shall be located as far as possible from sensitive receptors.
- All construction equipment shall have sound control devices no less effective than those provided on the original equipment. No construction equipment shall have an unmuffled exhaust.
- As directed by Caltrans, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, shutting off idling equipment, rescheduling construction activities, notifying adjacent residents in advance of construction work, and utilizing construction equipment with tires, not tracks.

## 2.5 Climate Change under the California Environmental Quality Act

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (also called GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of greenhouse gases related to human activity that include carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, fluorofom, s, s, s, 2 – tetrafluoroethane, and difluoroethane.

In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) make up the largest source of greenhouse gas emitting sources. The dominant greenhouse gas emitted is CO<sub>2</sub>, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “Greenhouse Gas Mitigation” and “Adaptation.” “Greenhouse Gas Mitigation” is a term for reducing greenhouse gas emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)<sup>2</sup>.

There are four primary strategies for reducing greenhouse gas emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower greenhouse gas-

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<sup>2</sup> [http://climatechange.transportation.org/ghg\\_mitigation/](http://climatechange.transportation.org/ghg_mitigation/)

emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.<sup>3</sup>

## **Regulatory Setting**

### *State*

With passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this order is to reduce California's greenhouse gas emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research (OPR) to develop

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<sup>3</sup> [http://www.fhwa.dot.gov/environment/climate\\_change/mitigation/](http://www.fhwa.dot.gov/environment/climate_change/mitigation/)

recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a “Sustainable Communities Strategy” (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for its region.

### *Federal*

Although climate change and greenhouse gas reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing greenhouse gas emissions reductions and climate change at the project level. Neither the U.S. Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis.<sup>4</sup> The Federal Highway Administration supports the approach that climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by the Federal Highway Administration to lessen climate change impacts correlate with efforts that the State is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the

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<sup>4</sup> To date, no national standards have been established regarding mobile source greenhouse gases, nor has U.S. EPA established any ambient standards, criteria or thresholds for greenhouse gases resulting from mobile sources.

“National Clean Car Program” and EO 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

The U.S. EPA’s authority to regulate greenhouse gas emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that greenhouse gases meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the court’s ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court’s interpretation of the existing Act and EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of greenhouse gas emission standards for new cars and light-duty vehicles in April 2010.<sup>5</sup>

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced greenhouse gas emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever greenhouse gas regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle greenhouse gas regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce greenhouse gas emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, the U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through

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<sup>5</sup> <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards, this program is projected to save approximately 4 billion barrels of oil and 2 billion metric tons of greenhouse gas emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO<sub>2</sub> emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy-duty vehicles.

### **Project Analysis**

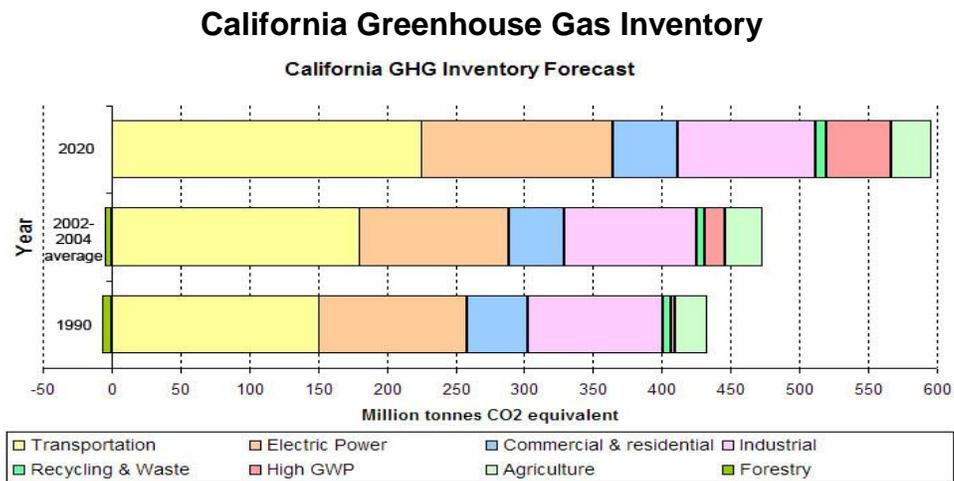
An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of greenhouse gas.<sup>6</sup> In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce greenhouse gas emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the greenhouse gas inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is

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<sup>6</sup> This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

the average of statewide emissions in the greenhouse gas inventory for 2006, 2007, and 2008.



Taken from: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

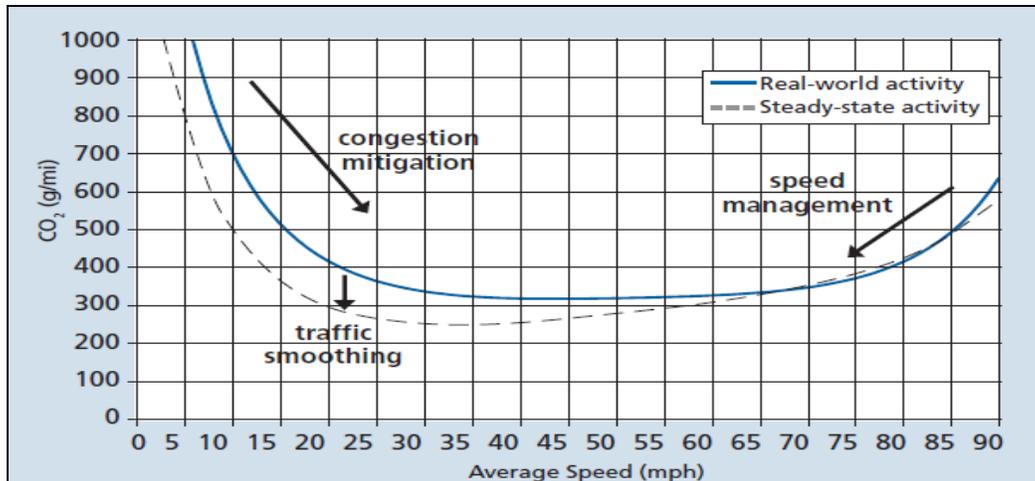
Caltrans and its parent agency, the State Transportation Agency, have taken an active role in addressing greenhouse gas emission reduction and climate change.

Recognizing that 98 percent of California's greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human made greenhouse gas emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans, which can be found at:

[http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/State\\_Wide\\_Strategy/Caltrans\\_Climate\\_Action\\_Program.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf)

### Project Analysis

One of the main strategies in the California Department of Transportation's Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (Figure 2-1). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced.



**Figure 2-1 Possible Effect of Traffic Operation Strategies in Reducing On Road CO<sub>2</sub> Emission**

None of the elements of the proposed project are designed to increase through-capacity, but are designed to reduce congestion conditions during the evening peak traveling hours and to improve left-turn movements from State Route 68 onto Corral de Tierra Road. The proposed project would widen the approaches to the State Route 68/Corral de Tierra Road intersection to accommodate the construction of a second left-turn lane from westbound State Route 68 to southbound Corral de Tierra Road, which would reduce the potential collision rate related to left-turn movements from State Route 68 onto Corral de Tierra Road. In addition, a second southbound receiving lane would be constructed on Corral de Tierra Road. The proposed project would reduce the percentage of cycle time devoted to left-turn movements, thereby increasing the percentage of cycle time devoted to through movements. This would have a beneficial effect in helping to reduce intersection congestion.

Given the elements of the proposed project and the anticipated reduction in intersection congestion and queuing times, Caltrans does not anticipate an increase in carbon dioxide or other greenhouse gas emissions.

### **Construction Emissions**

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can

be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

### **California Environmental Quality Act Conclusion**

While there will be construction-related increases in greenhouse gas emissions, Caltrans does anticipate that the project would not result in any increases in operational greenhouse gas emissions. It is Caltrans determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it contains a level of uncertainty to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following sections.

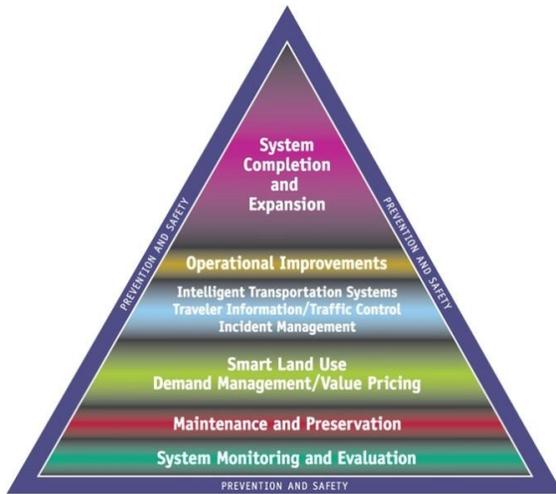
### **Assembly Bill 32 Compliance**

Caltrans continues to be actively involved on the Governor's Climate Action Team as the California Air Resources Board works to implement the Governor's Executive Orders and help achieve the targets set forth in Assembly Bill 32. Many of the strategies Caltrans is using to help meet the targets in Assembly Bill 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan called for a \$238.6 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding through 2016. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in greenhouse gas emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that, combined together, yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

As part of the Climate Action Program at Caltrans,<sup>7</sup> Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors.

### **Greenhouse Gas Reduction Strategies**

The Department continues to be involved on the Governor's Climate Action Team as the ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help



meet the targets in AB 32 come from then-Governor Arnold Schwarzenegger's Strategic Growth Plan for California. The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in greenhouse gas emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain CO<sub>2</sub> reduction goals: system monitoring and evaluation, maintenance and preservation,

smart land use and demand management, and operational improvements as shown in the above Mobility Pyramid.

The Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. The Department works closely with local jurisdictions on planning activities, but does not have local land use planning authority. The Department assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and ARB.

<sup>7</sup> December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

The Department is also working towards enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391 (Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the State's transportation needs.

The following Climate Change/CO<sub>2</sub> Reduction Strategies table summarizes the Departmental and statewide efforts that the Department is implementing to reduce greenhouse gas emissions. Detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Climate Change/CO <sub>2</sub> Reduction Strategies						
Strategy	Program	Partnership		Method/Process	Estimated CO <sub>2</sub> Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries	2.5 % limestone cement mix	1.2	4.2	
			25% fly ash cement mix	0.36	3.6	
			> 50% fly ash/slag mix			
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

The Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Caltrans policy that will ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities.

*Caltrans Activities to Address Climate Change* (April 2013)<sup>8</sup> provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures will also be included in the project to reduce the greenhouse gas emissions and potential climate change impacts from the project:

To the extent that it is applicable or feasible for the project, the following measures can also help to reduce the greenhouse gas emissions and potential climate change impacts from projects.

- **Use of Reclaimed Water:** Currently, 30 percent of the electricity used in California is for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces greenhouse gas emissions from electricity production.
- **Landscaping:** Landscaping reduces surface warming and through photosynthesis decreases carbon dioxide.
- **Portland Cement:** Use of lighter color surfaces such as Portland cement helps to reduce the albedo effect (measure of how much light a surface reflects) and cool the surface; in addition, the California Department of Transportation has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the greenhouse gas emissions associated with cement production.
- **Lighting:** Use of energy-efficient lighting, such as light-emitting diode traffic signals. LED bulbs cost \$60 to \$70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO<sub>2</sub> emissions.

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<sup>8</sup> [http://www.dot.ca.gov/hq/tpp/offices/orip/climate\\_change/projects\\_and\\_studies.shtml](http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml)

<sup>8</sup> Knoxville Business Journal, "LED Lights Pay for Themselves," May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

- **Idling Restrictions:** For trucks and equipment.
- **Intelligent Transportation Systems:** Caltrans and the California Highway Patrol are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. ITS commonly consists of electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
- **Air quality restrictions:** According to the Department's Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions.

### **Adaptation Strategies**

“Adaptation strategies” refer to how the Department and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency report on October 14, 2010 outlining recommendations to President Obama for how Federal Agency policies and programs can better prepare the U.S. to respond to the impacts of climate change. The Progress Report of the Interagency Climate Change Adaptation Task Force recommends that the federal government implement actions to expand and strengthen the nation’s capacity to better understand, prepare for, and respond to climate change.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these

efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This order set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop the California Climate Adaptation Strategy (Dec 2009)<sup>9</sup>, which summarizes the best known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report to recommend how California should plan for future sea level rise. The report was released in June 2012 and includes:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.

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<sup>9</sup> <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academy's Study.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

All projects that have filed a Notice of Preparation as of the date of Executive Order S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines.

The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available,

Caltrans will be able review its current design standards to determine what changes, if any, may be warranted to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

## **Chapter 3**      **Comments and Coordination**

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings, and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

### **3.1 Public Coordination**

A public open house was held on April 17, 2007 at San Benancio Middle School for three State Route 68 intersection improvement projects: Corral de Tierra Road, Laureles Grade, and San Benancio Road. The purpose of the meeting was to provide information on the intersection projects and obtain public input. Members of the public were greeted at the door, asked to sign in, handed an informational packet and comment card, and informed of the meeting format. An open house format was used.

A presentation was made by the County Director of Public Works to open the meeting. A question-and-answer session followed the presentation, and the public was given the opportunity to view the informational exhibits and talk with the County and engineering consultants about each project. Informational displays were located throughout the room, and representatives from the County, Dokken Engineering, and Wood Rodgers were present to answer questions.

Seventy-three people attended the meeting. The public comments related to traffic safety, staging areas, and the environmental documentation process.

### **3.2 Agency Coordination**

The Transportation Agency of Monterey County updated the Regional Transportation Plan in 2010. The proposed project is identified in the updated plan. The proposed project would be funded by a combination of State Transportation Improvement Program-Regional Improvement Program funds and local funds (development impact fees).

Representatives from the project development team met with U.S. Fish and Wildlife Service (Doug Cooper) on the project site on November 7, 2008, and with California Department of Fish and Wildlife (Laura Peterson-Diaz) and Caltrans (Lisa Schicker) on June 17, 2009, to discuss potential effects to California tiger salamander. In an email from Doug Cooper April 28, 2009, the U.S. Fish and Wildlife Service agreed with the proposed project's approach for California tiger salamander stating that with implementation of avoidance and minimization measures such as surveys for California tiger salamander (assuming survey results will be negative) within the proposed project area and installation of exclusion fencing around the perimeter of the proposed project site, the U.S. Fish and Wildlife Service would be able to issue a technical assistance letter stating that the proposed project would not result in take of California tiger salamander. The proposed project will implement these measures; therefore, no federal incidental take authorization for California tiger salamander would be required. Refer to Appendix E for U.S. Fish and Wildlife Service coordination regarding California tiger salamander.

In addition, LSA consulted with California Department of Fish and Wildlife (Linda Connolly) during preparation of an application for take authorization under Section 2081 of the California Fish and Game Code for take of a listed species (California tiger salamander) under the assumption of California tiger salamander presence in the biological study area (refer to the discussion in Section 2.3.3).

### **3.3 Public Review**

The Draft Initial Study/Proposed Mitigated Negative Declaration prepared for the proposed project was circulated for public review and comment between December 1, 2014 and January 14, 2015.

A Public Notice/Notice of Intent to Adopt a Mitigated Negative Declaration/Announcement of Open Forum Public Meeting was published in the *Monterey County Weekly* on December 4 and 11, 2014. There were multiple purposes served by these notices: they informed the public of the scheduled open forum public meeting, the availability of the Draft Initial Study/Proposed Mitigated Negative Declaration for public review, the length of the public review period for the environmental document, the locations where the environmental document was available, how they could participate in the process, and where and how to submit comments on the environmental document. A second public notice was published in the *Monterey County Weekly* on December 18, 2014, notifying the public that the public review

period for the proposed project was extended to January 14, 2015 from the original date of December 31, 2015.

Printed copies and/or compact disc copies of the environmental document were mailed to all parties included on the distribution list provided in Chapter 5 of this document.

The complete environmental document and supporting technical studies were made available for public review at the following locations:

- Monterey County Resource Management Agency, Department of Public Works, 168 W. Alisal Street, 2nd Floor, Salinas, California
- Salinas Public Library, 350 Lincoln Avenue, Salinas, California
- Buena Vista Branch Library, 18250 Tara Drive, Salinas, California
- Monterey Public Library, 625 Pacific Street, Monterey, California

The draft environmental document was also made available on the County of Monterey's website and Caltrans District 5 website (<http://www.dot.ca.gov/dist05/projects/corraldetierra/index.html>).

An Open Forum Public Hearing was held on December 10, 2014, at San Benancio Middle School. The purpose of the meeting was to provide the public with an opportunity to obtain information on the proposed project as well as to submit their comments on the proposed project and draft environmental document.

Members of the public were greeted at the door, asked to sign in and handed a comment card. An open house format was used. The public was given the opportunity to view exhibits of the project design layout and talk with the County, Caltrans, engineering consultant Wood Rodgers, and environmental consultant LSA.

Fifteen members of the public attended the meeting and signed the sign-in sheet. The public comments related to Levels of Service along State Route 68, access from State Route 68 to residential driveways, and potential improvements to the culvert located on Corral de Tierra Road at the intersection of State Route 68/Corral de Tierra Road. Five oral comments were transcribed by the Court Reporter present at the meeting. The comment letters, emailed comments, and the transcript of comments made for the public record, are all included at the end of this chapter. Section 3.4, below, explains how the individual comments and responses are organized and presented in this environmental document.

### 3.4 Comments and Responses to Comments

#### 3.4.1 Comments Received

Table 3.1 provides a list of the comments received on the circulated draft environmental document and also includes the comments made for the public record at the public meeting.

**Table 3.1 Comments Received During Public Comment Period**

	<b>Name/Agency</b>	<b>Date</b>
1	Monterey Bay Unified Air Pollution Control District	January 13, 2015
2	Mike Weaver, Chair of The Highway 68 Coalition	January 11, 2015
3	Mike Weaver, Chair of The Highway 68 Coalition	January 13, 2015
4	Mike Weaver, Chair of The Highway 68 Coalition	January 14, 2015
5	Diane and Jim Butler	January 13, 2015
6	Karen and Jay Cook	January 13, 2015
7	Martin H. Dodd	January 13, 2015
8	Steven P. Fernandez	December 31, 2014
9	Holly Juergens and Susan Steigmann	January 13, 2015
10	Greg and Linda Knowles	January 13, 2015
11	Diane Malik	January 12, 2015
12	Andrew McCague	January 13, 2015
13	Suzanne Miller	January 13, 2015
14	Carrie Williams and James Rygiol	January 12, 2015
15	James Rygiol	January 13, 2015
16	Myron R. Seres	December 20, 2014
17	Sandra Skillicorn	January 12, 2015
18	Myron Seres (included in Court Reporter Transcripts)	December 10, 2014
19	Paul Pilotte (included in Court Reporter Transcripts)	December 10, 2014
20	David Erickson (included in Court Reporter Transcripts)	December 10, 2014
21	Mike Weaver (included in Court Reporter Transcripts)	December 10, 2014
22	Susan Erickson (included in Court Reporter Transcripts)	December 10, 2014
23	Franki Weaver (included in Court Reporter Transcripts)	December 10, 2014

The following pages contain the comments received during the public circulation and comment period from December 1, 2014 to January 14, 2015. A response follows each comment presented.

## Comment from Monterey Bay Unified Air Pollution Control District



**MBUAPCD**  
Monterey Bay Unified Air Pollution Control District  
Serving Monterey, San Benito, and Santa Cruz Counties

24580 Silver Cloud Court  
Monterey, CA 93940  
PHONE: (831) 647-9411 • FAX: (831) 647-8501

January 13, 2015

Matt Fowler, Senior Environmental Planner  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401

Re: Corral de Tierra Intersection Project Initial Study/Mitigated Negative Declaration

Dear Mr. Fowler:

Thank you for providing the Monterey Bay Unified Air Pollution Control District (Air District) with the opportunity to comment on the above-referenced document. The Air District has reviewed the document and has the following comments:

- The Air District recommends that Caltrans consider roundabouts as an alternative when evaluating intersection improvement projects. 1
  
- Page xiv and xv conclude that the long-term impact of the proposed project would be to have a beneficial effect in helping to reduce congestion related pollutant emissions on roadway links in the project vicinity and improve the flow of traffic. This conclusion contradicts the traffic analysis in the draft Ferrini Ranch Project Environmental Impact Report dated August 2012 which included the Corral de Tierra/Highway 68 intersection (available here: [http://www.co.monterey.ca.us/planning/major/Ferrini%20Ranch%20Subdivision/DEIR\\_Ferrini\\_Ranch\\_Sub\\_Aug\\_2012/DEIR\\_Ferrini\\_Ranch\\_Sub\\_Aug\\_2012.htm](http://www.co.monterey.ca.us/planning/major/Ferrini%20Ranch%20Subdivision/DEIR_Ferrini_Ranch_Sub_Aug_2012/DEIR_Ferrini_Ranch_Sub_Aug_2012.htm)). According to the Ferrini Ranch project traffic analysis, the existing roadway segments operate at LOS F in EB direction during the peak pm hour (Table 3.12-4, Laureles Grade/Corral de Tierra and San Benancio/Corral de Tierra). The proposed intersection improvements would only improve WB traffic congestion with the addition of a left turn lane. There would be no improvement to the existing LOS F roadway link conditions in the EB direction. Please reword this conclusion to remove the statement that the proposed project would have a beneficial effect in helping to reduce congestion related pollutant emissions on roadway links in the project vicinity. The IS/MND provides no documentation to support this conclusion. 2
  
- Page 21 summarizes the intersection LOS conditions in three paragraphs. This discussion would be easier to understand and improved by summarizing the LOS data in a tabular format. 3
  
- Page 57 incorrectly states that conformity applies to the project. Per page 1-12 of the AMBAG Metropolitan Transportation Plan and page 14 of the AMBAG Metropolitan Transportation Improvement Program (<http://www.ambag.org/programs-services/planning/metropolitan-transportation-improvement-plan-mtip>), the region is exempt from transportation conformity. 4
  
- On Page 58 the Environmental Consequences discussion should include quantification of the proposed project construction and operation emissions and comparison to the Air District's CEQA thresholds to evaluate whether the proposed project's impact would be significant. 5

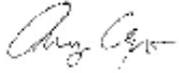
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Richard A. Stedman, Air Pollution Control Officer

- The Environmental Consequences discussion should acknowledge sensitive receptors and their proximity to the project site to address the CEQA IS question, *would the project expose sensitive receptors to substantial pollutant concentrations.*

Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 227.

Best Regards,



Amy Clymo  
Supervising Air Quality Planner

cc: Alan Romero/MBUAPCD

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Richard A. Stedman, Air Pollution Control Officer

## **Response to Comments from Monterey Bay Unified Air Pollution Control District**

Thank you for your comments on the project.

**Response to comment 1:** Roundabouts typically are considered for projects with the purpose of addressing future design year Level of Service. These projects evaluate increasing the capacity to accommodate vehicles forecasted to be using the facility over the next 20 years. In fact, the Transportation Agency for Monterey County (TAMC) is beginning a study to review what intersections in the county are appropriate candidates for roundabouts. The purpose of this current project is to reduce the delay per vehicle for existing evening peak hour traffic. A roundabout would require a larger footprint and substantially more right-of-way acquisition. The cost would likely be four times the amount of the current project, so a roundabout is not the appropriate solution at this time.

**Response to comment 2:** The Ferrini Ranch corridor analysis for State Route 68 assumed intersection improvements as well as roadway widening improvements. The Level of Service of State Route 68 east of and west of Corral de Tierra Road depends on factors such as roadway speeds, lane widths, and shoulder widths, whereas the State Route 68/Corral de Tierra Intersection Level of Service depends on factors such as intersection control, lane configuration, and signal phasing. Therefore, the roadway segments of State Route 68 and the State Route 68/Corral de Tierra intersection operate at different Levels of Service.

The project would improve the flow of traffic through the intersection of State Route 68 and Corral de Tierra Road, which would reduce overall intersection delay and have a beneficial effect in helping to reduce congestion-related pollutant emissions on roadway links in the project vicinity in the opening year. The statement in the Summary section of the environmental document has been modified.

**Response to comment 3:** Your suggestion was adopted in this final environmental document. Table 2.1: State Route 68/Corral de Tierra Road Level of Service was added under Affected Environment in Section 2.1.2 to summarize the Level of Service data discussed in the text.

**Response to comment 4:** The text in question provides the general regulatory setting for projects. Project-specific information is presented in the Affected Environment

section. To acknowledge that the region is exempt from transportation conformity, the following text was added under Environmental Consequences in Section 2.4.1, Air Quality: “The project area is in attainment for the national PM2.5, PM10, and CO ambient air quality standards. Therefore, the region is exempt from transportation conformity.”

**Response to comment 5:** The significance threshold section of the MBUAPCD’s CEQA air quality guidelines states that construction sites with minimal earthmoving smaller than 8.1 acres per day or construction sites with earthmoving (grading/excavation) smaller than 2.2 acres per day would not exceed the MBUAPCD’s 82 lb/day threshold. As stated in Section 5.1 of the *Air Quality Analysis Report* (February 2013) prepared for the proposed project, the maximum disturbed area for the proposed project is less than 2 acres. Therefore, a quantitative construction analysis was not required for the proposed project.

**Response to comment 6:** The following text was added under Environmental Consequences in Section 2.4.1, Air Quality, of the environmental document to clarify air quality impacts to sensitive receptors: “Sensitive land uses within the project area include residences, a church, and a golf course. However, as discussed above, the proposed project would not result in any short-term construction or long-term local or regional air quality impacts. Therefore, the proposed project would not expose the sensitive land uses to substantial pollutant concentrations.”

**Comment from Mike Weaver, Chair of The Highway 68 Coalition (Part 1)**

Mike Weaver, Chair  
The Highway 68 Coalition  
52 Corral de Tierra  
Salinas, CA 93908  
831-484-6659

Kristen Helton, Environmental Planner  
CalTrans District 5, Lead Agency  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401  
Via email: kristan.helton@dot.ca.gov

Jonathan Pascua, P.E., Senior Civil Engineer  
Monterey County Resource Management Agency, Sponsoring Agency  
168 West Alisal St., 2nd Floor  
Salinas, CA 93901  
Via email: pascuajl@co.monterey.ca.us

Re: Initial Study with Proposed Mitigated Negative Declaration  
State Route 68/Corral de Tierra Road  
Intersection Improvement Project  
Dated: December 2014  
Monterey County, CA  
05-MON-68-PM 12.8/13.2  
EA No. 05-0H8230  
ID#: 0500000085

January 11, 2015

Dear Ms. Helton and Mr. Pascua,

There follows Part 1 of comments from the Highway 68 Coalition regarding the proposed referenced project IS/MND.

Our understanding is this is a \$3.1 Million proposed project, of which approximately \$1.74 Million is for construction. We've been told that the \$3.1 Million are local **public funds** that have come from various sources, including some from the State. Further we understand that this project is proposed at the request of Monterey County. Because SR68 is a State Highway, the California Department of Transportation is the Lead Agency under CEQA. Monterey County has been referred to as both the Sponsoring Agency and also as the Responsible Agency for this project. We have had the opportunity to review the documents provided and find numerous problems and have multiple questions. We shall address issues and problems found, in a series of parts, this being Part #1.

Page 2

Project description:

The project description is confusing. The cover page identifies it as:

The proposed project consists of operational improvements at the State Route 68/Corral de Tierra Road Intersection, post mile 12.8/13.2, in an unincorporated area of Monterey County.

Page i expands on this with a second westbound to southbound left turn lane. Minor widening and restriping of Corral de Tierra Road would receive a second southbound receiving lane. **The shoulders of Corral de Tierra Road within the project area would be widened to 8 feet** to better accommodate pedestrians and facilitate the future addition of Class II bicycle lanes. On one hand the document and map describe and show no widening of Corral de Tierra Road. But then, on the other hand, the description refers to widen shoulders (plural) to 8 feet. Which is it?

2

Why is the 99,000+ square foot Corral de Tierra Shopping Center on the southeast corner of SR 68 and Corral de Tierra Road, approved by the Monterey County Board of Supervisors in February 2012, and currently in litigation, not mentioned or cumulative traffic issues analyzed in this document? Isn't this important information to consider?

3

Page v (Summary) tells the reader the purpose of the project is to relieve traffic congestion conditions during the evening peak traveling hours and to reduce the collision rate related to left-turn movements from State Route 68 onto Corral de Tierra Road. The identified alternatives analyzed for the project include only the proposed project and the No-Build Alternative. It's this project, or nothing. Why?

4

What is the collision rate? What are the reasons for the collisions, as they are not identified here? Isn't this important information?

5

The Highway 68 Coalition offers another alternative, simpler, more environmentally friendly, and far less expensive. CEQA requires a range of alternatives.

The local people in Corral de Tierra know this intersection well and some have previously met with the former Monterey County Public Works Director, Public Works staff, and our Monterey County Supervisor (for District 5) regarding this intersection.

It is unfortunate that CalTrans, although invited, was unable to make this meeting.

The invitation remains open for CalTrans to meet on site on a date and time of their choosing.

Here are the four suggestions that comprise our alternative:

1) There is plenty of room to extend the current westbound to southbound left turn lane by restriping the intersection using the current roadway. This will eliminate evening peak hour cars at the current end of the line from having the rear end of their vehicle sticking out into traffic so as to avoid crossing double yellow lines. This will eliminate these rear end collisions. Vehicles turning left into Corral de Tierra now can be reluctant to cross the double yellow lines for fear of being cited (and have been) by the California Highway Patrol.

6

Page 3

This reluctance can leave a vehicle rear end partially sticking out in westbound through traffic.

Please know that the former left turn lane eastbound for access to Cypress Community Church is no longer used by the Church. Instead it only serves five homes.

This former eastbound turn lane for the Church looks longer than the turn lane for those vehicles turning into Corral de Tierra. There is plenty of length to add to the queue for the westbound left turn lane into Corral de Tierra.

2) Secondly our suggestion is to eliminate the drainage culvert that currently crosses Corral de Tierra Road by placing it beneath the roadway. Cars now accelerate on the green arrow left entering Corral de Tierra, only to step on the brakes just prior to crossing. Some low cars even bottom out in the drainage culvert. Then vehicles accelerate again. It creates an **accordion effect** with the queue and there are resultant rear end collisions because of it. It also reduces the number of cars that can get through the light on a green arrow. This accordion effect is counterproductive to a MND stated purpose of a more vehicles through the light on a left arrow.

3) Retiming the light for left turns eastbound from the North (Church) and westbound vehicles out of Corral de Tierra would be helpful as there are often longer delays than necessary. How old is the signal equipment here? How much does new signal timing equipment cost?

4) Finally, exploring syncing the lights at both Corral de Tierra and San Benancio would be helpful. Maybe they could be synced for at least part of the day, to facilitate better through traffic

Several of us attended the walk-about intersection presentation held for the public at Washington Union's San Benancio School regarding this project. This was in San Benancio School's gym, Wednesday evening, December 10 between 6 p.m. to 8 p.m.

This meeting was not well attended because it was not well noticed. However, at this meeting, I asked a design consultant with Wood Rogers about the drainage culvert crossing Corral de Tierra Road at the project entrance. He said he didn't know anything about it.

I additionally asked a representative for Wood Rogers at the meeting how the people living in the Corral de Tierra Villas were to make a left turn out of their area to go towards Monterey? This was because the plans displayed showed this ability to make a left turn from their common driveway was being eliminated. The answer I received from the Wood Rogers representative was he didn't think there were many there, so it didn't seem to matter to him. I questioned him as to how many units were in the Villas of Corral de Tierra? He replied he did not know and asked me to tell him. My response was that as the design consultant for the project I think it is his job to know. I asked if he knew how many people lived at the Corral de Tierra Villas? His answer was he did not know. I asked how these people who now regularly make left turns, were now supposed to be able to go west? Wood Rogers answer was that they could all go right to San Benancio and make u-turns there because it was legal to do so!

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For CalTrans information, there are 63 households in the Villas of Corral de Tierra. These 63 households share a common entrance/exit, a common Clubhouse, a swimming pool, and a small 9-hole golf course with friends and family.

Further, I believe that there is an average of two or more people per household. These homes were approved and built in the latter 1970's. They are an established community IN Corral de Tierra. They have had access turning both east and west on Highway 68 since the inception of the Villas. The current intersection project design DIVIDES this community by denying these households the ability to make a left turn from their common entrance on Highway 68 to visit friends in Corral de Tierra, make a short drive to the Corral de Tierra Market to buy some groceries or a bottle of wine, or head to Monterey to work, visit a doctor, or see a movie without first driving to San Benancio to attempt to make a u-turn! The Initial Study needs reflect a potentially significant impact because of this situation.

Not only would u-turns at the San Benancio Intersection complicate things and be dangerous, it would send many of these vehicles down San Benancio Road to seek a place to try to turn around to head back to Highway 68, then left (west).

The IS/MND intersection design would also drastically affect Corral de Tierra Villas property values.

Reading through the documents we find the proposed project is to also include a new left turn lane at the entrance to the Corral de Tierra Country Club. No distance to this from Highway 68 can be found in the documents provided, so we measured it with the trip odometer on a vehicle. It measured .8 of a mile. The public funding of this left turn lane into the Corral de Tierra Country Club is pure pork!

Corral de Tierra Country Club is a private Club. If they want a left turn lane off of Corral de Tierra Road, shouldn't they pay for it? After all, Cypress Community Church paid for their improvements on the 4th leg of the Corral de Tierra intersection. Further, the Corral de Tierra Country Club is contributing to occasional left turn congestion into their Club by renting out the Clubhouse facilities for wedding parties and relatively large special events. These special events often begin and end at specific hours contributing to a rush of cars coming and going. The 150 parking spaces allowed at the Club by County Permit in year 2004 (see attached Resolution No. 040233)) has been exceeded by the Club because of their removing tennis courts and building a larger parking lot, exceeding the allowed 150 parking spaces.

**RESOLUTION NO. 040233**

**A. P. # 161-201-005-000**

**In the matter of the application of FINDINGS & DECISION**

**Corral de Tierra County Club (PLN040233)**

**to allow a Combined Development Permit in accordance with Title 21 (Zoning)**

Page 5

Chapter 21.76 (Combined Development Permits) of the Monterey County Code, consisting of (1) a Use Permit for the demolition of a legal non-conforming clubhouse, pro shop and golf cart storage facility to be replaced with a 24,161 square foot clubhouse and 7,044 square foot pro-shop and cart storage facility, **modification of parking standards to allow approval of the project with 150 parking spaces**, and associated grading (9,025 cubic yards cut/9,025 fill); (2) a Use Permit for development on slopes in excess of 30%; and (3) Design Approval. The project is located at 81 Corral de Tierra Road, Salinas, Corral de Tierra Country Club, Toro area, came on regularly for meeting before the Zoning Administrator on September 9, 2004.

This is an issue that Monterey County Resource Management Agency Public Works can deal with, perhaps with Code Enforcement, as it is outside the scope of this proposed project. Don't you agree?

Another issue affecting the amount of traffic turning both into and out of Corral de Tierra Road is the Washington Union School District school located three miles up Corral de Tierra Road. There are three schools that make up the District. One is in Corral de Tierra, the second is in San Benancio, and the third is in Toro Park Estates. Of the 937 students currently attending these three schools, 30% of them are inter-district students, meaning they do not live within this school district. This presents a local traffic problem Monday through Friday during the school year because many of these inter-district students are being both driven to school and picked up during busy traffic times. They are not riding the bus. The Washington Union School District is aware of this problem and to the best of our knowledge is trying to get a handle on it.

Because of the Monterey County B-8 zoning in much of Corral de Tierra and San Benancio, imposed because of known water and traffic constraints, there will be little new development here creating additional traffic.

The Highway 68 Coalition highly recommends that the State and County explore the above alternative suggestions in a re-circulated document. It would be far less costly, more environmentally friendly, and help to retain the beauty of the officially designated State Scenic Highway and officially designated Monterey County Scenic Road. It could be PLAN A. If for some reason PLAN A does not work out then additional measures could be taken.

Sincerely,

Mike Weaver  
Chair  
The Highway 68 Coalition

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**Response to Comments from Mike Weaver, Chair of The Highway 68 Coalition (Part 1)**

Thank you for your comments on the project.

**Response to comment 1:** Your understanding is correct. The total cost of the project, including environmental studies, design, and construction is estimated at about three million dollars. The current estimated capital cost for construction of the Build Alternative is estimated at \$1.878 million, sourced from State Transportation Improvement Program funds and local development impact fees. Caltrans is the lead agency for California Environmental Quality Act (CEQA) compliance. The project is being developed in cooperation with the County. To clarify the County's roll in the project, the County is the Project Sponsor, meaning they are the agency securing the funding for the project. The County is also a responsible agency. Caltrans, as the Lead Agency and as owner and operator of the highway facility, must review and authorize all proposed changes to State Route 68.

**Response to comment 2:** As to the project description, clarification has been added to this final environmental document to better communicate the project as proposed. In addition, a few changes have been made based on input received during circulation of the draft environmental document. For example, the shoulder width proposed for Corral de Tierra Road in the southbound direction was originally proposed to be 8 feet and now has been reduced to 6 feet.

The project (as modified after public input) proposes to do the following:

**Turn lanes** The roadway improvements would widen the approaches to this intersection to the north to accommodate the construction of a second left-turn lane from westbound State Route 68 to southbound Corral de Tierra Road. Both of the left-turn lanes would have sufficient length to accommodate deceleration from 53 miles per hour plus a storage length of 160 feet. A second southbound receiving lane would be constructed on Corral de Tierra Road.

**The Villas access** A left-turn lane to The Villas, on the south side of State Route 68, would be constructed along with a 110-foot-long merge lane for vehicles that turn left onto State Route 68 from The Villas' driveway.

**Relocation of bus stop and sidewalk** The existing Monterey-Salinas Transit bus stop would be relocated slightly to the north at the northeast corner of the

intersection. The proposed bus pullout would comply with Monterey-Salinas Transit standards. Associated sidewalk would be relocated/added.

**Shoulders** The shoulder of Corral de Tierra Road in the northbound direction would be widened to at least 8 feet within the project area (except at one point where existing curb, sidewalk and utilities preclude widening). The shoulder of Corral de Tierra Road in the southbound direction would be widened to at least 6 feet within the project area.

**Retaining wall** About 520 feet of steel bin retaining wall (or equivalent) would be constructed in the northwest quadrant along the north embankment of State Route 68. The retaining wall would lie below the existing road grade and therefore would not be visible from State Route 68. The retaining wall would minimize the footprint of the embankment needed to accommodate the widened road section.

**Driveway consolidation** On the north side of State Route 68 is an existing private driveway that serves five homes. This driveway would be removed as part of the proposed project. The private road that leads to the homes would be realigned to connect to the driveway that currently serves the Cypress Community Church. With implementation of the proposed project, vehicles would share a portion of the church's driveway and the traffic signal at Corral de Tierra Road/State Route 68 to access the homes.

**Guardrails and Gutter** Relocate and replace the existing guardrails along the north side of State Route 68 and west of the intersection of Corral de Tierra Road. If new or relocated guardrails are erected with metal posts, the posts would be darkened to reduce glare and reflectivity. The proposed project would also replace the existing drainage gutter on Corral de Tierra Road with a flatter gutter.

**Response to comment 3:** This intersection improvement project considered access issues related to the proposed development for the southeast corner of the State Route 68/Corral de Tierra Road intersection and the traffic study included analysis of opening day conditions without and with construction of a shopping center on the southeast quadrant of the intersection. Because this project is an operational improvement project, a cumulative conditions analysis is not necessary.

The developer(s) will need to apply for an encroachment permit from Caltrans and, with their application, a traffic study to be provided for review. For the encroachment permit to be issued, Caltrans will need to concur with the assessed number of vehicles that the development would generate. The County of Monterey would collect traffic impact fees (development impact fees) from the developer relevant to that study. The funds collected would assist with future transportation projects as needed to accommodate such added traffic.

**Response to comment 4:** Other build alternatives were evaluated. See Section 1.3.5, which explains the two other build alternatives considered but eliminated prior to circulation of the draft environmental document. One of these alternatives was withdrawn from further evaluation in late 2007 after Caltrans determined that it would not meet design standards for safe access, due to the shorter deceleration and storage lengths available for turns to and from the driveways. The other alternative was withdrawn from further evaluation because it failed to address the proposed project's purpose and need. The No-Build Alternative is discussed in Section 1.3.2 as required by CEQA Guidelines Section 15126.6(e). This allows for the evaluation of a "no project" alternative to compare the impacts of not building the proposed project to those of the build alternative(s).

**Response to comment 5:** The draft environmental document should not have stated that an objective of this project was to reduce collision rates. The purpose of the proposed project is to relieve traffic congestion conditions during the evening peak traveling hours and achieve a Level of Service C upon completion of project construction. The improvements will improve left-turn movements from State Route 68 onto Corral de Tierra Road and with the addition of a second turn lane are likely to reduce collisions by better separating the through traffic from the turning vehicles. The language used in this final environmental document has been revised to better clarify this situation.

**Response to comment 6:** A single left-turn lane created by restriping the existing intersection would not meet the project objective and would not improve the intersection Level of Service. The dual westbound left-turn lanes are necessary to improve intersection traffic operations as well as provide additional storage. The left-turn lanes require both deceleration length and storage length. The current design with two left-turn lanes provides 160 feet of storage and 467 feet of deceleration length. The Build Alternative would lengthen the left-turn lanes to the east as far as possible without interfering with The Villas' driveway. The storage length is

consistent with the approved traffic operations study and the deceleration length meets Caltrans' design standards.

With public circulation of the draft environmental document and a review of the input received, the project now proposes to consolidate the driveway access on the north side of State Route 68. The existing private driveway that serves five homes would be removed as part of the proposed project. Instead, the private roadway would be realigned to connect to the roadway that currently serves the Cypress Community Church. With implementation of the proposed project, vehicles would share a portion of the church's driveway and the traffic signal at Corral de Tierra Road/State Route 68.

**Response to comment 7:** Thank you for your comment on the accordion effect created by the drainage gutter. This project will now include replacement of the existing valley gutter with a flatter valley gutter. This improvement will reduce the likelihood of cars bottoming out in the dip and reduce the backup in the intersection caused by cars slowing for the dip.

**Response to comment 8:** The existing signal equipment at the Cypress Church would typically be upgraded by Caltrans on an as-needed basis. However, the current signal timing will be reviewed during final project design and modified, if necessary.

**Response to comment 9:** Both State Route 68 signalized intersections with Corral de Tierra Road and San Benancio Road are currently interconnected. The current signal timing between the two intersections will be reviewed during final project design and modified, if necessary, as part of this project.

**Response to comment 10:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left turn lane would be provided.

**Response to comment 11:** The draft environmental document mistakenly labeled The Villas as the Country Club. There was never a proposed left-turn lane on Corral de Tierra for the Country Club driveway. The document text and graphics have been revised.

**Response to comment 12:** Traffic associated with these schools would access State Route 68 from San Benancio Road, and a portion of this traffic would travel west toward Corral de Tierra Road. Due to school operating hours, traffic from the Washington Union School District would occur primarily in the morning and afternoon. The traffic counts for the traffic analysis were collected during the morning and afternoon peak hour, when traffic at the State Route 68/Corral de Tierra Road is greatest. The AM peak hour is the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday, and the PM peak hour is the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. Any traffic from the schools during the peak hour would have therefore been considered in the traffic analysis for the proposed project.

**Response to comment 13:** Caltrans and Monterey County have considered the alternatives recommended by the public during circulation of the environmental document, including yours. Based on public comments, minor revisions to the project design were incorporated into the project. These include:

- 1) The driveway that serves the five homes on the north side of State Route 68 would be removed and realigned so that access to these homes would be shared with the Cypress Community Church's driveway.
- 2) A 110-foot-long merge lane on State Route 68 for vehicles turning left out of The Villas driveway will be provided.
- 3) The existing gutter on Corral de Tierra Road at the intersection of Corral de Tierra and State Route 68 would be replaced with a flatter gutter.
- 4) The shoulder width of Corral de Tierra Road in the southbound direction would be reduced from the originally proposed 8 feet to 6 feet.

As stated in Section 15073.5 of the State CEQA Guidelines, a lead agency is required to recirculate a Mitigated Negative Declaration only if the document is substantially revised after public review. In this context, a "substantial revision" means (1) a new, avoidable significant effect has been identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or (2) it is determined that the proposed mitigation measures or project revisions will not reduce the project impacts to less than significant without the incorporation of new measures or project revisions. The revisions to the Initial Study/Mitigated Negative Declaration provide clarification. The project design modifications would not result in new

significant effects and therefore do not constitute substantial revisions. In this circumstance, CEQA does not require recirculation of the Draft Initial Study/Proposed Mitigated Negative Declaration for the proposed project.

**Comments from Mike Weaver, Chair of The Highway 68 Coalition (Part 2)**

The Highway 68 Coalition  
Mike Weaver, Chair  
52 Corral de Tierra  
Salinas, CA 93908  
831-484-6659

Kirsten Helton, Environmental Planner  
CalTrans District 5, Lead Agency  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401  
Via email: kirsten.helton@dot.ca.gov

Jonathan Pascua, P.E., Senior Civil Engineer  
Monterey County Resource Management Agency, Sponsoring Agency  
168 West Alisal St., 2nd Floor  
Salinas, CA 93901  
Via email: pascuajl@co.monterey.ca.us

Re: Water Quality Assessment Report (February 2013)  
State Route 68/Corral de Tierra Road  
Intersection Improvement Project  
Dated: December 2014  
Monterey County, CA  
05-MON-68-PM 12.8/13.2  
EA No. 05-0H8230  
ID#: 0500000085

January 13, 2015

Dear Ms. Helton and Mr. Pascua,

This is Part #2 of Highway 68 Coalition responses to the IS/MND State Route 68/Corral de Tierra Road Intersection Improvement Project. Mike Weaver is providing commentary and twelve exhibits to be included with this response #2. These twelve exhibits will be sent under separate cover to you, labeled "SR68-CdeT IS/MND #1 - #12". There are eleven photos and one water quality report.

This Water Quality Assessment Report document does not clearly identify that a portion of the proposed project involves changes to Corral de Tierra Road for a distance of approximately one-quarter mile southerly of State Route 68. The changes include a proposed additional 8-feet of width to the shoulders of current Corral de Tierra Road for a stated purpose of future bicycle lanes.

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During rainstorms water currently drains north, downhill, adjacent to Corral de Tierra Road on the west side of this road for over one-quarter mile. This water draining down the Corral de Tierra Road on its western side, is immediately adjacent to privately owned hillside property. The Weavers own this hillside property. Hillside erosion, sloughing, and land sliding problems have been numerous on this hillside area over the years. This is important information. Don't you agree? Exhibits #1 - #11 (photos) will help further explain this

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These sloughing and land sliding problems have been made worse because of actions taken by the Monterey County Department of Public Works. Problems initially began with widening Corral de Tierra Road to the west, into the hillside areas, instead of to the east where it was level terrain. This was at the direction, at the time, of the Monterey County Department of Public Works.

Widening Corral de Tierra Road any further to the west will impact water quality because there are two drinking water wells in this immediate area. One is southerly of Highway 68 approximately 1/8 mile, and is adjacent to Corral de Tierra Road at a distance of only 33-feet from the western edge of the current Corral de Tierra roadway. This water well is known as Well #28 by the Monterey County Environmental Health Bureau (EHB).

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A second water well is southerly of Highway 68 approximately ¼ mile and is adjacent to Corral de Tierra Road at a distance of only 25-feet from the edge of the current Corral de Tierra roadway. This water well is known as Well #23 by the Monterey County Environmental Health Bureau (EHB).

Over the years the Corral de Tierra Road paved surface has moved closer to these two potable water wells.

I could not find where these two private potable wells and their locations were discussed in your Water Quality Assessment Report dated February 2013. This is odd because the report was prepared by LSA Associates, Inc. in Irvine, CA. The same LSA Associates, Inc., with offices in San Luis Obispo, became aware of these two wells because they prepared the E.I.R. for the Corral de Tierra Shopping Center on the southeast corner of Corral de Tierra Road and Highway 68.

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The location of these water wells and their water quality is important information. Don't you agree?

Here is additional information that needs to be included and analyzed in the Water Quality Assessment Report. Some of this is new information. Some of this is correcting Information to that found in your Water Quality Assessment Report:

1) The crown in the center of Corral de Tierra Road allows storm water to flow off of it to the sides of the road. This storm water flows towards the dirt areas adjacent to

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residential wells #23 and #28. Storm water runoff includes oil, fuel, coolant and tire dust residue. This runoff also mixes with known lead in the soil next to the road. The mixture migrates downward in the soil toward the (drinking) water underground.

(Reference lead residue in the Hazardous Waste Initial Site Assessment - State Route 68/Corral de Tierra Road Intersection Improvement Project, dated February 2013, by LSA Associates, Inc, in San Luis Obispo, CA)

It appears lead residue samples taken from soil on the eastern side of Corral de Tierra Road exceed the Maximum Contaminant Level in at least one sample. This sample area is across Corral de Tierra Road from Well #28.

Why weren't lead soil samples taken from both sides of Corral de Tierra Road? Or were they?

2) Two years ago, contractors working for PG&E as well as AT&T were asked to cease spraying toxic herbicides below power poles adjacent to, and nearby these drinking water wells. The contractors professed to not know the proximity of the water wells.

This spraying killed a nearby oak tree. The contractors have agreed to clear grass below the power poles using mechanical means rather than toxic herbicides. This is part of the intersection improvement area on Corral de Tierra Road. How many years did this go on? Was soil sampled for herbicides in the project area? The contractors remain mum on specifics.

3) Further, in the past couple years, two separate incidents of PG&E electrical transformers exploding occurred in the project area. These two explosions occurred atop a power pole directly across Corral de Tierra Road from Water Well #28. The exploding transformers sent showers of red sparks and debris to the ground below.

Unknown are how many PCB's may have been released into soil below this pole and nearby soil. Again, this is part of the intersection improvement area on Corral de Tierra Road. This is important information. Don't you agree?

4) In year 2011, Corral de Tierra water wells #23 and #28 were tested for Volatile Organic Compounds in the groundwater. Both wells tested positive for the presence of MTBE a former gasoline additive that's been banned. Last month well #23 was retested for MTBE. The MTBE content has risen from 2.5 ppb to now, 9.8 ppb. This is nearly a four-fold increase! (Exhibit #12 - Test Results, water well #23 Corral de Tierra)

The source of the MTBE contamination is suspected to be one, or both of the gas stations, on the corner of State Highway 68 at Corral de Tierra. One gas station is closed. The other is operating. Both have histories of leaking fuel tanks. The California State Regional Water Quality Control Board figures that underground water is traveling in a **southerly direction** from the corner of SR68 at Corral de Tierra. A southerly direction is towards the two wells #23 and #28. There are additional residential wells fairly close by.

To date, neither of the two gas stations has completed California RWQCB orders to fully delineate the MTBE contamination plumes beneath and near these gas stations.

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Delineating both the horizontal and vertical extent of soil and groundwater contamination is required. Again, it has not been done although we understand an extension of time to do this has been allowed by the RWQCB. The projected completion dates for the two reports are approximately now one year overdue.

Your Water Quality Assessment Report refers to three gas stations. There have never been three gas stations. It raises questions as to who proof read the technical documents?

The two gas station clean up sites are:

**Corral De Tierra Flowers & Gas (T10000002861)**

2 Corral De Tierra Road

Salinas, CA 93908

*LUST Cleanup Site*

*Cleanup Status: Open - Site Assessment*

*RB Case #: 3696*

**Corral De Tierra Exxon (T10000003114)**

1 Corral De Tierra Road

Salinas, CA 93908

*LUST Cleanup Site*

*Cleanup Status: Open - Site Assessment*

*RB Case #: 3695*

Summary:

More information is needed for this IS/MND including soil testing. Other information needs to be included and analyzed. These are significant issues and need to be treated as such as part of the Initial Study for your SR 68/Corral de Tierra proposed Intersection Improvement Project.

Secondly and very important, the hillside on the west side of Corral de Tierra Road needs to be left entirely alone. Any digging in or near the toe of that hillside has created problems in the past. Mike Weaver has spoken to several previous Monterey County Public Works Directors regarding this hillside issue. The consensus by all is to leave it undisturbed and allow native brush to grow on it as it helps prevent more erosion. The County installed a drainage swale on that hillside. It failed and broke apart sliding down the hill for several years in landslides. The County purchased additional property from the Weaver's for the purpose of installing a storm water drainage swale. A second drainage swale was installed beginning higher on the hill. So far it seems to be working.

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The County Public Works Department maintains this swale when asked to do so. They patch it and clear weeds. Again, the hill to the west of Corral de Tierra Road, and the toe of that hill, needs to be left alone.

Thank you for the opportunity to comment. Please do not hesitate to call if you have any questions.

Sincerely,  
Mike Weaver  
831-484-6659

c.c. Monterey County Environmental Health Bureau  
Richard LeWarne, Roger Van Horne

California Regional Water Quality Control Board  
John Goni, Chris Adair

Current Monterey County Public Works Director  
Robert Murdoch

Monterey County CAO  
Lew Bauman

CalTrans, District 5  
David Rasmussen, Matt Fowler, John Olejnik, Brandy Rider, Aileen Loe

Attachments:

Twelve Exhibits labeled SR68-CdeT IS/MND #1 - #12  
Photos of area in and immediately adjacent to proposed Improvement Project

#1 Corral de Tierra hillside slide, 1983

#2 Hillside slide 1983, note fence post

#3 More washout and sliding of the first County installed drainage swale, 1990

#4 Location and the drilling of Corral de Tierra water well #28 being inspected by former Environmental Health Department employee Stuart Volwiler with Mike Weaver.

#5 More Corral de Tierra hillside sliding, 1990

#6 Hillside sloughing and sliding onto Corral de Tierra Road, 1983

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#7 Water draining down Corral de Tierra Road. 1983. Hillside slid out onto Corral de Tierra Road, at one time nearly reaching the middle of the road. This was a result of the toe of the hill being disturbed.

#8 Residential driveway shared by the Weavers, after Monterey County Public Works changed the lower portion without owner's approval. Their response to concerns that it would slide the following Winter was, "We are engineers, we know what we are doing." The driveway completed and paved by the County Public Works is still buried under this mudslide. The Weaver's bulldozed a new driveway approach consistent with the original one, not the one changed by Public Works. The oak tree shown above died.

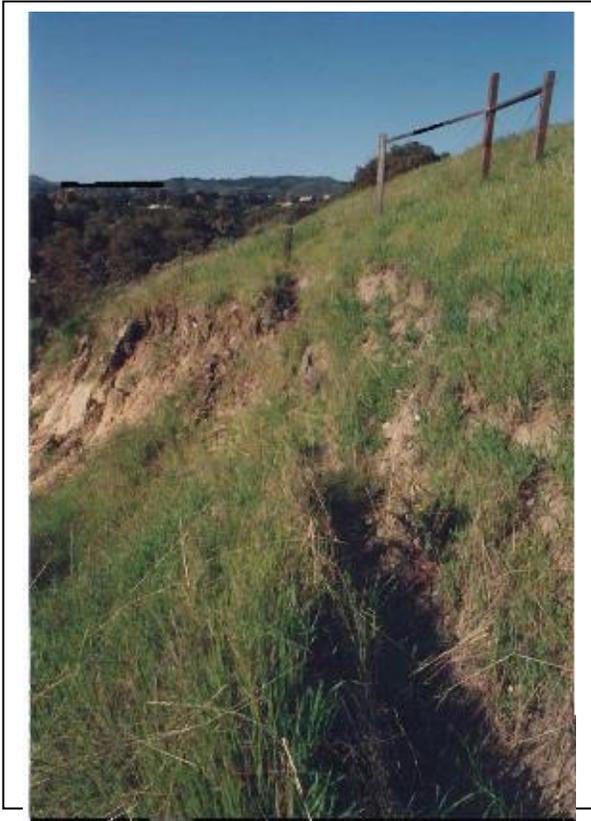
#9 1990, Photo of County's original drainage swale continuing to wash out.

#10 Location of Corral de Tierra water well #23. Note location set back from Corral de Tierra Road at the time. The County Public Works moved the roadway to the west because they said they wanted to save the row of walnut trees on the eastern frontage of Corral de Tierra Road. They moved the road. They then came back and cut the trees down. This same well is now 25-feet from the edge of Corral de Tierra Road.

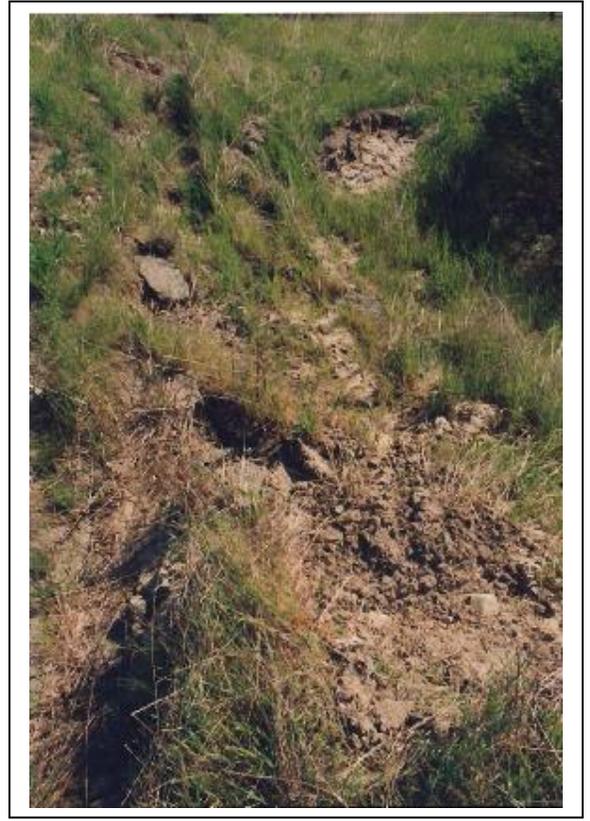
#11 More erosion and hillside sliding from 1990.

#12 Water Quality Test results testing positive for MTBE

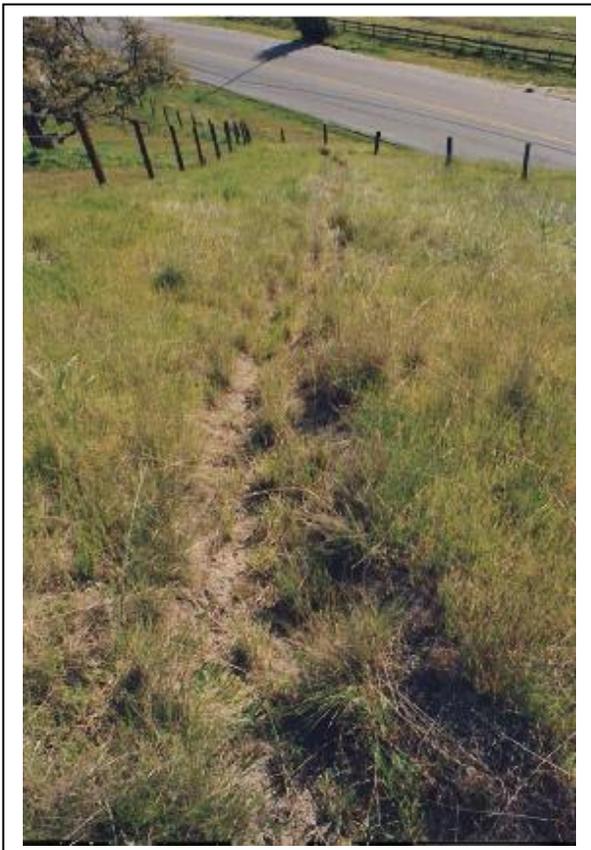
**Photo 1**



**Photo 2**



**Photo 3**



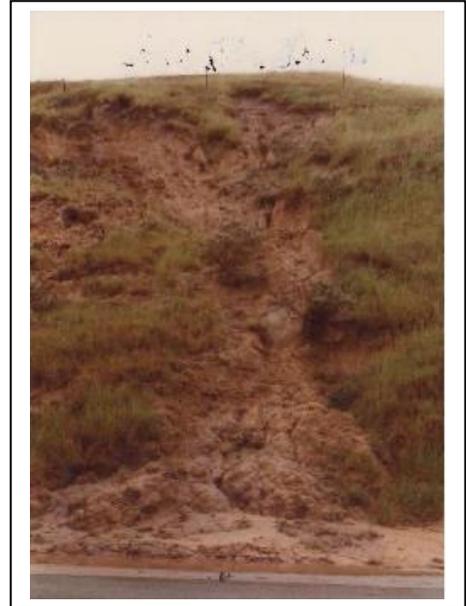
**Photo 4 and 5**



**Photo 6**



**Photo 7**



**Photo 8**



**Photo 9**



**Photo 10**



**Photo 11**







BSK Associates Fresno  
1414 Stanislaus St  
Fresno, CA 93708  
559-497-2888 (Main)  
559-485-6935 (FAX)

**A4L1191**  
12/15/2014  
Invoice: A427157

David Holland  
Monterey Bay Analytical  
4 Justin Court Suite D  
Monterey, CA 93940

**RE: Report for A4L1191 General**

Dear David Holland,

Thank you for using BSK Associates for your analytical testing needs. In the following pages, you will find the test results for the samples submitted to our laboratory on 12/10/2014. The results have been approved for release by our Laboratory Director as indicated by the authorizing signature below.

The samples were analyzed for the test(s) indicated on the Chain of Custody (see attached) and the results relate only to the samples analyzed. BSK certifies that the testing was performed in accordance with the quality system requirements specified in the 2009 TNI Standard. Any deviations from this standard or from the method requirements for each test procedure performed will be annotated alongside the analytical result or noted in the Case Narrative. Unless otherwise noted, the sample results are reported on an "as received" basis.

Thanks again for using BSK Associates. We value your business and appreciate your loyalty.

Sincerely,

John Montieth, Project Manager

If additional clarification of any information is required, please contact your Project Manager, John Montieth, at (800) 877-8310 or (559) 497-2888 x201.



Accredited in Accordance with NELAP  
ORELAP #4021

A4L1191 FINAL 12152014 1513  
Printed: 12/15/2014  
QA-RP-0001-10 Final.rpt

[www.BSKAssociates.com](http://www.BSKAssociates.com)

Page 1 of 8



**A4L1191**

*General*

**Case Narrative**

Project and Report Details	Invoice Details
----------------------------	-----------------

**Client:** Monterey Bay Analytical  
**Report To:** David Holland  
**Project #:** 52 Corral De Tierra  
**Received:** 12/10/2014 - 16:00  
**Report Due:** 12/15/2014

**Invoice To:** Monterey Bay Analytical  
**Invoice Attn:** David Holland  
**Project PO#:** -

**Sample Receipt Conditions**

**Cooler:** Default Cooler  
**Temperature on Receipt °C:** 1.5

Containers Intact  
COC/Labels Agree  
Received On Wet Ice  
Received On Blue Ice  
Packing Material - Bubble Wrap  
Packing Material - Paper  
Sample(s) split after receipt at the laboratory.  
Initial receipt at BSK-FAL

**Data Qualifiers**

The following qualifiers have been applied to one or more analytical results:

\*\*\*None applied\*\*\*

**Report Distribution**

Recipient(s)	Report Format	CC:
David Holland	FINALRPT	

A4L1191 FINAL 12152014 1513

Printed: 12/15/2014

QA-RP-0001-10 Final.rpt

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Page 2 of 8



**A4L1191**  
*General*  
 52 Corral De Tierra

**Certificate of Analysis**

**Sample ID:** A4L1191-01  
**Sampled By:** Mike Weaver  
**Sample Description:** Well 23

**Sample Date - Time:** 12/09/14 - 12:55  
**Matrix:** Ground Water  
**Sample Type:** Grab

*BSK Associates Fresno*  
**Organics**

Analyte	Method	Result	RL	Units	RL Mult	Batch	Prepared	Analyzed	Qual
<b>MTBE by GC-MS</b>									
Methyl-t-butyl ether	EPA 524.2	0.8	0.50	ug/L	1	A415638	12/11/14	12/11/14	
Surrogate: 1,2-Dichlorobenzene-d4	EPA 524.2	77 %	Acceptable range: 70-130 %						
Surrogate: Bromofluorobenzene	EPA 524.2	89 %	Acceptable range: 70-130 %						



**A4L1191**

*General*

**BSK Associates Fresno  
Organics Quality Control Report**

Analyte	Result	RL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Date Analyzed	Qual
---------	--------	----	-------	-------------	---------------	------	-------------	-----	-----------	---------------	------

**EPA 524.2 - Quality Control**

Batch: A415638  
Prep Method: EPA 524.2

Prepared: 12/11/2014  
Analyst: JGB

**Blank (A415638-BLK1)**

Methyl-t-butyl ether	ND	0.50	ug/L							12/11/14	
Surrogate: 1,2-Dichlorobenzene-d4	3.7			6.0		76	70-130			12/11/14	
Surrogate: Bromofluorobenzene	43			60		66	70-130			12/11/14	

**Blank Spike (A415638-BS1)**

Methyl-t-butyl ether	18	0.50	ug/L	20		90	70-130			12/11/14	
Surrogate: 1,2-Dichlorobenzene-d4	4.6			6.0		90	70-130			12/11/14	
Surrogate: Bromofluorobenzene	46			60		92	70-130			12/11/14	

**Blank Spike Dup (A415638-BSD1)**

Methyl-t-butyl ether	17	0.50	ug/L	20		87	70-130	4	30	12/11/14	
Surrogate: 1,2-Dichlorobenzene-d4	4.4			6.0		87	70-130			12/11/14	
Surrogate: Bromofluorobenzene	46			60		90	70-130			12/11/14	

A4L1191 FINAL 12152014 1513

Printed: 12/15/2014

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**A4L1191**  
General

**Certificate of Analysis**

**Notes:**

- The Chain of Custody document and Sample Integrity Sheet are part of the analytical report.
- Any remaining sample(s) for testing will be disposed of according to BSK's sample retention policy unless other arrangements are made in advance.
- All positive results for EPA Methods 504.1 and 524.2 require the analysis of a Field Reagent Blank (FRB) to confirm that the results are not a contamination error from field sampling steps. If Field Reagent Blanks were not submitted with the samples, this method requirement has not been performed.
- Samples collected by BSK Analytical Laboratories were collected in accordance with the BSK Sampling and Collection Standard Operating Procedures.
- J-value is equivalent to DNQ (Detected, not quantified) which is a trace value. A trace value is an analyte detected between the MDL and the laboratory reporting limit. This result is of an unknown data quality and is only qualitative (estimated). Baseline noise, calibration curve extrapolation below the lowest calibrator, method blank detections, and integration artifacts can all produce apparent DNQ values, which contribute to the un-reliability of these values.
- (1) - Residual chlorine and pH analysis have a 15 minute holding time for both drinking and waste water samples as defined by the EPA and 40 CFR 136. Waste water and ground water (monitoring well) samples must be field filtered to meet the 15 minute holding time for dissolved metals.
- Summations of analytes (i.e. Total Trihalomethanes) may appear to add individual amounts incorrectly, due to rounding of analyte values occurring before or after the total value is calculated, as well as rounding of the total value.
- RL Multiplier is the factor used to adjust the reporting limit (RL) due to variations in sample preparation procedures and dilutions required for matrix interferences.
- Due to the subjective nature of the Threshold Odor Method, all characterizations of the detected odor are the opinion of the panel of analysts. The characterizations can be found in Standard Methods 2170B Figure 2170-1.
- The MCLs provided in this report (if applicable) represent the primary MCLs for that analyte.

**Definitions**

mg/L:	Milligrams/Liter (ppm)	MDL:	Method Detection Limit	MDA95:	Min. Detected Activity
mg/Kg:	Milligrams/Kilogram (ppm)	RL:	Reporting Limit: DL x Dilution	MPN:	Most Probable Number
µg/L:	Micrograms/Liter (ppb)	ND:	None Detected at RL	CFU:	Colony Forming Unit
µg/Kg:	Micrograms/Kilogram (ppb)	pCi/L:	Picocuries per Liter	Absent:	Less than 1 CFU/100mLs
%:	Percent Recovered (surrogates)	RL Mult:	RL Multiplier	Present:	1 or more CFU/100mLs
NR:	Non-Reportable	MCL:	Maximum Contaminant Limit		

**BSK is not accredited under the NELAC program for the following parameters:                   \*\*NA\*\***

**Certifications:** Please refer to our website for a copy of our Accredited Fields of Testing under each certification.

**Fresno**

State of California - ELAP	1180	State of Hawaii	4021
State of Nevada	CA000792014-1	State of Oregon - ORELAP	4021
EPA - UCMR3	CA00079	State of Washington	C997-14

**Sacramento**

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**Vancouver**

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A4L1191



**Monterey Bay Analytical**

**Monte6227**



**12102014**

Turnaround: Standard  
Due Date: 12/15/2014

Printed: 12/10/2014 6:15:07PM

Page 1 of 1

Page 6 of 8







**Monterey Bay Analytical Services**

4 Justin Court Suite D, Monterey, CA 93940

(831) 375-MBAS (6227)

(831) 641-0734 (Fax)

[MontereyBayAnalytical@USA.net](mailto:MontereyBayAnalytical@USA.net)

Invoice Date: 12/15/14

Michael Weaver  
52 Corral de Tierra Rd  
Salinas CA 93908  
(831) 484-2243  
[michaelrweaver@mac.com](mailto:michaelrweaver@mac.com)



## Invoice

**Invoice Number: 17026**

Your Purchase Order: 52 Corral de Tierra, Well 23

Samples received on: 12/09/14

Our Sample References: AB24364

### Detailed Invoice Information

Analysis Name	Quantity	Unit Price	Total Price
Volatile Org. Compounds (524)	1	\$125.00	\$125.00
<b>Invoice Total</b>			<b>\$125.00</b>

**Our standard credit terms are Net 30 Days.** Accounts over 30 days are subject to 1.5% per month interest. Delinquent accounts are liable for legal costs and collection agency fees incurred by Monterey Bay Analytical Services in its efforts to eliminate the overdue balance. We appreciate your business and your continued support. We remain committed to supplying you the highest quality analytical results possible. If you have any questions concerning this invoice, please contact us at (831) 375-6227

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**Responses to Comments from Mike Weaver, Chair of The Highway 68 Coalition (Part 2)**

**Response to comment 1:** As stated in the Water Quality Assessment Report, the paved shoulders of Corral de Tierra Road within the project area would be widened to 8 feet. However, in response to concerns raised during the public review period, the shoulder widening of Corral de Tierra Road in the southbound direction was reduced to 6 feet. The analysis and conclusions contained in the Water Quality Assessment Report took into account the additional pavement required for the widening of the shoulders along Corral de Tierra Road.

**Response to comment 2:** The hillside referenced in this comment should not be affected by implementation of the proposed project. The cross section adjacent to the hillside has been reduced by 2 feet since the draft environmental document with the reduction of the shoulder width on the west side of Corral de Tierra being reduced from 8 feet to 6 feet. The work as currently proposed, at the point where it comes the closest to the hillside would be widening 5.5 feet past the edge of existing pavement. The new edge of shoulder would be varying between 1 foot to 2.5 feet away from the bottom of the hillside (toe of slope). An asphalt concrete dike would be installed along the edge of the slope to capture runoff. The roadway improvements at this location are proposed to remain within the existing County right of way.

**Response to comment 3:** The water wells cited in this comment are located to the west of Corral de Tierra Road. Refer to response 2 above regarding proposed improvements along Corral de Tierra Road.

**Response to comment 4:** Impacts to groundwater in the vicinity of the project site were analyzed in the Water Quality Assessment Report (February 2013). As stated on page 22 of the Water Quality Assessment Report, pollutants of concern during operation of the proposed project include sediments, trash, petroleum products, metals, and chemicals. Increase in impervious surface is not anticipated to substantially alter peak flow volumes or velocities of storm water discharges from the site. Because any increase in storm water runoff would be minor, the increase in pollutant loading from the project site would also be minor. As a result, any increase in runoff infiltrating into the soils would be minimal and would not increase groundwater infiltration. Therefore, the proposed project would not be expected to impact the groundwater quality. The information provided in this comment does not change the analysis or conclusion of the Water Quality Assessment Report; therefore, no changes to the report were made.

After circulation of the draft environmental document and in response to public comment, project design changes were made. Due to the changes, impervious surface area created by the project would decrease from 0.48 acre to 0.46 acre (a net decrease of 0.02 acre).

Aerially deposited lead (ADL) samples were collected on the east side of Corral de Tierra Road. It is assumed that exposed soil along the west side of Corral de Tierra Road would be the same as the exposed soil on the east side of the road. The samples indicate the material to be non-hazardous with regard to ADL and therefore, material along both sides of Corral de Tierra Road would be treated as non-hazardous. No additional soil sampling at this location is required.

**Response to comment 5:** Impacts to groundwater in the vicinity of the project site were analyzed in the Water Quality Assessment Report (February 2013). As stated on page 22 of the Water Quality Assessment Report, pollutants of concern during operation of the proposed project include sediments, trash, petroleum products, metals, and chemicals. Increase in impervious surface is not anticipated to substantially alter peak flow volumes or velocities of storm water discharges from the site. Because any increase in storm water runoff would be minor, the increase in pollutant loading from the project site would also be minor. As a result, any increase in runoff infiltrating into the soils would be minimal and would not increase groundwater infiltration. Therefore, the proposed project would not be expected to impact the groundwater quality. The information provided in this comment does not change the analysis or conclusion of the Water Quality Assessment Report; therefore, no changes to the report were made.

**Response to comment 6:** Caltrans and Monterey County are not responsible for the weed control activities of PG&E and AT&T. Furthermore, Caltrans and Monterey County do not have information regarding past weed control activities conducted by PG&E and AT&T within or adjacent to the project area.

Soil within the project area was not sampled for herbicides, and herbicides were not identified as a hazard of concern in the Hazardous Waste Initial Site Assessment (February 2013). However, as specified in the avoidance, minimization, and mitigation measures in Section 2.2.5 of the environmental document, the Monterey County Environmental Health Department must be notified if potentially hazardous materials and/or contaminated soils are encountered during construction.

Construction and operation of the proposed project would not result in impacts to the referenced private drinking wells.

**Response to comment 7:** It is acknowledged under Affected Environment in Section 2.2.5 of this document that polychlorinated biphenyls may be present in the pole-mounted transformers located along the roadways in the project limits. No hazardous substance releases were noted during the site survey of the project area or review of historical photographs. However, as stated in the Avoidance, Minimization, and Mitigation Measures in Section 2.2.5, soil beneath or around any pole-mounted or pad-mounted transformers within the project area will be tested for polychlorinated biphenyls if the transformers appear to be leaking, unless the transformer is certified polychlorinated biphenyl-free.

**Response to comment 8:** The draft environmental document reported in Section 2.2.5, Hazardous Waste or Materials, that due to the known records of underground soil contamination at gas station locations, there is a possibility of encountering contaminated soils during project construction. Avoidance and minimization measures included the requirement that work be stopped and the work area assessed in the event that hydrocarbon odors or apparent soil discoloration are encountered by project construction workers during excavation. If any hazardous contamination is encountered, it must be removed and disposed of before work in the area resumes. However, because of the known petroleum hydrocarbon contamination of soils in the vicinity of the project area, this measure was revised in the final environmental document.

The draft environmental document incorrectly stated that the potential to encounter groundwater contamination exists. Based on findings of the Hazardous Waste Initial Site Assessment (February 2013) and the Water Quality Assessment Report (February 2013), the text in the final environmental document was revised to state that “Because only minor earthwork would be required during construction, the potential to encounter groundwater is low and no groundwater dewatering activities are anticipated during project construction.” Because groundwater dewatering is not anticipated during construction, it is not the responsibility of the proposed project to delineate the extent of groundwater contamination from the gasoline stations.

**Response to comment 9:** It is unclear what discussion in the Water Quality Assessment Report is being referenced. The *Water Quality Assessment Report* (February 2013) does not include a discussion of three gas stations. As discussed

throughout the Initial Study/Mitigated Negative Declaration, there are two gasoline stations (one closed and one in operation) located at properties adjacent to and south of the State Route 68/Corral de Tierra Road intersection. The property at the southeast corner, 1 Corral de Tierra Road, is the site of a former Exxon service station. The property at the southwest corner of the intersection, 2 Corral de Tierra Road, is the site of Corral de Tierra Flowers and Gas, a currently operating gas station and retail business.

**Response to comment 10:** Section 2.2.5, Hazardous Waste or Materials summarized the findings of the Hazardous Waste Initial Site Assessment and the Aerially Deposited Lead Site Investigation. These studies included record searches, site visits, and soil sampling. These technical studies were available to the public during the circulation of the draft environmental document to anyone who wanted more detailed study, and copies can still be requested from the County and they are available on the project website at: <http://www.dot.ca.gov/dist05/projects/corraldetierra/index.html>.

**Response to comment 11:** The hillside should not be affected by implementation of the proposed project. The cross section adjacent to the hillside has been reduced by 2 feet since the draft environmental document with the reduction of the shoulder width on the west side of Corral de Tierra being reduced from 8 feet to 6 feet. The work as currently proposed, at the point where it comes the closest to the hillside would be widening 5.5 feet past the edge of existing pavement. The new edge of shoulder would be varying between 1 foot to 2.5 feet away from the bottom of the hillside (toe of slope). An asphalt concrete dike would be installed along the edge of the slope to capture runoff. The roadway improvements at this location are proposed to remain within the existing County right of way.

Thank you for taking the time to ask questions and provide input.

**Comments from Mike Weaver, Chair of The Highway 68 Coalition (Part 3)**

**From:** Michael Weaver <[michaelrweaver@mac.com](mailto:michaelrweaver@mac.com)>  
**Date:** January 14, 2015 at 4:56:12 PM PST  
**To:** "Kirsten J@DOT Helton" <[kirsten.helton@dot.ca.gov](mailto:kirsten.helton@dot.ca.gov)>  
**Subject:** Comments re: SR68/Corral de Tierra Road IS/MDN

Cal Trans  
Lead Agency  
c/o Kirsten Helton  
via email

Additional Highway 68 Coalition comments, part #3.

January 14, 2015

Dear Ms. Helton,

The attached email chain (below) is submitted for your and CalTrans review regarding the proposed State Route 68/Corral de Tierra Road Intersection Improvement Project being sponsored by the County of Monterey.

The IS/MND is deficient in that it does not clearly tell the reader that every segment of State Route 68 from the Toro Cafe to Josselyn Canyon Road is operating at Level of Service F, and has been since the Transportation Agency for Monterey County designated Highway 68 as LOS F in year 1997.

A purpose of the Proposed **Build Alternative** design is SAFETY according to the IS/MND and multiple associated technical documents.

However, long term residents, like the 63-households living in The Villas, will be far less safe if the current intersection design is adopted. My question as to HOW these folks will be able to safely negotiate a left turn (west) from their common driveway has not been answered.

The Transportation Agency for Monterey County (TAMC) current plans to 4-lane Highway 68 west to Corral de Tierra and then stop, will need thorough environmental review if and when the project comes forward.

This current IS/MND is a piecemeal approach. The design flaws reveal it to be piecemeal. It appears the current design reasoning is to get the residents of The Villas used to making right out

turns, so if and when a 4-lane plan comes along, they'll already be used to it, because, after all, how could they then cross four lanes of traffic to head west?

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The IS/MND Wood Roger's consultant feigning ignorance of the Villas of Corral de Tierra's existence at the recent meeting at San Benancio School is not credible because the design maps made available as a hand-out for the public that evening clearly depict most of the Villas residences in the lower right quadrant of the overhead photo with the design drawn in. In fact, the very lower right corner has the name of these consultants, Wood Rogers, who provided the design.

Further, this IS/MND Build Alternative is growth inducing in that "improvements to the Corral de Tierra intersection" have been pointed to by developer representatives and their attorneys, during public hearings for both the Corral de Tierra Retail Village Shopping Center (99,000+ sq.ft.), and just last month, the Ferrini Ranch Subdivision (185 houses across from Toro Park Estates)

Although the IS/MND professes to be stand-alone and non-related, it is anything but. Regarding expenditure of \$3.1 Million Dollars of public funds, I smell more PORK, and to the detriment of an existing community.

Also the IS/MND needs to explore and explain two previous alternatives such as:

- 1) The Corral de Tierra Bypass
- 2) The Southwest Alternative (Fort Ord)

Both of these were to leave the San Benancio and Corral de Tierra area as a frontage road with through traffic bypassing both on an east- west roadway north of the current alignment. Official Plan Lines were adopted for both the Corral de Tierra Bypass as well as the Southwest Alternative. Those Official Plan Lines still remain.

It is ironic that the Villas of Corral de Tierra were approved, as well as the Markham Ranch Subdivision, the Pattee Ranch Subdivision, both in Corral de Tierra, as well as the Las Palmas Ranch Subdivision on River Road with the Corral de Tierra Bypass as the planned traffic mitigation measure. Monterey County never built it.

Thank you for the opportunity to comment,

Mike Weaver  
Chair  
The Highway 68 Coalition

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Begin forwarded message:

From: Michael Weaver <[michaelweaver@mac.com](mailto:michaelweaver@mac.com)>  
Date: January 14, 2015 12:01:24 PM PST  
To: "Pascua, Jonathan L x8963" <[Pascua.JL@co.monterey.ca.us](mailto:Pascua.JL@co.monterey.ca.us)>  
Subject: Re: Great News about our access: The Villa's Access to 68

Hello Jonathan,

Thanks. The map you sent is the same map provided at the San Benancio meeting.

The question is:  
how you will be able to accomplish left turns from the Villas

There is no merge/turn pocket/acceleration lane provided so residents can pull into and merge with westbound traffic. If a driver can negotiate this at all it will be to cross Highway 68 diagonally, then make a sharp 90 degree left turn into the westbound through lane. The speed on a sharp left turn won't be much, a few miles per hour, they'll then have to straighten the vehicle out and accelerate rapidly. This is not a safe traffic maneuver. There are 63 homes in the Villas.

Mike Weaver

On Jan 14, 2015, at 11:47 AM, Pascua, Jonathan L x8963 wrote:

Hello Mike,

Regarding the left turn movement out of The Villas: the Corral de Tierra project will not restrict the residents from making a left turn out of the main driveway. The residents will still be able to make a left turn out of the driveway and a left turn into the driveway (westbound direction on 68).

Attached is a full size pdf layout of the project.

Jonathan L. Pascua  
Monterey Co. 831.755.8963

**From:** 100-District 5 (831) 647-7755  
**Sent:** Tuesday, January 13, 2015 3:30 PM  
**To:** Pascua, Jonathan L x8963  
**Subject:** FW: Great News about our access: The Villa's Access to 68

Hi Jonathan,

I provided your response to Villa residents earlier this morning. Evidently the author of the email below, Mike Weaver, is the individual that provided the information to residents at the HOA meeting last night. Can you please respond, and cc our office, to his claims below. It appears as though the situation needs definite clarification.

Thank you,

**Jayne Mohammadi**

Aide to Supervisor Dave Potter

County of Monterey, Board of Supervisors

(831) 647-7755

(831) 647-7708

The miracle is this - the more we share, the more we have. -Leonard Nimoy

**From:** Michael Weaver [<mailto:michaelweaver@mac.com>]  
**Sent:** Tuesday, January 13, 2015 3:15 PM

**To:** 100-District 5 (831) 647-7755; [carrie@carriewilliams.com](mailto:carrie@carriewilliams.com)  
**Subject:** Fwd: Great News about our access: The Villa's Access to 68

Begin forwarded message:

**From:** Michael Weaver <[michaelweaver@mac.com](mailto:michaelweaver@mac.com)>

**Date:** January 13, 2015 3:00:41 PM PST

**To:** Larissa Crossfield <[larissa@associationservices.com](mailto:larissa@associationservices.com)>

**Subject:** Re: Great News about our access: The Villa's Access to 68

Larissa,

Thank you for sending this. However, I know what I was told at the school meeting. May I suggest

your Villas HOA ask for specific design maps that show how you will be able to accomplish left turns

from your Villa's entrance/exit. The small map provided at the school meeting was the same as the larger

maps the designer was referring to. This map shows a left turn pocket provided for going into the Villas westbound.

it does not show a pocket for vehicles turning left out of the Villas.

You may be sitting ducks.

Please share this with the HOA. Again, it was nice meeting you.

Mike Weaver

484-6659

On Jan 13, 2015, at 2:27 PM, Larissa Crossfield wrote:

Good afternoon Mike,

Thank you for coming to the meeting yesterday although it does sound like the whole thing was a big misunderstanding.

Please see below.

Larissa Crossfield

Access Association Services, Inc.

408-782-1222, Ext.15

[www.associationservices.com](http://www.associationservices.com)

<image001.jpg>

NOTICE TO RECIPIENT: This communication is intended only for the person(s) to whom it is addressed, and may be protected by law. If you receive this in error, any review, use, dissemination, distribution, or copying is strictly prohibited. Please notify Access Association Services, Inc., of the error immediately at 408-782-1222 and delete this communication and any attached documents from your system. Thank you for your cooperation.

**From:** [carrie.williams@outlook.com](mailto:carrie.williams@outlook.com) [<mailto:carrie.williams@outlook.com>] **On Behalf Of** Carrie Williams  
**Sent:** Tuesday, January 13, 2015 11:26 AM  
**To:** Larissa Crossfield; Tim Dillon  
**Cc:** Robert Hedberg; Diane Malik; Greg Knowles; Greg & Linda Knowles; Evelyn Vitarisi; Sandy Skillicorn; Katherine Nino; Stefan Konderski  
**Subject:** Great News about our access: The Villa's Access to 68

See below:

---

**From:** [district5@co.monterey.ca.us](mailto:district5@co.monterey.ca.us)  
**To:** [carrie@carriewilliams.com](mailto:carrie@carriewilliams.com)  
**Date:** Tue, 13 Jan 2015 11:13:04 -0800  
**Subject:** RE: The Villa's Access to 68

Carrie,

I just got off the phone with Public Works Engineer, Jonathan Pascua. He informed me that the residents at The Villas will still be able to make a left turn out of their driveway. This project will not restrict them to a right-in right-out only movement and they will still be able to make that left turn. The driveway that will be restricted to a right-in right-out movement only, is the one across the street on the north side of 68, those residents on the Cypress Church side will not be able to make left turns. If you have any further questions or comments you can contact Jonathan Pascua at 755-8963 or [PascuaJ@co.monterey.ca.us](mailto:PascuaJ@co.monterey.ca.us). We received numerous emails from Villa residents this morning regarding this subject and I will respond to them, but if you could please also share this information with residents, it would be very helpful. Thank you.

Sincerely,

**Jayne Mohammadi**

Aide to Supervisor Dave Potter

County of Monterey, Board of Supervisors

(831) 647-7755

(831) 647-7708

|

The miracle is this - the more we share, the more we have. -Leonard Nimoy

|

|

**From:** [carrie.williams@outlook.com](mailto:carrie.williams@outlook.com) [<mailto:carrie.williams@outlook.com>] **On Behalf Of** Carrie Williams

**Sent:** Tuesday, January 13, 2015 10:50 AM

**To:** 100-District 5 (831) 647-7755

**Subject:** RE: The Villa's Access to 68

Jayne,

We have not heard from Cal-Trans... the speaker was Mike Weaver of Highway 68 Coalition

Thank You!

Carrie

---

From: [district5@co.monterey.ca.us](mailto:district5@co.monterey.ca.us)  
To: [carrie@carriewilliams.com](mailto:carrie@carriewilliams.com)  
Date: Tue, 13 Jan 2015 09:50:44 -0800  
Subject: RE: The Villa's Access to 68

Good Morning Carrie,

Thank you for your email. I will make sure Supervisor Potter receives your correspondence and we will look into your concerns. Do you happen to remember the name of the speaker at the meeting last night? Were they from Caltrans?

Thank you,

**Jayne Mohammadi**

Aide to Supervisor Dave Potter

County of Monterey, Board of Supervisors

(831) 647-7755

(831) 647-7708

The miracle is this - the more we share, the more we have. -Leonard Nimoy

From: [carrie.williams@outlook.com](mailto:carrie.williams@outlook.com) [<mailto:carrie.williams@outlook.com>] On Behalf Of Carrie Williams  
Sent: Monday, January 12, 2015 8:18 PM

**To: 100-District 5 (831) 647-7755**

**Subject: The Villa's Access to 68**

Dear Supervisor Potter,

I have just come from a home owners meeting tonight (23799 Monterey Salinas Hwy 'The Villas') where a speaker came to alert us to the plan to cut off our ability to turn left from our driveway. We were told that the intention was to make things easier at the Corral de Tierra light and they plan to send us to San Benancio, to turn around. I am sure you know that there is not a U turn available at San Benancio. This would mean we have to turn around in someone's driveway or the school.

As this is already an extremely busy intersection, I can not imagine anyone thinking this is a wise alternative.

There are 63 units here at the Villas. Safe to say most are two car households. Many of us work in Monterey and Carmel and need access during commute hours. We do not want to put the health and safety of the children of San Benancio at risk.

We do want to maintain our left turn lane. Longer two way turn lanes are a good alternative. Timing at the lights would be helpful.

Please do not ruin our values and put the school children and residents of San Benancio Road at risk.

Thank You,

Carrie Williams

James Rygiol

831-484-9194

23799-11 Monterey Salinas Hwy

Corral de Tierra CA 93908

<Hwy68CDT layout.pdf>

**Response to Comments from Mike Weaver, Chair of The Highway 68 Coalition (Part 3)**

**Response to comment 1:** The focus of this project is intersection improvement. The applicable Levels of Service for the traffic analysis are those at the State Route 68/Corral de Tierra intersection and not those along the 10-mile segment of State Route 68 between Toro Café and Josselyn Canyon Road. The Level of Service of State Route 68 east of and west of Corral de Tierra Road depends on factors such as roadway speeds, lane widths, and shoulder widths whereas the State Route 68/Corral de Tierra intersection Level of Service depends on factors such as intersection control, lane configuration, and signal phasing. Therefore, the roadway segments of State Route 68 and the State Route 68/Corral de Tierra intersection operate at different Levels of Service.

Section 1.1.2 of the environmental document describes the operating Level of Service of the State Route 68/Corral de Tierra intersection.

**Response to comment 2:** With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left turn lane will be provided. There would be no need for a U-turn at the intersection of State Route 68 and San Benancio Road.

**Response to comment 3:** Any future improvements to State Route 68 will require separate environmental review through Caltrans, and it is not known at this time when future improvements would be studied/built. Evaluating the State Route 68/Corral de Tierra Intersection Improvement Project under an Initial Study/Mitigated Negative Declaration does not result in “piecemealing” the project (i.e., chopping up a project into pieces to avoid environmental review of the totality of the project). The proposed project is a standalone intersection improvement project that meets the project purpose and need without being dependent on the provision of other additional future improvements to State Route 68.

**Response to comment 4:** Please refer to Response 2 above regarding the ability to make left turns from The Villas once this project is constructed. It is the residential driveway on the north side of State Route 68 that is being changed, based on input from the public. See Section 1.3.1, Build Alternative and Figure 1-4 for the changes

made in the final environmental document. Turning movements for any future projects would be determined at the time of those studies.

**Response to comment 5:** As discussed at the beginning of Chapter 2, because the proposed project does not add capacity to the roadway, it is not growth-inducing. Projects that do not add capacity or additional access to an area generally are not considered growth-inducing. Therefore, growth beyond levels anticipated in the County's General Plan is not expected as a result of the proposed project and would be determined by the County and not Caltrans.

**Response to comment 6:** The Route 68 Corridor Study evaluated the realignment of the existing Route 68 corridor through an 11 mile stretch between the junction with Route 1 and the junction with Toro Park Estates and was a planning level analysis. Until such time that any highway corridor realignment is realized the existing highway corridor must be maintained. This current project is intended to improve conditions at this intersection upon completion of construction. Because corridor realignment is outside the scope of the proposed project, and not related to the purpose of this current project, it is not appropriate to analyze a new alignment as part of this Initial Study/Mitigated Negative Declaration.

The attached e-mail exchange between residents of The Villas and Supervisor Dave Potter's office was provided and is attached.

**Comments from Diane and Jim Butler**

As a homeowner at the Corral de Tierra Villas I was notified that with the new shopping center proposal we are being asked turn lose our left hand turn privileges. That is wrong.

1. Congestion will be a huge problem at Sa. BENANCIO LIGHT. ....San Benancio Lights and Corral de Tierra lights are so close together that we already have a problem turning right or left during morning and evening rush (work traffic).

2. PLEASE CREATE A "NO RIGHT HAND TURN ON RED" at the Corral de Tierra light exiting from from Corral de Tierra. If not the traffic will be backed up through both lights so Corral de Tierra residents cannot even get out to turn right. (THAT ALREADY HAPPENS IN THE MORNINGS AT 8:00-8:30 AM)

3. It is a huge inconvenience. Over 50% residents turn left several times a day..to work or to golf at Corral de Tierra G.Club.

4. WHERE DO WE MAKE A U TURN?

If we always have to turn right , congestion will be caused at San Benancio.then there has to be road room for us to get access toThe San Benancio light. The shopping center traffic or the Monterey traffic will be on the Hwy first access so we will have a hard time even entering the highway.

5. When the Mr. Phelps (Shopping center builder ) met with our home owners, he at one time offered to give the Villa residents access through his parking lot and pay for a our access road to be built for we would have to give up some land.

A right hand turn only is NOT in our Villa residents best interest. Find a way to move our cars directly on to Corral de Tierra road.

Sincerely,  
Diane and Jim Butler  
Corral de Tierra homeowners

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**Response to Comments from Diane and Jim Butler**

**Response to comment 1:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left turn lane would be provided.

**Response to comment 2:** Existing signalization at the State Route 68/Corral de Tierra Road intersection is typically upgraded by Caltrans on an as-needed basis. However, the current signalization will be reviewed during final project design and modified, if necessary, as part of this project.

**Response to comment 3:** Please refer to the first response above. A U-turn would not be required.

### **Comments from Karen and Jay Cook**

From: Karen [<mailto:karencooklac@sbcglobal.net>]  
Sent: Tuesday, January 13, 2015 7:53 AM  
To: Helton, Kirsten J@DOT  
Subject: Proposed "No Left Turn " onto Highway 68 from the Villas

Dear Kirsten,

My husband and I have lived at The Villas for 26 years, we have a Health Clinic in Monterey where we work , we also do most our shopping and errands in Monterey.

We are opposed to having a No Left Turn onto 68, it would be an imposition to have to turn right every time we wanted to go West. It does not make any sense to make an illegal u turn at San Bannancio where at peak travel times children are coming on and off busses. It seems dangerous and very inconvenient to imagine this scene. We have 65 residences at the Villas with at least 2 drivers at each home and this would be most inconvenient. We vote No on the No Left Turn Proposal.

Respectfully,

Karen and Jay Cook  
UNIT 29

Sent from my iPad

### **Response to Comments from Karen and Jay Cook**

**Response to comment:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided.

The project design would have eliminated the ability of vehicles exiting the residential driveway north of State Route 68 to turn left on State Route 68. Based on public input, the driveway on the north will be consolidated with the Cypress Community Church driveway. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

## Comments from Martin H. Dodd



FUTTERMAN DUPREE  
DODD CROLEY MAIER<sup>LLP</sup>

January 13, 2015

**VIA EMAIL & U.S. MAIL:** [Matt.C.Fowler@dot.ca.gov](mailto:Matt.C.Fowler@dot.ca.gov)

Matt Fowler  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401

Re: State Route 68/Corral de Tierra Intersection Improvement Project  
(the "Project")

Dear Mr. Fowler:

This firm represents Martin H. Dodd, a resident of Corral de Tierra Villas ("the Villas"), a condominium complex situated on State Route 68 just southeast of Corral de Tierra Road in Monterey County. We write to express our grave concern over the potential impact of the Project on the residents of the Villas. We understand that the consultants on the Project, Wood Rogers, made no effort to determine how many residents live in the Villas or to explore the impact of the proposed Project on them. This is disturbing and suggests that no serious effort was made to consider the real and detrimental impact on the residents of the Villas or the collateral and downstream effects of the Project.

The Villas is comprised of 63 condominium units and has roughly 120 residents. A driveway on the south side of State Route 68 provides ingress to and egress from the Villas. Currently, residents may turn left or right onto State Route 68 from the driveway. We understand that, as planned, the Project will preclude residents of the Villas from turning left onto State Route 68. If residents intend to travel toward Monterey (including to Corral de Tierra Road, roughly 150 yards away), they will be required to turn right toward Salinas and make a U-turn at the intersection of State Route 68 and San Benancio Canyon Road or turn onto San Benancio Canyon Road, double back and make a left turn onto State Route 68. If the purpose of the Project is to improve traffic flow on State Route 68, it is hard to see how requiring the 120 residents of the Villas to undertake U-turns or the various maneuvers that will be required to travel toward the Monterey Peninsula will improve traffic flow. The likely result is that traffic will become unnecessarily congested at the San Benancio Canyon Road intersection – which is currently smaller and narrower than the existing intersection at Corral de Tierra Road.

It goes without saying that requiring the residents of the Villas to undertake the turns that will be required to permit them to travel toward Monterey will be extremely inconvenient. We submit that it will also be dangerous. Many of the residents of the Villas, like Mr. Dodd, are elderly. They surely all travel toward the Monterey Peninsula on a regular basis. Requiring the residents to make U-turns or turns into and out of San Benancio Canyon Road increases the chances that accidents will occur at that intersection – particularly at night.

visit 180 Sansome Street, 17th fl, San Francisco, CA 94104 main 415.399.3840 fax 415.399.3836 view [www.fddcm.com](http://www.fddcm.com)

1



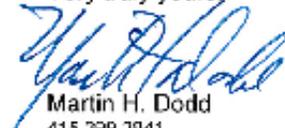
Matt Fowler  
January 13, 2015  
Page 2

We also understand that simpler solutions to the project exist, including better synchronizing the traffic lights at San Benancio Canyon Road and Corral de Tierra Road and removing a drainage culvert at the entrance to Corral de Tierra Road that has the effect of causing traffic turning from State Route 68 to slow down. The accordion effect slows traffic on State Route 68.

2

Before this Project is approved, additional study needs to be undertaken to consider how the Project in practice will affect traffic. We submit that when the needs of the residents of the Villas are considered – and it appears they were not considered – the Project will not solve the problem it is designed to address. It will only cause additional, perhaps life threatening, problems at San Benancio Canyon Road.

Very truly yours,



Martin H. Dodd  
415 399 3041  
mdodd@fddcm.com

cc: Martin H. Dodd  
Kirsten Helton  
Jonathan Pascua

view [www.fddcm.com](http://www.fddcm.com)

### **Response to Comments from Martin H. Dodd**

**Response to comment 1:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided.

**Response to comment 2:** Both State Route 68 signalized intersections with Corral De Tierra Road and San Benancio Road are currently interconnected. The current signal timing between the two intersections will be reviewed during final project design and modified, if necessary, as part of this project. In response to public feedback during public circulation of the Initial Study/Mitigated Negative Declaration, Monterey County will replace the existing valley gutter with a flatter valley gutter. This improvement is anticipated to reduce the likelihood of cars bottoming out in the dip and reduce the backup in the intersection caused by cars slowing for the dip.

Improvement to the traffic signal synchronization and improvements to the existing valley gutter alone would not meet the project objective and would not improve traffic operations within the intersection to Level of Service C. Without intersection improvements such as widening the intersection to provide left-turn lanes, the intersection would still have inadequate capacity for peak-hour traffic demands.

**Comments from Steven P. Fernandez**

31 DEC. 14

TO: MATT FOWLER, SR. ENVIRONMENTAL PLANNER  
CALTRANS DISTRICT 5  
CALIFORNIA DEPT. OF TRANSPORTATION  
50 HIGUERA ST.  
SAN LUIS OBISPO, CA. 93401

\* DEADLINE DATE EXTENDED PER DOCUMENTS SENT  
ME BY WOOD RODGERGERS - DEVELOPING INNOVATIVE  
DESIGN SOLUTIONS SACRAMENTO, CA. 95816

\* PROJECT: STATE ROUTE 68 / CORRAL DE TIERRA  
ROAD INTERSECTION PROJECT MONTEREY CO. CA  
05-MON-68-PM 12.8/13-2 EA NO. 05-048-282

DEAR MATT,

THANKS FOR EXPEDITING MY REQUEST FOR THE  
DRAFT COPY OF THE HWY 68 / CDT RD INTERSECTION  
WIDENING PROPOSALS.

ALAS, ANIS COUNTY, STATE AND FEDERAL RECORDS  
REFLECT A WRITING YOU FROM VA MENLO PARK  
HOSPITAL, DUE TO A NEAR DEADLY MOTOR CYCLE  
WRECK OF THE SUBJECT WIDOW MAKER PORTION  
OF THE NOW RACE TRACK TRACK PROVEN INTER-  
SECTION.

HERE IS MY HISTORY, I AM A NEAR 61 YEAR  
OLD 64 VIETNAM WAR VETERAN W/ 51 YEARS

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RIDING EXPERIENCE. SOME OF WHICH HAS BEEN PROFESSIONAL: HIRED TO Haul MARSHALLS BY ABC IN IRONMAN TRIATHLON IN KAILUA, KONA-HAWAII, PRIVATE TOURS OF THE BIG SUR, CARMEL COASTLINES. NO COMPLAINTS OR ISSUES... MONETARY FIRS YES! I WAS PERMITTED TO RIDE A MOTOR CYCLE ON THE STREETS SINCE 26 AUG. '69. SOME WOULD SAY I AM AN EXCELLENT MOTOR CYCLE RIDER.

WHAT HAPPENED TO ME ON THE LATE AFTERNOON OF 14 AUG. '14 IS BEYOND ME, THE CHP, AND MANY OTHERS. I LIVED IN CDT 2437 CDT ROAD FROM '77 TO '88. MUCH FASTER AND NIMBLE CARS, TRUCKS, MOTOR CYCLES AND ROAD IMPROVEMENTS HAVE MADE THE DEATH TRAP INTERSECTION A NEAR DEATH EXPERIENCE.

I WAS IN A COMA FOR 6 DAYS, YOUNG SIR. MY SPEECH HAS BEEN IMPAIRED GREATLY AS IT REACHED SIGNIFICANT GLASGOW COMA LEVELS AS MY TESTS BY VIA PALO ALTO BRAIN TRAUMA CENTER INDICATES.

I COULD SEND YOU COPIES OF THE HELICOPTER, EMT, MEDICAL CENTER OF SAN JOSE, STANFORD, VA ETC. BUT TAKE MY WORD, THEY EXCEED \$200K!

I NOW HAVE 4 LONG DEEP NARROW SCARS ON MY LEGS A 3" ROUND PUNCTURE GRAFT OVER MY TIBIA.

SO, INDEED EXPLORE MORE SO THIS AND OTHER AREAS OF HWY 68 FOR RACE INCLINED MOTORISTS THAT JUST CANT WAIT TO HULL BUTT ON HWY "68".

THANKS FOR ALLOWING FUTURE GENERATIONS TO CALMLY TAKE IN THE LOVELYNESS OF THE LUMINE / POPPY LADEN FLANKED HWY 68 / CDT ROADS. Steven P. Fernandez

### Response to Comments from Steven P. Fernandez

**Response to comment:** Thanks for communicating your story and expressing your concern about speeding motorists on State Route 68. Caltrans is dedicated to improving motorist safety and takes it into account for each project.

### **Comments from Holly Juergens and Susan Steigmann**

Mr. Potter:

In receiving information last night about the Villa's residents option of turning around in San Benancio, rather than going left, I have had many conversations since then with residents of San Benancio.

I did send you a quick text last night from my phone and wanted to elaborate a bit more on the impact this would create on our already busy intersection.

With all due respect all of us living off of 68 have had issues with the traffic flow and delay in commutes as the years have gone on. So I empathize with your situation and position you are in to make everyone happy (which of course will never happen! )

As speculation of the Ferrini Ranch project has some people questioning just how much more traffic we all can handle, this impact for the San Benancio residents would be over the top. Many of us brake to let any resident out of the Villas ( or in ) to accommodate traffic flow, and I can only imagine that there are times of the day that one might sit for a lengthy period of time to go left from their development. In visiting last night it seems that the driveway from the Villas could be widened to let residents go right easily and not be delayed by those turning left.

But the U turn at the light at San Benancio would cause more congestion, confusion and ultimately an accident.

There has to be a more viable solution and the fact that this issue has not been put in the Highway 68 magazine or in the

Herald limits the knowledge of this to the residents of San Benancio Canyon.

Please allow more time to get everyone privy to the information and thought process that is taking place. I believe in the long run there has to be a solution that could benefit all.

Thank you,  
Holly Juergens  
Susan Steigmann

**Holly Juergens**  
Pebble Beach Pro Shop Manager  
LPGA Class A Professional  
Pebble Beach Company  
P.O Box 711  
Pebble Beach, CA 93953  
P: 831-622-8799  
O: 831-622-5367  
Fax; 831-622-8789  
Email; [juergenh@pebblebeach.com](mailto:juergenh@pebblebeach.com)  
W: [www.pebblebeach.com](http://www.pebblebeach.com)

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### **Response to Comments from Holly Juergens and Susan Steigmann**

**Response to comment 1:** It is acknowledged that traffic congestion can be a problem within the project area. As stated in Section 1.3.1, Build Alternative, a left-turn lane would be constructed from westbound State Route 68 into The Villas driveway. Widening the driveway coming out of The Villas would be determined by the property owners and is not part of this project. The project would still allow vehicles to make left turns from The Villas driveway onto State Route 68.

**Response to comment 2:** A Public Notice/Notice of Intent to Adopt a Mitigated Negative Declaration/Announcement of Open Forum Public Meeting was published in the *Monterey County Weekly* on December 4, 2014. There were multiple purposes served by these notices. They informed the public of the scheduled open forum public meeting, the availability of the draft environmental document for public review, the length of the public review period for the draft environmental document, the locations where the draft environmental document was available, how the public could participate in the process, and where and how to submit comments on the draft environmental document.

Due to public request for an extension of the public comment period, Caltrans, in cooperation with the County of Monterey, extended the comment period for an additional 14 days. A Public Notice was published in the *Monterey County Weekly* on December 18, 2014 notifying the public that the public review period for the proposed project was extended to January 14, 2015 from the original date of December 31, 2014.

### **Comments from Greg and Linda Knowles**

Dear Supervisor Potter,

All 63 families living in the Villas want to be able to turn left onto 68. The vast majority are 2 car households. Many of us work in Monterey and Carmel and need to turn left during commute hours. At our recent homeowners association meeting, we were told that the County plans to cut off our ability to turn left from our driveway. We heard the intention is to make things easier at the Corral de Tierra light and they plan to send us to San Benancio, to turn around. There is no U turn available at San Benancio. This would mean we have to turn around in someone's driveway or the middle school.

This is an extremely busy intersection. We do not believe this is a viable or safe option. This would be unsafe to children and all living in San Benancio. We must maintain our left turn lane. Please do not ruin our property values and put the school children and other residents of San Benancio Road at risk.

Thank You for your consideration,  
Greg and Linda Knowles  
831-776-9414  
23799-51 Monterey Salinas Hwy  
Corral de Tierra CA 93908

Thanks,  
Greg

Greg Knowles  
PW Admin Supervisor  
City of Salinas  
Voice 831-758-7431  
Fax 831-758-7935  
[gregk@ci.salinas.ca.us](mailto:gregk@ci.salinas.ca.us)

*Due to City furloughs, City Hall is closed on Fridays.*

### **Responses to Comments from Greg Knowles**

**Response to comment:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

### **Comments from Diane Malik**

Dear Supervisor Potter,

I have just learned of the plan to cut off our ability to turn left from our driveway (23799 Monterey Salinas Hwy 'The Villas'). We were told that the intention was to make things easier at the Corral de Tierra light and they plan to send us to San Benancio, to turn around. I am sure you know that there is not a U turn available at San Benancio. This would mean we have to turn around in someone's driveway or at San Benancio Middle School.

As this is already an extremely busy intersection, I can not imagine anyone thinking this is a wise alternative.

There are 63 units here at the Villas. Safe to say most are two car households. Many of us work in Monterey and Carmel and need access during commute hours. We do not want to put the health and safety of the children of San Benancio at risk. We do want to maintain our left turn lane. Please do not put the school children and residents of San Benancio Road at risk.

Thank You,

Diane Malik

(831) 737-2921  
23799 Monterey-Salinas Hwy #22  
Corral de Tierra, CA 93908

### **Response to Comments from Diane Malik**

**Response to comment:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

## **Comments from Andrew McCague**

**From:** A McCague [<mailto:mccaguea@gmail.com>]  
**Sent:** Tuesday, January 13, 2015 11:25 PM  
**To:** Fowler, Matt C@DOT  
**Subject:** Corral De Tierra Intersection Improvement Project

Matt,

Please consider my comments on the project. I am in support of the project, however, please do not restrict the north side driveway to right in/right out only. This will be extremely inconvenient to the home owners who own properties in this area. These are expensive homes that already will suffer from the increased noise and traffic not to mention the widened road. Forcing a right in/right out only would negatively impact property values, increase traffic on the highway as these people drive around for U-turns, and increase danger as people will most likely insist on making left turns anyway as they have for decades. Please consider keeping the central turn lane and just widening this into the 2 left turn lanes closer to the intersection. This will also benefit those on the south side of the highway.

Thanks,  
Andrew McCague  
(Monterey County Tax Payer)

## **Response to Comments from Andrew McCague**

**Response to comment:** Thanks for expressing your support for the project. The project design as proposed in the draft environmental document would have limited the access entering and exiting the residential driveway north of State Route 68. The existing condition allows four roadways to access the highway within an 800-foot distance. Traffic entering and exiting the highway in such close proximity creates potential vehicle conflict points, which needed to be addressed as part of this project. Fortunately, after circulation of the draft environmental document and considering the input received (such as yours), the County and Caltrans have adopted design changes (with the cooperation of the parties involved) which would consolidate the existing residential driveway north of State Route 68 with the Cypress Community Church driveway (which forms the north leg of the Corral de Tierra and State Route 68 intersection). This design change allows one less access point within this short distance along State Route 68 and allows residents to make right or left turns at a signal light.

Removal of the access to this driveway along State Route 68 will provide sufficient room for a 110-foot-long merge lane on State Route 68 for vehicles turning left out of The Villas driveway. This change should facilitate safer left-turn movements.

### **Comments from Suzanne Miller**

From: Suzanne Miller  
Property Owner of: 23799 Unit 1 Monterey Salinas Hwy  
Corral de Tierra, CA. 93908

Dear Supervisor Potter,  
I have just come from a home owners meeting tonight (23799 Monterey Salinas Hwy 'The Villas') where a speaker came to advise us of the plan to eliminate our ability to turn left from the Villas onto Highway 68.. We were told that the intention was to make things easier at the Corral de Tierra light and they plan to send us to San Benancio, to turn around. There is not a U-Turn lane at the San Benancio traffic light, thus making it difficult to turn around in order to head toward Monterey on Highway 68.

As this is already an extremely busy intersection, I can not imagine anyone thinking this is a wise alternative.

There are 63 units at the Villas with approximately two cars per household as well as service providers and employees who access Highway 68 from the Villas. Many of us work in Monterey and Carmel and need access during commute hours.

We want to maintain our left turn lane. Longer two way turn lanes are a good alternative. Timing at the lights would be helpful.

Sincerely,  
Suzanne Miller

### **Response to Comments from Suzanne Miller**

**Response to comment:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

### **Comments from Carrie Williams and James Rygiol**

Dear Supervisor Potter,

I have just come from a home owners meeting tonight (23799 Monterey Salinas Hwy 'The Villas') where a speaker came to alert us to the plan to cut off our ability to turn left from our driveway. We were told that the intention was to make things easier at the Corral de Tierra light and they plan to send us to San Benancio, to turn around. I am sure you know that there is not a U turn available at San Benancio. This would mean we have to turn around in someone's driveway or the school.

As this is already an extremely busy intersection, I can not imagine anyone thinking this is a wise alternative.

There are 63 units here at the Villas. Safe to say most are two car households. Many of us work in Monterey and Carmel and need access during commute hours. We do not want to put the health and safety of the children of San Benancio at risk.

We do want to maintain our left turn lane. Longer two way turn lanes are a good alternative. Timing at the lights would be helpful.

Please do not ruin our values and put the school children and residents of San Benancio Road at risk.

Thank You,

Carrie Williams

James Rygiol

831-484-9194

23799-11 Monterey Salinas Hwy

Corral de Tierra CA 93908

### **Response to Comments from Carrie Williams and James Rygiol**

**Response to comment:** There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

### **Comments from James Rygiol**

Dear Supervisor Potter,

I am requesting that the decision to modify the existing Hwy 68 access be postponed.

The 63 homeowners of 23799 Monterey Salinas Hwy have not received actual notice of the proposed restricted access to Hwy 68.

Additionally, I believe the school district of San Benancio is also unaware of the proposed change.

This decision may have a negative and dangerous impact everyone in the area. Please postpone this decision until we all have a chance to review the proposal.

Thank-you again,

James Rygiol  
831-484-9194  
23799-11 Monterey Salinas Hwy  
Corral de Tierra CA 93908

### **Response to Comments from James Rygiol**

**Response to comment:** Due to public request for an extension of the public comment period, Caltrans, in cooperation with the County of Monterey, extended the comment period for an additional 14 days. A public notice was published in the Monterey County Weekly on December 18, 2014 notifying the public that the public review period for the proposed project was extended to January 14, 2015 from the original date of December 31, 2014.

With the Build Alternative (as modified after public input), vehicles exiting 23799 Monterey Salinas Highway (also known as The Villas) would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

## Comments from Myron R. Seres

**From:** [Unclemy@aol.com](mailto:Unclemy@aol.com) [<mailto:Unclemy@aol.com>]  
**Sent:** Saturday, December 20, 2014 12:58 PM  
**To:** Fowler, Matt C@DOT  
**Subject:** Highway 68/Corral de Tierra Intersection, Monterey County

Dear Mr. Fowler: I am sending this e-mail after reading the Public Notice in the Monterey County Weekly. I am a 42 year resident, living in the lower part of Corral de Tierra. I retired in 1997 and most mornings meet friends at the small gas station, sitting on benches adjacent to Corral de Tierra Road, having coffee. I, and others, have 2 concerns.

1: Where Corral de Tierra Rd. and Hwy 68 intersect there is a culvert. Those motorists that are aware of the culvert slow to a crawl to traverse it. Those that are not aware drive fast enough to "bottom out." If that culvert remains after the project is completed, the west bound vehicles using the double left turn lane will slow down to a crawl, as most will, resulting in a back up of the two lanes. So you need to make sure that problem is corrected.

2: Many residents of Corral de Tierra go to the gas station, flower shop, pet supplies on the south west corner, and the market next to the station. Those driving north on Corral de Tierra Rd. make a left turn into the parking area, crossing an undivided wide lane. Something will have to be done, in the project, to allow motorist to make a safe left turn crossing the two proposed southbound lanes. Doing anything that makes a left turn illegal will result in financial ruin to those businesses. Also It would also be hazardous for the motorists traveling both north and south on Corral de Tierra Rd. There is also the matter of motorist entering onto Corral de Tierra Rd., southbound slowing to make a right turn onto the property.

These two concerns I have must be addressed prior to finalizing the project plans. Thank you. Myron R. Seres, 13452 Paseo Terrano, Corral de Tierra, CA 93908

## Response to Comments from Myron R. Seres

**Response to comment 1:** In response to public feedback during public circulation of the Draft Initial Study/Proposed Mitigated Negative Declaration, the project has been modified to include the replacement of the existing valley gutter with a flatter valley gutter. This improvement is expected to reduce the likelihood of cars bottoming out in the dip and reduce the backup in the intersection caused by cars slowing for the dip. Thanks for your concern and raising this issue.

**Response to comment 2:** The proposed project would not prevent vehicles from turning into the gas station and market on the southwest corner of the State Route 68/Corral de Tierra Road intersection.

### **Comments from Sandra Skillicorn**

Dear Supervisor Potter,

I also live at 23799 Monterey Salinas Hwy “The Corral de Tierra Villas” and I can assure you that we have 3 car families as well. We were shocked to learn the consultants from Sacramento did not even know that we existed. We are very visible on any aerial map on google, etc.. The shopping center to be at Hwy 68 and Corral de Tierra asked us for land to add to their space, we told them that we would consider a trade that gave us an exit onto Corral de Tierra road and they turned us down. We do not wish to stop progress but infistructure needs to go in before, not after, you approve more development. What happened to the Corral de Tierra bypass that was in the works when the county approved Las Palmas, etc..

Please let me hear from you, and Jack says Hi.

Sandra Skillicorn, President  
Corral de Tierra Villas Homeowner’s Association  
23799 Monterey Salinas Hwy #52  
Salinas, CA 93908

### **Response to Comments from Sandra Skillcorn**

**Response to comment:** With the Build Alternative (as modified after public input), vehicles exiting The Villas would still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane would be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane would be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

The Route 68 Corridor Study evaluated the realignment of the existing Route 68 corridor through an 11 mile stretch between the junction with Route 1 and the junction with Toro Park Estates and was a planning level analysis. Until such time that any highway corridor realignment is realized the existing highway corridor must be maintained. This current project is intended to improve conditions at this

intersection upon completion of construction. Because corridor realignment is outside the scope of the proposed project, and not related to the purpose of this current project, it is not appropriate to analyze a new alignment as part of this Initial Study/Mitigated Negative Declaration.

**CERTIFIED  
TRANSCRIPT**

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3 OPEN FORUM PUBLIC MEETING FOR  
4 STATE ROUTE 68/CORRAL DE TIERRA ROAD INTERSECTION  
5 IMPROVEMENT PROJECT  
6  
7  
8  
9  
10

11 DATE: Wednesday, December 10, 2014

12 TIME: 6:00 P.M.

13 PLACE: SAN BENANCIO MIDDLE SCHOOL  
14 43 San Benancio Road  
15 Salinas, California 93908

16 REPORTER: Lisa R. Maker  
17 CSR License No. 7631  
18  
19  
20  
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22 TRI-COUNTY COURT REPORTING  
23 343 Cayuga Street  
24 Salinas, California 93901  
25 (831) 757-6789

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I N D E X   O F   P U B L I C   C O M M E N T S

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JERSAHID LOPEZ	9

1 SALINAS, CALIFORNIA  
6:00 P.M.

DECEMBER 10, 2014

3 PROCEEDINGS

18:01:46 5 MYRON SERES: Okay, two concerns: One is the  
6 culvert, the drainage culvert that goes across Corral de  
7 Tierra Road at 68. The work that they're planning to do  
8 has to include illuminating that dip because cars making a  
9 left have to slow down to traverse that culvert,  
18:02:18 10 otherwise, they bottom out. So it's a hazard and cars  
11 that are northbound on Corral they want to make a left  
12 turn have to slow down to do the same thing.

13 Okay, my second concern is will the -- the access  
14 to making a left turn when you're going northbound on  
18:02:50 15 Corral into the gas station and the market that's on the  
16 northwest corner, are they going to do anything to Corral  
17 de Tierra Road to prevent motorist from making a left turn  
18 into the center? It's not a center. It's a gas station  
19 and a market. That's my two cents.

18:28:43 20 PAUL PILOTTE: I'm Paul Pilotte, P-i-l-o-t-t-e.  
21 I live on Corral de Tierra Road, and I use the  
22 intersection at San Benancio and Laureles daily, and my  
23 only concern with this project is that having the two  
24 lane -- I'm sorry, the two left-turn lanes merging into  
29:10 25 one encouraging people to go faster than they normally

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1 would, especially on Corral de Tierra Road which is a  
2 straight section of road. Is there any way to incorporate  
3 some reduced speed on that road? I would very much  
4 appreciate it. And that's it.

18:33:32 5 DAVID ERICKSON: And my comment is just that it  
6 would be good if the project could include traffic signal  
7 light synchronization between San Benancio and Corral de  
8 Tierra. That's it.

9 MIKE WEAVER: Okay. First, we appreciate this  
10 meeting, and the larger maps because the one map on page  
11 11 of the mitigated negative declaration is unreadable  
12 even with a magnifying glass. So this is the first  
13 opportunity the public has had to come down and see a  
14 larger map that tells the public what's going on.

18:38:16 15 The format of this meeting is a problem. There's  
16 no presentation as to what's going on. There's a couple  
17 charts here. The public has a lot of questions. A lot of  
18 the same questions are being asked over and over to the  
19 same people. The people listening and waiting to ask  
18:38:39 20 questions are scattered throughout -- are scattered  
21 throughout the room, but they're not hearing the answers  
22 to what's already been asked and what the questions have  
23 been. Sometimes it generates a new question or a  
24 follow-up question. So as a result, it's an ineffective  
38:55 25 walk around meeting. We need a more formal type meeting,

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1 that's the request, but we get a physical presentation  
2 what's happening. The experts tell us the purpose and the  
3 reason and the whole thing and then the public has an  
4 opportunity for public comment and ask questions and then  
18:39:11 5 the experts being the engineer or the environmental people  
6 or the public -- or Caltrans or the county has an  
7 opportunity to respond to some or all.

8 Okay, secondly, this project and its purpose is  
9 being built as an individual improvement for Highway 68.  
18:39:40 10 And yet we've been to several public meetings. Harper  
11 Canyon LLC is a subdivision that's being studied, Ferrini  
12 Ranch, the Corral de Tierra Shopping Center, all of whom  
13 have referred to improvements on Highway 68 as being a  
14 reason to approve their individual project because  
18:40:05 15 improvements are coming. So, cumulatively, the  
16 developments are relying on this, and yet the public is  
17 being told public funds are going to be spent on this  
18 improvement for existing conditions, but existing  
19 conditions are already level of service F on both sides of  
18:40:27 20 this intersection, and we don't understand -- we don't  
21 understand the improvements, how the subdivisions that are  
22 proposed to be built or shopping center are going to be  
23 contributing more to this. For example, on the Corral de  
24 Tierra Shopping Center, Harper Canyon LLC and Ferrini  
40:55 25 Ranch, we've been told that improvements that will be made

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1 are going to save the average motorist 2.3 minutes, but  
2 it's hard to figure out where this 2.3 minutes is coming  
3 from; and when you ask, well, San Benancio, Laureles Grade  
4 which are intersections already done and Corral de Tierra  
13:41:17 5 plus some traffic impact fees that they're going to pay to  
6 throw in the kitty future improvements of some kind. So  
7 it's unclear.

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8           Tonight we learn from Ali of Wood Rogers that the  
9 current level of service in the intersection is D. He's  
13:41:38 10 hoping to improve it to C but admits that traffic on both  
11 sides of it is F or can be F. So I'm unclear as to the  
12 methodology that is being used to determine what the level  
13 of service is. I asked if it was an intersection level of  
14 service methodology. I'm unclear how that works. Is it  
13:42:02 15 the number of cars that are being allowed through that  
16 intersection at any given time?

3

17           Another issue is the project was advertised as  
18 improvements to Corral de Tierra intersection for those  
19 making a left turn. We learned tonight that the project  
13:42:20 20 also includes one-quarter mile up Corral de Tierra Road as  
21 part of the project. So the project's description is not  
22 clear.

4

23           We also learned tonight when I asked about the  
24 scenic highway, the consultants which are from Sacramento  
12:40 25 are nice people but from Sacramento were unaware that

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1 Corral de Tierra Road is a county scenic road. I asked if  
2 the road was going to be staked with some orange flagging  
3 as to the width, as to the new width of it and what was  
4 going to be happening and I was told no, no, that isn't  
18:43:01 5 going to happen. But I believe Monterey County requires  
6 staking, s-t-a-k-i-n-g, staking and flagging to show just  
7 what's happening so the public has an opportunity. Those  
8 that aren't here tonight, those living in Corral de  
9 Tierra, San Benancio driving they see the staking, wow,  
18:43:29 10 what is this? What does the orange flagging indicate, the  
11 width of the road, what's happening?

12 So we also have an issue with west of the Corral  
13 de Tierra intersection where they're going to be widening  
14 it up there. This is a wildlife corridor. Wild life  
18:43:49 15 crosses the road at night, Fort Ord monument and crosses  
16 the road up to where I live. Crosses and goes down in  
17 Corral de Tierra down in the creek. They then move  
18 Mountain Lions, bobcats, wild turkeys. So it's a --  
19 because it's open there and they can access there's no  
18:44:12 20 fence. The fence is down so they can cross from Fort Ord  
21 across the hill there, and get down into the creek and  
22 then get up into the back hills of Corral de Tierra. So  
23 it's an access point to the back side. That's not  
24 mentioned in the mitigated negative declaration.

44:32 25 Okay, I may come up with some more thoughts. Can

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1 I come back? Great.

2 So the bottom line is I think we need more than a  
3 mitigated negative declaration. We need a mitigated  
4 negative declaration, certainly more comprehensive than  
18:44:48 5 this one is.

6 I just thought of something else. CEQA which is  
7 the California Environmental Quality Act requires a range  
8 of alternatives. We were told at the Board of Supervisors  
9 there will be a range of alternatives and yet this  
18:45:08 10 mitigated negative declaration gives us two options: This  
11 project or nothing. We've suggested another alternative  
12 that would work and would not cost \$3,130,000.00, and  
13 we're told that that is going to be studied or talked  
14 about by unknown people at an unknown location at an  
18:45:31 15 unknown date and time when the public won't be there or  
16 have an opportunity to provide input. So I guess the  
17 bottom line is this mitigated negative declaration needs  
18 to be -- the timeline needs to be extended for it for  
19 comment.

18:45:51 20 Secondly, it's going to need to be recirculated  
21 with more comment of information.

22 Okay, I may be back. 52 Corral de Tierra Road,  
23 Salinas, California 93908 (831)484-2243.

24 SUSAN ERICKSON: I have a question about coming  
48:05 25 out of the Villas with the new road improvement on Highway

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1 68. If they cannot turn left because it's dangerous and  
2 they need to turn right going down to San Benancio and  
3 making a U-turn back toward Monterey, I don't think  
4 there's physically enough room for those cars to turn  
18:48:25 5 around and make a U-turn. So I want to know how they were  
6 going to handle cars coming out of the Villas because I  
7 don't think that road connects to any of the other roads  
8 if it's in and out off of Highway 68. Okay, Thank you.

9 FRANKI WEAVER: There's not a very large  
18:50:33 10 attendance tonight. I don't know how people were informed  
11 of this forum. I think if there would have been a public  
12 notice, there would have been a lot more people. I don't  
13 find this enough of the local community at all. I think  
14 there's more people from the designers and Caltrans here  
19:51:07 15 than there are people. That's all. That's it.

16 THE INTERPRETER: My name is Jersahid Lopez, and  
17 I'm a state certified interpreter, and I was here on  
18 behalf of Monterey County Interpreting to provide Spanish  
19 interpretation, and my services were not used by anyone  
19:51:09 20 today.

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1 STATE OF CALIFORNIA)  
2 COUNTY OF MONTEREY } ss.  
3

4 I, LISA R. MAKER, Certified Shorthand Reporter of  
5 the County of Monterey, State of California, do hereby  
6 certify that the foregoing pages, 1 through 10, comprise a  
7 full, true and correct transcription of my stenographic  
8 notes in the aforementioned case of the proceedings held  
9 on December 10, 2014.

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13 Dated this 18th day of December, 2014.

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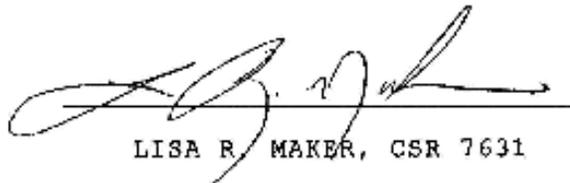
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LISA R. MAKER, CSR 7631

### ***Response to Comments from Myron Seres***

**Response to comment 1:** In response to public feedback during public circulation of the Draft Initial Study/Proposed Mitigated Negative Declaration, existing valley gutter will be replaced with a flatter gutter. This improvement is expected to reduce the likelihood of cars bottoming out in the dip and reduce the backup in the intersection caused by cars slowing for the dip. Thank you for raising this concern.

**Response to comment 2:** The proposed project would not alter access to the gas station and market on the northwest corner of the State Route 68/Corral de Tierra Road intersection.

### ***Response to Comments from Paul Pilotte***

**Response to comment:** The purpose of the project is to relieve traffic congestion conditions during the evening peak traveling hours from State Route 68 onto Corral de Tierra Road. The project is not intended to address traffic along State Route 68 or Corral de Tierra Road outside of the area of the intersection. Therefore, it is outside the scope of the project to reduce the speed limits along Corral de Tierra Road. The current speed limits would remain the same.

### ***Response to Comments from David Erickson***

**Response to comment:** Both State Route 68 signalized intersections with Corral de Tierra Road and San Benancio Road are under Caltrans jurisdiction, and they are interconnected. The current signal timing between the two intersections will be reviewed during final project design and modified, if necessary, as part of this project.

### ***Response to Comments from Mike Weaver***

**Response to comment 1:** Thank you for your participation in the Public Hearing, for the questions you have asked, and for the information you have provided. This open forum public hearing was held during the public review period. This format was selected by the County and Caltrans based on past experience with similar-scoped and -sized transportation projects. Members from the project development team including Caltrans, the County, engineers and environmental consultants were available to answer the public's questions. There are benefits to either the formal public hearing or the informal format. A couple of the benefits of the open forum format are: 1) it

allows people to come in and ask their questions, and leave without being required to sit through a full presentation which could require more of their time; 2) if they are reluctant to ask a question in front of a large crowd, they are given the opportunity to go directly to a representative and discuss their concerns. That said, your concern is noted and some sort of formal presentation may have been beneficial.

**Response to comment 2:** This intersection improvement project considered access issues related to this development, and the traffic study included analysis of opening day conditions without and with construction of a shopping center on the southeast quadrant of the intersection.

Even after County approval of a development, the developer(s) need to apply for an encroachment permit from Caltrans and, with their application, a traffic study to be provided for review. For the encroachment permit to be issued, Caltrans needs to concur with the assessed number of vehicles that the development would generate. The County of Monterey then collects traffic impact fees (development impact fees) from the developer(s) relevant to that study. The funds collected would assist with future transportation projects as needed to accommodate such added traffic.

The Ferrini Ranch corridor analysis for State Route 68 assumed intersections as well as roadway widening improvements. The Level of Service of State Route 68 east of and west of Corral de Tierra Road depends on factors such as roadway speeds, lane widths, and shoulder widths whereas the State Route 68/Corral de Tierra Intersection Level of Service depends on factors such as intersection control, lane configuration, and signal phasing. Therefore, the roadway segments of State Route 68 and the State Route 68/Corral de Tierra intersection operate at a different Level of Service than the highway corridor.

**Response to comment 3:** Section 1.2.2, Need, reported that the intersection currently operates at a Level of Service C in the morning peak hour and Level of Service D in the evening peak hour. Levels of Service describe the operating conditions a motorist would experience while traveling on a highway or through an intersection. The Level of Service rating system includes a range of A through F, with A being free flowing/little delay and F being heavy congestion and considerable delay. The methodology for determining the intersection Level of Service was detailed in the *Traffic Operations Technical Memorandum* (February 2005), which was available to the public during circulation of the draft environmental document and with the publication of this final environmental document. For signalized intersections and all-

way-stop-controlled (AWSC) intersections, the intersection delays and Levels of Service reported are the average values for the whole intersection. For two-way-stop-controlled (TWSC) intersections, the average delays and Levels of Service are reported for the “worst-case” movement.

**Response to comment 4:** Work along Corral de Tierra includes shoulder widening (about 8 feet in the northbound direction and about 6 feet in the southbound direction), but due to the draft environmental document referring to The Villas as the Country Club, this mistake created confusion about the limits of the project. The turn lane would be into The Villas driveway, not the Corral de Tierra Country Club driveway.

**Response to comment 5:** The analysis of environmental impacts considered the State-designated scenic highway status of State Route 68. As stated under Affected Environment in Section 2.1.3 of the environmental document, a portion of State Route 68 from State Route 1 in Monterey to the Salinas River is a State-designated scenic highway. The intersection of State Route 68 and Corral de Tierra Road is located along this State-designated scenic highway, and therefore, the proposed project is subject to Caltrans Scenic Highway Guidelines. Section 2.1.3 discusses the Visual/Aesthetics and the results of the Visual Impact Assessment conducted for this project.

The County does not require staking and flagging to demonstrate the extent of the proposed improvements. However, Figure 1-4 of the Initial Study/Mitigated Negative Declaration shows the extent of the improvements along Corral de Tierra Road and was made available to the public during circulation of the environmental document.

**Response to comment 6:** A wildlife corridor is an area of habitat whose primary wildlife function is to connect at least two significant habitat areas. Although wildlife may cross the roadways in the project area, State Route 68 west of the intersection with Corral de Tierra does not function as a wildlife corridor. Widening of the intersection would not increase the capacity of State Route 68; therefore, the project would not add additional vehicles or increase the potential for wildlife crossing the road to be hit.

**Response to comment 7:** As stated in Section 15070 of the CEQA Guidelines, a Mitigated Negative Declaration is appropriate when: (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) The initial study

identifies potentially significant effects, but: (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

As discussed in the Mitigated Negative Declaration and supported by the analysis in the corresponding sections of the Initial Study, the proposed project would not have a significant effect on the environment after implementation of the avoidance, minimization, and mitigation measures. Because no unavoidable significant impacts were identified, a Mitigated Negative Declaration is the appropriate environmental document for CEQA and an Environmental Impact Report (EIR) is not required.

**Response to comment 8:** As discussed in Section 1.3.5 of the Initial Study/Mitigated Negative Declaration, two alternatives were considered for the proposed project but were eliminated prior to circulation of the draft environmental document. One of these alternatives was withdrawn from further evaluation in late 2007 after Caltrans determined that it would not meet design standards for safe access, due to the shorter deceleration and storage lengths available for turns to and from the driveways. The other alternative was withdrawn from further evaluation because it failed to address the proposed project's purpose and need. The No-Build Alternative is evaluated in Section 1.3.5 as required by CEQA Guideline Section 15126.6.

Due to public request for an extension of the public comment period, Caltrans, in cooperation with the County of Monterey, extended the comment period for an additional 14 days. A Public Notice was published in the *Monterey County Weekly* on December 18, 2014 notifying the public that the public review period for the proposed project was extended to January 14, 2015 from the original date of December 31, 2014.

**Response to comment 9:** As stated in Section 15073.5 of the CEQA Guidelines, a lead agency is required to recirculate a mitigated negative declaration only if the document is substantially revised after public review. In this context, a "substantial revision" means (1) a new, avoidable significant effect has been identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or (2) it is determined that the proposed mitigation measures or project revisions will not reduce the project impacts to less than significant without the

incorporation of new measures or project revisions. The revisions to the Initial Study/Mitigated Negative Declaration are primarily clarifications of the information, analyses, and conclusions contained in the Draft Initial Study/Proposed Mitigated Negative Declaration and project design modifications that would not result in new significant effects and therefore do not constitute substantial revisions. Therefore, CEQA does not require recirculation of the Draft Initial Study/Proposed Mitigated Negative Declaration.

### ***Response to Comments from Susan Erickson***

**Response to comment:** Existing access for The Villas on State Route 68 is not being changed except to add a left-turn lane into The Villas, and a merge lane for turning out of The Villas.

There will be no need for a U-turn at the intersection of State Route 68 and San Benancio Road. With the Build Alternative (as modified after public input), vehicles exiting The Villas will still be able to make a left turn onto westbound State Route 68. A 110-foot-long merge lane will be constructed for vehicles that turn left out of The Villas driveway. For traffic entering The Villas from westbound State Route 68, a left-turn lane will be provided. See the updated information in Section 1.3.1, Build Alternative, in this final environmental document.

### ***Response to Comments from Franki Weaver***

As required by CEQA Guidelines Section 15072, a Public Notice/Notice of Intent to Adopt a Mitigated Negative Declaration/Announcement of Open Forum Public Meeting was published in the *Monterey County Weekly* on December 4, 2014 to inform the public of the scheduled open forum public hearing. In addition, the draft environmental document was mailed to all parties included on the distribution list provided in Chapter 5 of the Draft Initial Study/Proposed Mitigated Negative Declaration.

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## **Chapter 4**      **List of Preparers**

---

This document was prepared by Caltrans staff in cooperation with the County of Monterey and its consultant, LSA Associates, Inc. (LSA). The following staff prepared this Initial Study/Mitigated Negative Declaration and supporting technical studies:

Brooke Langle, Senior Biologist, LSA. Biology; 11 years of experience.

Contribution: Preparation of the Natural Environmental Study.

Cris Timofei, Transportation Engineer. M.S., Civil Engineering, California State University, Fullerton; 17 years of environmental engineering experience.

Contribution: Noise Study.

Chuck Cesena, Senior Environmental Planner, Caltrans. Environmental Studies; 28 years of experience. Contribution: Review of environmental document.

David Hacker, Associate Environmental Planner, Caltrans. Natural Resources Management; 12 years of experience. Contribution: Review of Natural Environmental Study.

Geoff Hoetker, Associate Environmental Planner/Biologist. SWCA Environmental Consultants representing Caltrans. M.S., Biological Sciences, California Polytechnic University, San Luis Obispo; B.S., Biology, California State University, Bakersfield; 16 years of experience in biological studies, environmental planning, and permit compliance. Contribution: Review of biology section.

Isaac V. Leyva, Engineering Geologist. B.S., Geology; 27 years of experience in Petroleum Geology, Environmental Geology, Geotechnical Engineering.

Contribution: Paleontology review.

James Tkach, Transportation Engineer. B.S., Soil Science, California Polytechnic State University, San Luis Obispo, Certificate in Hazardous Materials Management, University of California, Santa Barbara; 25 years of experience in hazardous waste management. Contribution: Review of Initial Site Assessment and Preliminary Site Investigation.

Jeff Bray, Principal/Biologist, LSA. Wildlife Biology; 18 years of experience.  
Contribution: Preparation of Natural Environmental Study.

Jill O'Connor, Principal, LSA. Natural Resources Management; 25 years of experience. Contribution: Preparation of environmental document.

John Ford, Senior Planner, County of Monterey. Environmental Studies and Geography; 20 years of experience. Contribution: Review of environmental document.

Jonathan Pascua, Senior Civil Engineer, County of Monterey. Civil Engineering; 15 years of experience. Contribution: Review of environmental document.

Karin Goetter, Cultural Resources Analyst, LSA. Cultural Resources Management; 12 years of experience. Contribution: Preparation of Historic Resources Compliance Report.

Keith Lay, Senior Air Quality/Noise Specialist, LSA. Air Quality and Noise (Acoustical) Studies; 18 years of experience. Contribution: Preparation of Air Quality Analysis Report and Noise Study Analysis Report.

Kelso Vidal, Associate Environmental Planner, Caltrans. Sociology; 4 years of experience. Contribution: Review of draft environmental document.

Kimely Sawtell, Associate Environmental Planner. M.A., Geography, California State University, Fresno; B.S., Geography, California State University, Fresno; 14 years of environmental planning experience. Contribution: Peer review of final environmental document.

Kirsten Helton, Senior Environmental Planner. B.A., Economics, California State University, Fresno; more than 20 years of environmental planning experience. Contribution: Review of final environmental document.

Kristen Merriman, Associate Environmental Planner. B.A., Anthropology, California State University, Fresno; more than 15 years of environmental planning experience. Contribution: Review of final environmental document.

Lara Bertaina, Associate Environmental Planner. B.A., Environmental Studies and Planning, Sonoma State University; 14 years of experience coordinating environmental process. Contribution: Review of draft environmental document.

Laurel Frakes, Environmental Planner, LSA. Natural Resources Management; 7 years of experience. Contribution: Preparation of environmental document.

Lisa Schicker, Associate Environmental Planner (retired). M.L.A., Landscape Architecture/Environmental Management, North Carolina State University; B.A., Biology, Hiram College; more than 25 years of experience in environmental planning, biological and arboricultural studies. Contribution: Review of biology section.

Lisa Williams, Senior Environmental Specialist, LSA. Biological and Environmental Studies; 12 years of experience. Contribution: Preparation of Water Quality Assessment.

Matthew Fowler, Senior Environmental Planner. B.A., Geographic Analysis, San Diego State University; 13 years of experience in environmental planning. Contribution: Oversaw Caltrans staff involved in preparation of environmental document.

Michael H. Thomas, Associate Environmental Planner. B.S., Environmental Horticulture, California Polytechnic State University; 13 Years Environmental Planning Experience. Contribution: Peer Review.

Mike Jacob, Associate Environmental Planner. B.A., Environmental Studies, Urban Planning emphasis, San Jose State University; A.A., Geography, Foothill College, Los Altos Hills; 6 years of Caltrans environmental planning experience, 13 years of combined urban/environmental planning experience. Contribution: Review of Initial Study.

Mike Sandecki, Associate Environmental Planner, Caltrans. Geology; 22 years of experience. Contribution: Review of environmental document.

Neal Kaptain, Senior Cultural Resource Manager, LSA. Archaeology; 19 years of experience. Contribution: Preparation of Historic Resources Compliance Report.

Nicole West, Senior Environmental Specialist, LSA. Civil and Environmental Engineering; 11 years of experience. Contribution: Preparation of Water Quality Assessment.

Pamela Reading, Senior Planner, LSA. Environmental Studies; 18 years of experience. Contribution: Preparation of Visual Assessment.

Rajeev L. Dwivedi, Engineering Geologist. M.S., Geology, Wichita State University; M.S., Civil Engineering, Oklahoma State University; Ph.D., Environmental Science; 27 years of experience related to Water Quality, Engineering Geology. Contribution: Water Quality review.

Rick Sauerwein, Community Development Manager, County of Monterey Department of Public Works. Civil Engineering/Environmental Planning and Policy; 35 years of experience. Contribution: Review of environmental document.

Robert Carr, Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 25 years of experience preparing Visual Impact Assessments. Contribution: Review of Visual Impact Assessment.

Ron Brugger, Air Quality Specialist, LSA. Air Quality; 23 years of experience. Contribution: Preparation of Air Quality Analysis Report.

Scott Dowlan, Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; more than 20 years of experience. Contribution: Review of Visual Impact Assessment.

Terry Goewert, Associate Environmental Planner. B.S., Food Science and Nutrition, Colorado State University, Fort Collins, Colorado; 10 years of environmental planning Experience. Contribution: Review of Air Quality Study.

Terry L. Joslin, Archaeologist and Native American Coordinator. Ph.D., Archaeology, University of California, Santa Barbara; 20 years of experience. Contribution: Review of cultural resource documents.

Tony Chung, Principal/Air Quality and Noise, LSA. Air Quality and Noise (Acoustical) Studies; 20 years of experience. Contribution: Preparation of Air Quality Analysis Report and Noise Study Analysis Report.

Wayne Mills, Transportation Engineer, Caltrans. Earth Science; 23 years of experience. Contribution: Review of Air Quality Analysis Report and Noise Study Analysis Report.

William Arkfeld, Transportation Engineer, Caltrans. Environmental Engineering; 21 years of experience. Contribution: Review of Hazardous Waste Initial Site Assessment and review of Water Quality Assessment Report.

# Chapter 5      Distribution List

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## Federal Agencies

US Fish and Wildlife Service  
2493 Portola Road, Suite B  
Ventura, CA 93003

US Army Corps of Engineers  
1455 Market Street  
San Francisco, CA 94103-1398

## State Agencies

California Air Resources Board  
Transportation Projects  
1102 Q Street  
Sacramento, CA 95802

California Department of Conservation, Division  
of Land Resource Protection  
801 K Street, MS 18-01  
Sacramento, CA 95814

Department of Toxic Substance Control  
Hazardous Waste Permitting  
8800 Cal Center Drive  
Sacramento, CA 95826  
Attn: Caltrans Lead Variance Notification

California Department of General Services,  
Environmental Services Section  
707 3<sup>rd</sup> Street, 3<sup>rd</sup> Floor  
West Sacramento, CA 95605

California Department of Toxic Substance  
Control  
700 Heinz Avenue, Suite 200  
Berkeley, CA 94710-2122

California Department of Fish and Wildlife,  
District 4  
Regional Manager  
1234 E. Shaw Avenue  
Fresno, CA 93710

California Highway Patrol, Office of Special  
Projects  
2551 1<sup>st</sup> Avenue  
Sacramento, CA 95818

California State Lands Commission  
100 Howard Avenue, Suite 100  
South Sacramento, CA 95825

California Energy Commission, Media and  
Public Communications Office  
1516 9<sup>th</sup> Street, MS-29  
Sacramento, CA 95814

Department of Resources Recycling and  
Recovery (CalRecycle)  
1001 I Street--P.O. Box 4025  
Sacramento, CA 95812

Native American Heritage Commission  
1550 Harbor Blvd, Suite 100  
West Sacramento, CA 95691

California State Water Resources Control  
Board, Division of Water Quality  
P.O. Box 100  
Sacramento, CA 95812

Gary Cathey, Division Chief, Caltrans  
Division of Aeronautics  
1415 11<sup>th</sup> Street  
Sacramento, CA 95814

State Clearinghouse  
Office of Planning and Research  
1400 10<sup>th</sup> Street, Room 222  
Sacramento, CA 95814

Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102

California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

## County Agencies

Mike Novo, Director of Planning, County of Monterey Resource Management Agency, Monterey County Government Center 168 W. Alisal Street, 2 <sup>nd</sup> Floor Salinas, CA 93901	Amy Clymo Supervising Air Quality Planner Monterey Bay Unified Air Pollution Control District 24580 Silver Cloud Court Monterey, CA 93940	Monterey County Office of Emergency Services 1322 Natividad Road Salinas, CA 93906
Monterey County Water Resources Agency 893 Blanco Circle Salinas, CA 93901	Monterey Peninsula Water Management District 5 Harris Court, Building G P.O. Box 85 Monterey, CA 93942	Transportation Agency for Monterey County 55-B Plaza Circle Salinas, CA 93901
Office of the Sheriff, County of Monterey 1414 Natividad Road Salinas, CA 93906	Robert K. Murdoch, Director of Public Works, County of Monterey Resource Management Agency, Monterey County Government Center 168 W. Alisal Street, 2 <sup>nd</sup> Floor Salinas, CA 93901	Dr. Nancy Kotowski, Monterey County Superintendent of Schools, Monterey County Office of Education 901 Blanco Circle, P.O. Box 80851 Salinas, CA 93912-0851
Salinas Fire Station 3 827 Abbott St. Salinas, CA 93901	Salinas Fire Station 1 216 W. Alisal Salinas, CA 93901	

## Regional and Local Agencies

Association of Monterey Bay Area Governments (AMBAG) 445 Reservation Road, Suite G Marina, CA 93933	Hal De Alvarez, AT&T California 515 Chappell Road Watsonville, CA 95076	Monterey-Salinas Transit One Ryan Ranch Road Monterey, CA 93940
Central Coast Regional Water Quality Control Board 895 Aerovista Place, Suite 101 San Luis Obispo, CA 93401	Charter Communications 8120 Camino Arroyo Gilroy, CA 95020	Superintendent Dee Baker, Washington Union School District 43 San Benancio Road Salinas, CA 93908
Inga Waite, Acting Assistant Library Director, Monterey Public Library 625 Pacific Street Monterey, CA 93940	Laguna Seca Water, Inc. P.O. Box 508 Salinas, CA 93902	Monterey Mobility Management Center 150 Del Monte Avenue Monterey, CA 93940

Salinas Mobility Management Office  
247 South Main Street  
Salinas, CA 93901

Monterey Bay Unified Air Pollution Control  
District  
24580 Silver Cloud Court  
Monterey, CA 93940

### **Elected Officials**

Dave Potter, County Supervisor  
Monterey Courthouse, District 5  
1200 Aguajito Road, Suite 1  
Monterey, CA 93940

The Hon. Sam Farr  
US Representative, 20<sup>th</sup> District  
100 West Alisal Street  
Salinas, CA 93901

The Hon. Clyde Roberson, Mayor  
Monterey City Hall  
580 Pacific Street  
Monterey, CA 93940

The Hon. Barbara Boxer  
US Senate  
70 Washington Street, Suite 203  
Oakland, CA 94607

The Hon. Dianne Feinstein  
US Senate  
One Post Street, Suite 2450  
San Francisco, CA 94104

### **Interested Groups, Organizations, and Individuals**

Mike Weaver  
The Highway 68 Coalition  
52 Corral de Tierra Road  
Salinas, CA 93908

Lawrence Thompson  
68 San Benancio Road  
Salinas, CA 93908

Brian Finegan in representation of OMNI  
P.O. Box 2058  
Salinas, CA 93902

Bollenbacher & Kelton, Inc.  
2716 Ocean Park Boulevard, Ste 3006  
Santa Monica, CA 90405-5299

Marit Evans, Landwatch Monterey County  
P.O. Box 1876  
Salinas, CA 93902-1876

Martin H. Dodd  
Futterman Dupree Dodd Croley Maier LLP  
180 Sansome Street, 17th Floor  
San Francisco, CA 94104

Suzanne Miller  
23799 Unit 1 Monterey Salinas Hwy  
Corral de Tierra, CA 93908

Carrie Williams and James Rygiol  
23799-11 Monterey Salinas Hwy  
Corral de Tierra, CA 93908

Myron R. Seres  
13452 Paseo Terrano  
Corral de Tierra, CA 93908

Sandra Skillicorn  
Corral de Tierra Villas Homeowner's  
Association  
23799 Monterey Salinas Hwy #52  
Salinas, CA 93908

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## **Appendix A** California Environmental Quality Act Checklist

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The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

Appendix A • California Environmental Quality Act Checklist

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**I. AESTHETICS:** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Appendix A • California Environmental Quality Act Checklist

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A • California Environmental Quality Act Checklist

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

**VI. GEOLOGY AND SOILS:** Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?
- ii) Strong seismic ground shaking?
- iii) Seismic-related ground failure, including liquefaction?
- iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

Appendix A • California Environmental Quality Act Checklist

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Appendix A • California Environmental Quality Act Checklist

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING:</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES:</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE:</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A • California Environmental Quality Act Checklist

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING:</b> Would the project:				
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES:</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. RECREATION:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A • California Environmental Quality Act Checklist

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/TRAFFIC:</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix A • California Environmental Quality Act Checklist

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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# Appendix B Title VI Policy Statement

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**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
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SACRAMENTO, CA 94273-0001  
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www.dot.ca.gov



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March 2013

## NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: [http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Director

*"Caltrans improves mobility across California"*

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# Appendix C Minimization and/or Mitigation Summary

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p align="center"><b>2.1.1 Utilities/Emergency Services</b></p>	<p>At least one traffic lane shall be open at all times, and emergency access shall be maintained during construction.</p>
<p align="center"><b>2.1.2 Traffic and Transportation</b></p>	<p>To minimize street and lane closures during construction, particularly during peak traffic hours, a Traffic Management Plan shall be prepared using approved Caltrans traffic control guidelines. The Traffic Management Plan shall include a condition that “at least one traffic lane shall be open at all times, and emergency access for police and fire protection shall be maintained during construction through the provision of traffic detours.”</p>
<p align="center"><b>2.1.3 Visual/Aesthetics</b></p>	<p>Implementation of the following project elements would minimize the nominal visual changes associated with the proposed project:</p> <ul style="list-style-type: none"> <li>• Guardrail post darkening</li> <li>• Native vegetation will be planted within the project limits to improve the appearance of the project area</li> </ul> <p>No mitigation measures for visual impacts are required for the proposed project.</p>
<p align="center"><b>2.2.2 Water Quality and Storm Water Runoff</b></p>	<p>The County of Monterey and Caltrans shall ensure that the Contractor develops and implements a Water Pollution Control Program during project construction to prevent water pollution during construction. The Water Pollution Control Program shall be consistent with the <i>Caltrans Storm Water Pollution Prevention Plan and Water Pollution Control Program Preparation Manual</i>. Construction Site Best Management Practices detailed in the Water Pollution Control Program shall be implemented during construction.</p> <ul style="list-style-type: none"> <li>• Monterey County shall incorporate Design Pollution Prevention Best Management Practices into the project to ensure that the project does not cause off-site erosion and to ensure that the project area is permanently stabilized.</li> <li>• Monterey County and Caltrans shall ensure that the Project Contractor develops and implements an erosion control plan indicating proposed methods for the control of runoff, erosion, and sediment movement, in conjunction with developing and implementing a Stormwater Pollution Prevention Plan</li> <li>• Monterey County and Caltrans shall ensure that the project discharges to unlined vegetated ditches to allow for infiltration and filtration of storm water, minimizes new impervious surfaces to the maximum extent feasible, and incorporates permanent erosion control including compost</li> </ul>

Section Number Reference and Resource	Minimization and Mitigation Commitments
	<p>and appropriate vegetation to reduce runoff and maximize infiltration.</p> <ul style="list-style-type: none"> <li>• For areas outside Caltrans highway right-of-way the following is applicable: Permanent water quality treatment facilities shall be designed and constructed in accordance with the “Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region” dated July 12, 2013, as adopted by the Central Coast Regional Water Quality Control Board, Resolution No. R3 2013 0032.</li> <li>• All parts of the project on Caltrans highway right-of-way are subject to the post construction requirements in the Caltrans National Pollutant Discharge Elimination System (NPDES) permit WQO 2012-0011 DWQ.</li> </ul>
<p><b>2.2.3 Geology/Soils/Seismic and Topography</b></p>	<p>Design Pollution Prevention Best Management Practices shall be incorporated into the proposed project and an erosion control plan shall be developed and implemented to prevent erosion on the newly constructed embankment (refer to Avoidance, Minimization, and/or Mitigation Measures prescribed for avoiding and minimizing impacts to water quality and storm water runoff ).</p>
<p><b>2.2.4 Paleontology</b></p>	<p>Project activities requiring excavation greater than 5 feet deep shall be monitored by a qualified paleontologist to identify, evaluate, and provide recommendations for the treatment of any sensitive fossil resources that may be uncovered by the project.</p> <p>If any sensitive paleontological resources (vertebrate or plant fossils) are discovered during construction, it is required that construction be halted in the immediate vicinity of the discovery (33-foot radius), until the District Paleontology Remediation of any sensitive resources encountered before or during construction can include removal, preparation and curation of any significant remains.</p>

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p style="text-align: center;"><b>2.2.5 Hazardous Waste or Materials</b></p>	<ul style="list-style-type: none"> <li>• The project shall prepare and implement a Lead Compliance Plan consistent with California Code of Regulations Title 8, Section 1531.1, and Caltrans requirements.</li> <li>• California Department of Toxic Substance Control (DTSC) Lead variance requirements will be followed for re-use of contaminated soil on-site (if a Lead Variance is approved that extends beyond 2015); otherwise, the soil will be disposed of at a Class 1 landfill.</li> <li>• Any yellow traffic striping and pavement-marking material that must be removed shall be removed, stored, tested, and disposed of in accordance with the applicable Standard Special Provisions issued by Caltrans for such work.</li> <li>• Soil beneath or around any pole-mounted or pad-mounted transformers within the project area shall be tested for polychlorinated biphenyls if the transformers appear to be leaking, unless the transformer is certified polychlorinated biphenyl-free. Testing shall occur immediately following observation of a leaking transformer.</li> <li>• In the event that unexploded ordnance is discovered in the project area, work shall stop immediately and Presidio of Monterey Military Police shall be notified by calling (831) 242-7851 or (831) 242-7852.</li> <li>• Prior to completion of final design, soil sampling for petroleum hydrocarbons shall be performed at all locations within the project area with potential to be contaminated by the existing gasoline station located at 1 Corral de Tierra Road and the former gasoline station located at 2 Corral de Tierra Road. In addition, in the event that hydrocarbon odors or apparent soil discoloration are encountered by project construction workers during excavation, work will be stopped until the work area is assessed, by a Certified Industrial Hygienist, to determine if it is a safe working environment in accordance with Occupational Safety and Health Act (OSHA) standards. If the hazardous materials specialist determines that the work area is not safe, then the work must be completed by hazardous material contractors (hazardous certified). In addition, the Monterey County Environmental Health Department must be notified if potentially hazardous materials and/or contaminated soils are encountered. The Monterey County Environmental Health Department shall oversee removal and disposal of any contaminated soil.</li> <li>• As in the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/material encountered during construction, the procedures outlined in Table 7-1.1, Unknown Hazards Procedures, in the Caltrans Construction Manual shall be followed.</li> </ul>

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p style="text-align: center;"><b>2.3.1 Natural Communities</b></p>	<p><i>Riparian Habitat/Coast Live Oak Woodland:</i></p> <ul style="list-style-type: none"> <li>• Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the perimeter of the coast live oak community in the biological study area. Environmentally Sensitive Area fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete.</li> <li>• Consultation shall occur with the California Department of Fish and Wildlife prior to any tree pruning activities within riparian areas. Tree limbs that must be removed shall be cut with a sharp saw (i.e., versus removal with heavy equipment). In this area, the Environmentally Sensitive Area fencing shall be installed along the limits of work. No trees shall be removed.</li> <li>• Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the limits of work adjacent to the arroyo willow community near the end of the biological study area. Environmentally Sensitive Area fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete.</li> <li>• Environmentally Sensitive Area fencing shall be removed following the completion of work.</li> <li>• Following completion of work, any areas of the biologically sensitive area denuded of vegetation during project construction shall be hydroseeded with native grasses and forbs as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</li> </ul>
<p style="text-align: center;"><b>2.3.2 Wetlands and Other Waters</b></p>	<ul style="list-style-type: none"> <li>• Prior to the start of construction, Environmentally Sensitive Area fencing shall be installed along the reaches of the ephemeral drainage, or the adjacent riparian vegetation where present, within the biological study area to prevent unnecessary encroachment into these areas.</li> <li>• Contract specifications will require the contractor to refer to the Caltrans “Water Pollution Control Program (WPCP) Preparation Manual” and “Construction Site Best Management Practices Manual” to prepare a Stormwater Pollution Prevention Plan.</li> <li>• All areas of the biological study area denuded of vegetation during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.</li> </ul>

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p style="text-align: center;"><b>2.3.4 Animal Species</b></p>	<p><i>Cooper's Hawk:</i></p> <ul style="list-style-type: none"> <li>• If work must begin during the nesting season (February 16 to August 31), no more than 14 working days prior to the start of construction, a qualified biologist shall survey all suitable nest trees in the biologically sensitive area for presence of nesting Cooper's hawks. If no nesting activity is observed, work shall proceed as planned. If an active nest is discovered, Environmentally Sensitive Area fencing shall be installed around the dripline of the tree and maintained in good condition until the end of the nesting season or until the young have fledged, as determined by a qualified biologist.</li> <li>• If construction work must occur at night between November 1 and June 14, all activities shall terminate 30 minutes before sunset and shall not resume until 30 minutes after sunrise.</li> </ul> <p><i>Western Spadefoot Toad:</i></p> <ul style="list-style-type: none"> <li>• Exclusion fencing shall be installed along the boundary of the work area that would affect western spadefoot toad habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom three inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.</li> <li>• The exclusion fencing shall be removed following the completion of work.</li> <li>• All construction and staging shall be located within the existing State and County rights-of-way.</li> </ul> <p>Following the completion of work, areas of potential western spadefoot toad upland habitat in the biological study area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.</p> <p><i>Migratory Nesting Birds:</i></p> <ul style="list-style-type: none"> <li>• If work must begin during the nesting season (February 16 to August 31), no more than 10 working days prior to the start of construction, a qualified biologist shall survey all suitable nest trees in the biologically sensitive area for presence of migratory nesting birds. If no nesting activity is observed, work shall proceed as planned. If an active nest is discovered, Environmentally Sensitive Area fencing shall be installed around the dripline of the tree and maintained in good condition until the end of the nesting season or until the young have fledged, as determined by a qualified biologist.</li> </ul>

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p style="text-align: center;"><b>2.3.5 Threatened and Endangered Species</b></p>	<p><i>California Tiger Salamander:</i></p> <ul style="list-style-type: none"> <li>• California tiger salamander could potentially occur in the Biological Study Area and be affected by the proposed project. As a result, a section 2081 Incidental Take Permit will be required from the California Department of Fish and Wildlife to authorize incidental take of California tiger salamander resulting from project construction.</li> <li>• While California tiger salamander could potentially occur in the Biological Study Area, per discussions with the U.S. Fish and Wildlife Service, formal consultation with the U.S. Fish and Wildlife Service will not be required with implementation of approved avoidance and minimization measures as described below.</li> <li>• A retaining wall shall be constructed along the north side of State Route 68, west of Corral de Tierra Road.</li> <li>• Environmentally Sensitive Area fencing shall be installed along the limits of work associated with construction of the new fill slope and retaining wall to prevent encroachment into adjacent California tiger salamander upland habitat.</li> <li>• All construction and staging shall be located within the existing State and County rights-of-way.</li> <li>• Following completion of work, areas of potential California tiger salamander upland habitat in the biologically sensitive area denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines in Appendix H of the Natural Environment Study.</li> <li>• Exclusion fencing shall be installed along the boundary of the work area that would affect California tiger salamander habitat. Exclusion fencing shall be installed such that no openings are present. Additionally, the bottom three inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.</li> <li>• All burrows in the area to be disturbed shall be surveyed during the dry season for presence of estivating California tiger salamander. Surveys shall be conducted at each burrow via either hand excavation or surveying with a fiber optic camera. Written documentation of the survey results shall be provided to the U.S. Fish and Wildlife Service within two weeks of completion of the surveys.</li> </ul> <p>If California tiger salamanders are not found, construction may proceed at any time provided the exclusion fencing is maintained in good condition. If California tiger salamanders are identified, the surveys shall be immediately halted and U.S. Fish and Wildlife Service shall be contacted within 48 hours. Work shall not commence until take authorization is provided by U.S. Fish and Wildlife Service. Take authorization shall most likely be accomplished through</p>

Section Number Reference and Resource	Minimization and Mitigation Commitments
	<p>preparation of a Habitat Conservation Plan and issuance of an Incidental Take Permit.</p> <ul style="list-style-type: none"> <li>The exclusion fencing shall be removed following the completion of work.</li> </ul> <p><i>Compensatory Mitigation:</i></p> <ul style="list-style-type: none"> <li>The loss of low quality potential California tiger salamander habitat would be mitigated at a 1:1 ratio as prescribed by California Department of Fish and Wildlife. To compensate for the loss of 0.18 acre of California tiger salamander upland habitat, a total of 0.18 acre of mitigation area that provides California tiger salamander upland habitat shall be purchased and preserved in perpetuity through use of an agency approved mitigation bank (if available), conservation easement, or equivalent means. Alternatively, compensation for the loss of 0.18 acre of California tiger salamander upland habitat could be accomplished using a different approach (e.g., providing Performance Security funding) contingent upon approval from the California Department of Fish and Wildlife.</li> </ul> <p><i>California Red-legged Frog:</i></p> <ul style="list-style-type: none"> <li>Environmentally Sensitive Areas shall be marked using orange construction fencing or equivalent and shall be maintained in good condition until construction is complete.</li> <li>Following completion of work, all areas denuded during project construction shall be revegetated with locally occurring native species as described in the Revegetation Guidelines provided in Appendix H of the Natural Environment Study.</li> </ul>
<p><b>2.3.6 Invasive Species</b></p>	<p>The landscaping and erosion control included in the project shall not use species listed as noxious weeds.</p> <p>During construction all earthmoving equipment to be used shall be thoroughly cleaned before arriving on the project site, all seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work, and all equipment shall be thoroughly cleaned before leaving the project area.</p> <p>Eradication strategies would be implemented should invasive species occur on the site during construction of the proposed project.</p>
<p><b>2.4.1 Air Quality</b></p>	<p>The project shall implement Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Air Quality Guidelines dust minimization measures.</p> <p>The project shall implement Caltrans Standard Specifications recommended for reduction of air pollutants generated by vehicle and equipment exhaust during construction.</p>

Section Number Reference and Resource	Minimization and Mitigation Commitments
<p align="center"><b>2.4.2 Noise and Vibration</b></p>	<p>The following measures would reduce construction-related noise impacts for existing residences adjacent to the project area:</p> <p>All construction equipment shall conform to the provisions of Caltrans Standard Specifications, Section 14-8.02, "Noise Control". This section requires the contractor to comply with all local ordinances (i.e., County of Monterey) that apply to any work as part of the contract. Therefore, the maximum 85 A-weighted decibel (dBA) at a distance of 50 feet between the hours of 9:00 p.m. and 6:00 a.m. on weekdays shall be used.</p> <p>Portable construction equipment shall be located as far as possible from the noise sensitive locations as is feasible.</p> <p>Construction vehicle staging areas and equipment maintenance areas shall be located as far as possible from sensitive receptors.</p> <p>All construction equipment shall have sound control devices no less effective than those provided on the original equipment. No construction equipment shall have an unmuffled exhaust.</p> <p>As directed by Caltrans, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, shutting off idling equipment, rescheduling construction activities, notifying adjacent residents in advance of construction work, and utilizing construction equipment with tires, not tracks.</p>
<p align="center"><b>2.6 Climate Change</b></p>	<p>Caltrans Standard Specification Provisions shall limit vehicle idling time for lane closure during construction to ten minutes in each direction.</p> <p>Compliance with Title 13, California Code of Regulations §2449(d)(3) shall restrict idling of construction vehicles to no longer than five consecutive minutes.</p>

**Appendix D** U.S. Fish and Wildlife Service  
Species List

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U.S. Fish & Wildlife Service

# State Route 68/Corral de Tierra Intersection Improvement Project

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## *IPaC Trust Resource Report*

Generated June 04, 2015 01:58 PM MDT



US Fish & Wildlife Service

## IPaC Trust Resource Report



### Project Description

**NAME**

State Route 68/Corral de Tierra  
Intersection Improvement Project

**PROJECT CODE**

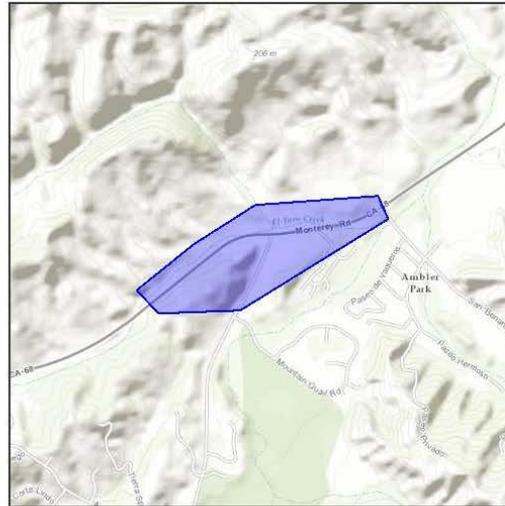
RCI6Q-C2HJN-DYPNI-GCCQQ-5JH6B4

**LOCATION**

Monterey County, California

**DESCRIPTION**

Operational improvements at the  
SR-68/Corral de Tierra Intersection,  
County of Monterey



### U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

**Ventura Fish And Wildlife Office**

2493 Portola Road, Suite B  
Ventura, CA 93003-7726  
(805) 644-1766

## Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

### Amphibians

**California Red-legged Frog** *Rana draytonii* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D02D>

**California Tiger Salamander** *Ambystoma californiense* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D01T>

### Birds

**California Condor** *Gymnogyps californianus* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B002>

**Least Bell's Vireo** *Vireo bellii pusillus* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B067>

**Southwestern Willow Flycatcher** *Empidonax traillii extimus* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B094>

### Crustaceans

**Vernal Pool Fairy Shrimp** *Branchinecta lynchi* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03G>

## Flowering Plants

**Contra Costa Goldfields** *Lasthenia conjugens* **Endangered**

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?scode=Q122>

**Marsh Sandwort** *Arenaria paludicola* **Endangered**

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?scode=Q25H>

**Monterey Gilia** *Gilia tenuiflora* ssp. *arenaria* **Endangered**

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?scode=Q2AJ>

**Monterey Spineflower** *Chorizanthe pungens* var. *pungens* **Threatened**

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?scode=Q271>

## Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

## Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

<b>Allen's Hummingbird</b> <i>Selasphorus sasin</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOLI">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOLI</a>	
<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008</a>	
<b>Black Oystercatcher</b> <i>Haematopus bachmani</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0KJ">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0KJ</a>	
<b>Black Swift</b> <i>Cypseloides niger</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FW">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FW</a>	
<b>Burrowing Owl</b> <i>Athene cucularia</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NC">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NC</a>	
<b>Costa's Hummingbird</b> <i>Calypte costae</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JE">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JE</a>	
<b>Flammulated Owl</b> <i>Otus flammeolus</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DK">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DK</a>	
<b>Fox Sparrow</b> <i>Passerella iliaca</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NE">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NE</a>	
<b>Lawrence's Goldfinch</b> <i>Carduelis lawrencei</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0J8">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0J8</a>	
<b>Lesser Yellowlegs</b> <i>Tringa flavipes</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MD">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MD</a>	

<b>Loggerhead Shrike</b> <i>Lanius ludovicianus</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFY">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFY</a>	
<b>Long-billed Curlew</b> <i>Numenius americanus</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06S">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06S</a>	
<b>Marbled Godwit</b> <i>Limosa fedoa</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JL">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JL</a>	
<b>Nuttall's Woodpecker</b> <i>Picoides nuttallii</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOHT">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOHT</a>	
<b>Oak Titmouse</b> <i>Baeolophus inornatus</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MJ">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MJ</a>	
<b>Olive-sided Flycatcher</b> <i>Contopus cooperi</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOAN">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOAN</a>	
<b>Peregrine Falcon</b> <i>Falco peregrinus</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFU">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFU</a>	
<b>Short-billed Dowitcher</b> <i>Limnodromus griseus</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JK">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JK</a>	
<b>Short-eared Owl</b> <i>Asio flammeus</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOHD">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOHD</a>	
<b>Tricolored Blackbird</b> <i>Agelaius tricolor</i>	<b>Bird of conservation concern</b>
Year-round <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06P">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06P</a>	
<b>Whimbrel</b> <i>Numenius phaeopus</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOJN">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOJN</a>	
<b>Yellow Warbler</b> <i>dendroica petechia</i> ssp. <i>brewsteri</i>	<b>Bird of conservation concern</b>
Season: Breeding <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFN">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=BOFN</a>	
<b>Red Knot</b> <i>Calidris canutus</i> ssp. <i>roselaari</i>	<b>Bird of conservation concern</b>
Season: Wintering <a href="https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G6">https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G6</a>	

## Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

### DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

### DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

**Freshwater Forested/shrub Wetland**

<b>PFOC</b>	10.8 acres
<b>PFO/SSA</b>	3.2 acres
<b>PSSA</b>	3.02 acres
<b>PSSJ</b>	0.346 acre

**Freshwater Pond**

<b>PUBHx</b>	0.653 acre
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**Riverine**

<b>R4SBJ</b>	1.71 acres
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**Appendix E** U.S. Fish and Wildlife Service  
Coordination

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**MEETING MINUTES**

**PROJECT:** SR-68/Corral de Tierra Road Intersection Operational Improvements

**CLIENT:** Monterey County

**LSA PROJECT NO.:** WRS0605

**RE:** Coordination with U.S. Fish and Wildlife Service Re: CTS and the Need to Prepare an HCP

**DATE / LOCATION:** Friday, November 7, 2008, 1:00 pm  
Project Site

**ATTENDEES:** Jonathan Pascua, Monterey County DPW, Engineer  
Doug Cooper, USFWS Ventura, Biologist  
Keith Hallsten, Wood Rogers, Project Engineer  
Jeff Bray, LSA Associates, Biologist

TOPICS DISCUSSED	ACTION REQUIRED
<p>Keith started the meeting by providing a brief history of the project and then describing the proposed project improvements at the intersection. Keith noted that the SR-68 roadway would be widened to the north through the SR-68/Corral de Tierra Road intersection and this is where the project would encroach into areas of possible CTS habitat.</p> <p>Jeff stated that there is a known CTS breeding pond approximately 0.9 mile north of the project site, so the project is within accepted CTS dispersal range. Doug confirmed this. Jeff stated that the primary purpose of the meeting was to determine if preparation of an HCP was the only approach to authorizing potential project-related effects (i.e., “take”) to CTS. Jeff explained that the County has exhausted all means to establish a Section 7 nexus (e.g., via federal funding or a Section 404 permit). Doug stated that in the absence of a federal nexus, if the project will impact suitable CTS habitat, then preparation of the HCP was the only approach to obtain “take” authorization.</p> <p>Jeff suggested we review the habitat on the ground before proceeding. Once on the north side of SR-68, Keith and Jeff explained that the widening would be limited to the existing fill slope and the narrow area of land between the toe of slope and the Caltrans right-of-way fence. Jeff stated that while the area to be disturbed appeared to be marginal CTS upland habitat, it did</p>	



<p>contain rodent burrows (i.e., CTS refugia) and was within 0.9 mile of a known breeding pond. Doug agreed that the habitat was marginal upland habitat for CTS. However, he noted that it is unlikely CTS would utilize the fill slope and/or area at the toe given its disturbed nature and overall low quality. Furthermore, given that the project is at the outer limit of CTS dispersal distance from the known breeding pond, the presence of much better upland habitat to the north (i.e., between the project and the known breeding pond), and the fact that SR-68 is considered a dispersal barrier for CTS, it is even less likely CTS would utilize the fill slope and area at its toe.</p> <p>Doug stated that given the low quality of the habitat to be disturbed, if the County would be willing to implement certain avoidance and minimization measures, the USFWS would be able to issue a technical assistance letter stating that the project would not result in take of CTS. The primary avoidance and minimization measures would include surveying the burrows in the area to be disturbed during the dry season when any CTS occurring there would be underground, and installing exclusion fencing along the boundary of the work area that would affect CTS habitat. Surveys could be accomplished via hand excavation of each burrow or surveying the burrows using a fiber optic camera. Doug stated that if CTS were found during the burrow surveys, then the County would need to initiate discussions with the USFWS to prepare an HCP. Doug thought the likelihood of CTS using the area to be disturbed was very low.</p>	<p>LSA, on behalf of Monterey County, will prepare a letter to the USFWS requesting technical assistance for project effects to CTS. The letter will describe the project and propose the avoidance and minimization measures Doug recommended.</p> <p>The USFWS will respond to the letter stating that the project will not result in take of CTS provided the avoidance and minimization measures are implemented and the results of the burrow surveys are negative.</p>
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**Note:** *These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies or omissions are noted, please contact the preparer within three days of receipt.*

**PREPARED BY:** Jeff Bray

**REVIEWED BY:** Keith Hallsten



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916.630.4603 FAX

BERKELEY  
CARLSBAD  
COLMA

FORT COLLINS  
IRVINE  
PALM SPRINGS

POINT RICHMOND  
RIVERSIDE  
SAN LUIS OBISPO

January 20, 2009

Mr. Doug Cooper, Biologist  
U.S. Fish & Wildlife Service  
Ventura Fish & Wildlife Office  
2493 Portola Road, Suite B  
Ventura, CA 93003

Subject: SR-68/Corral de Tierra Road Intersection Operational Improvements - Request For  
Technical Assistance Regarding Effects to California Tiger Salamander Habitat

Dear Mr. Cooper:

LSA Associates, Inc, on behalf of the County of Monterey (County), is requesting technical assistance regarding possible effects to California tiger salamander (CTS) from the subject project. The project is located in an unincorporated area of Monterey County, approximately 13 miles east of the City of Monterey and 9 miles west of the City of Salinas, on SR-68. The project is locally funded and will not affect waters of the U.S.; therefore, the project does not have a federal nexus.

The proposed project will widen the SR-68/Corral de Tierra Road intersection to accommodate the construction of a second left turn lane from westbound SR-68 to southbound Corral de Tierra Road. In addition, a second southbound receiving lane will be constructed on Corral de Tierra Road. The proposed widening will occur to the north of SR-68 and construction will be completed in one season. All construction and related activities will occur within the existing Caltrans right-of-way fence to the north. The project will relieve traffic congestion during hours of peak use and reduce accidents related to left turns from SR-68 onto Corral de Tierra Road.

There is a known CTS breeding pond approximately 0.9 mile north of the project site, so the project is within the documented dispersal range of CTS. The potential CTS habitat that will be affected by the project is located north of SR-68 and west of Corral de Tierra Road. It is comprised of the existing fill slope that was created when the highway was originally constructed, and a narrow strip of level ground between the toe of the fill and the Caltrans right-of-way fence. The habitat quality is marginal but does contain rodent burrows that could provide refugia for CTS.

As we discussed during our field meeting on November 7, 2008, CTS are unlikely to use the area to be impacted by the project. The potential habitat is disturbed and of marginal quality, is at the outer limit of CTS dispersal distance from the nearest known breeding pond, and is next to the impassable barrier of SR-68. Furthermore, there is much better upland habitat to the north between the breeding pond and the project site. CTS would have to pass through this suitable habitat to reach the low-quality habitat in the project area.

To ensure the project will not result in "take" of CTS, the County will implement the following avoidance and minimization measures: 1) All burrows in the area to be disturbed will be surveyed once

01/20/09 (P:\Wrs0605\Bio Files\USFWS request - tech assist.doc)

PLANNING | ENVIRONMENTAL | DESIGN

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during the dry season for presence of estivating CTS. Surveys will be conducted at each burrow via either hand excavation or surveying with a fiber optic camera. 2) Exclusion fencing will be installed along the boundary of the work area that would affect CTS habitat. Exclusion fencing shall consist of silt fence or equivalent material, and shall be installed such that no openings are present. Additionally, the bottom three inches of fence shall be buried. The exclusion fencing shall be maintained in good condition until project construction is complete.

After the surveys are completed, the County will provide written documentation of the results to USFWS. Assuming the results of the surveys are negative, and with the implementation of the avoidance and minimization measures described above, the County requests that the USFWS provide a letter confirming that the project will not result in "take" of CTS.

If the results of surveys are positive and/or CTS are otherwise found in the project area, the County understands that preparation of a Habitat Conservation Plan would be the only means to obtain "take" authorization, and would therefore be necessary for continuation of the project as proposed.

Thank you for your assistance in this matter. Please call (916-630-4600) or email (jeff.bray@lsa-assoc.com) if you have any questions or comments or need any additional information.

Sincerely,

LSA ASSOCIATES, INC.



Jeff Bray  
Biologist

cc: Jonathan Pascua, County of Monterey  
Keith Hallsten, Wood Rodgers

**Laurel Frakes**

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**From:** Douglass\_Cooper@fws.gov  
**Sent:** Tuesday, April 28, 2009 11:34 AM  
**To:** Jeff Bray  
**Subject:** Re: SR-68/Corral de Tierra Road Intersection Improvements - Request for Technical Assistance

Jeff,

I am writing to follow up on our phone conversation on April 14, 2009. The County of Monterey proposes to widen SR-68 at the intersection with Corral de Tierra Road. The proposed project site is within dispersal distance of a known California tiger salamander (CTS) breeding pond. The roadside habitat at the project site is characterized by ruderal non-native grassland; although the area is disturbed, it does represent marginal CTS upland habitat. To ensure that the project avoids take of CTS, the County proposes to survey for CTS within the proposed project area during the dry season and erect exclusion fencing around the perimeter of the site. The County will submit the results of the CTS surveys to the Service with a request for a no-take concurrence.

The Service agrees that this is an appropriate approach. Our determination of the project's potential to result in take of CTS will be contingent upon the results of the surveys. The Service is not authorizing the County or its agents to take CTS. A Section 10(a)1(B) incidental take permit, in association with the development of a Habitat Conservation Plan, is necessary to conduct activities that will result in take of CTS.

If you have any questions, please feel free to contact me.

Regards,  
Doug

\*\*\*\*\*  
Douglass Cooper, Biologist  
US Fish & Wildlife Service  
Ventura Fish & Wildlife Office  
2493 Portola Rd. Suite B  
Ventura, CA. 93003  
  
805.644.1766 x272  
[douglass\\_cooper@fws.gov](mailto:douglass_cooper@fws.gov)  
\*\*\*\*\*

"Jeff Bray" <[Jeff.Bray@isa-assoc.com](mailto:Jeff.Bray@isa-assoc.com)>

To "Doug Cooper" <[douglass\\_cooper@fws.gov](mailto:douglass_cooper@fws.gov)>  
cc

04/17/2009 11:21 AM

Subject SR-68/Corral de Tierra Road Intersection Improvements - Request for Technical Assistance

Hey Doug - I'm following up on my voicemail from earlier this week re: the technical assistance letter I sent you for this project back in January (I've attached a copy for reference). Would you let me know when you will be able to respond to the letter? We are trying to wrap the project up and a USFWS response to the letter will soon become one of the few outstanding items. Thanks.

- Jeff

Jeff Bray  
Principal/Biologist  
LSA Associates, Inc.  
4200 Rocklin Road, Ste. 11B  
Rocklin, CA 95677  
916-630-4600 phone  
916-630-4601 fax

[jeff.bray@lsa-assoc.com](mailto:jeff.bray@lsa-assoc.com)[attachment "USFWS request - tech assist.pdf" deleted by Douglass Cooper/VFWO/R1/FWS/DOI]

## **List of Technical Studies that are Bound Separately**

Copies of the following technical studies are available upon request by contacting the County of Monterey Resource Management Agency – Planning Department at (831) 755-5025. In addition, copies of the following technical studies are available at the Monterey County Library at 625 Pacific Street and the Caltrans project website: <http://www.dot.ca.gov/dist05/projects/corraldetierra/index.html>.

Aerially Deposited Lead Site Investigation Report (July 2007, amended September 2010) and Addendum (June 2015)

Air Quality Analysis Report (February 2013) and Addendum (June 2015)

Geotechnical Design and Materials Report (December 2012) and Addendum (June 2015)

Growth-Related Impacts Technical Memorandum (July 2012) and Addendum (June 2015)

Hazardous Waste Initial Site Assessment (February 2013) and Addendum (June 2015)

Historical Resources Compliance Report (June 2013) and Supplemental Historical Resources Compliance Report (September 2015)

- Historic Resources Compliance Report
- Archaeological Survey Report<sup>10</sup>

Natural Environment Study (February 2013) and Addendum (June 2015)

Noise Impact Analysis (February 2013) and Addendum (June 2015)

Paleontology Identification Report (July 2013) and Addendum (June 2015)

Traffic Operations Technical Memorandum (February 2005) and Addendums (March 2011, October 2014, and June 2015)

Visual Impact Assessment Report (February 2013) and Addendum (June 2015)

Water Quality Assessment Report (February 2013) and Addendum (June 2015)

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<sup>10</sup> This technical study is not available due to resource confidentiality. Refer to California Government Code Sections 6254.10 and 6254(r); California Code of Regulations Section 15120(d); and Section 304 of the National Historic Preservation Act of 1966.

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