

EXECUTIVE SUMMARY

This document is the Final Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coast Corridor Improvements project. The Federal Railroad Administration (FRA), the San Luis Obispo Council of Governments (SLOCOG), the California Department of Transportation Division of Rail (Caltrans DOR), and the Transportation Agency for Monterey County (TAMC) identify the Preferred Alternative in this document.

The Preferred Alternative is a modification of the Build Alternative analyzed in the Draft Program EIR/EIS. The Final Program EIS/EIR includes an evaluation of the potential impacts of the No Build Alternative, the Build Alternative, and Preferred Alternative (herein referred to as the action alternatives), and identifies reasonable mitigation strategies.

This Final EIS/EIR also includes responses to substantive comments received on the Draft Program EIS/EIR and describes subsequent analysis that would occur as part of project-level environmental analysis. **Chapter 5.0, Comments and Coordination**, includes all comments on the Draft Program EIS/EIR and provides responses to each comment. Modifications to the Draft Program EIS/EIR, made in response to comments, are reflected in this Final Program EIS/EIR and are shown using “~~strike through~~” to designate deletions and “underline” to designate additions.

Minor corrections and editorial changes from the Draft Program EIS/EIR are also included in this Final EIS/EIR but are not shown in strikeout and underline.

OVERVIEW OF STUDY AREA

The project corridor is comprised primarily of the existing Coast Corridor railroad right-of-way (ROW) between the existing Amtrak stations in Salinas and San Luis Obispo. The project corridor is about 130 miles in length and is located within Monterey and San Luis Obispo counties. Portions of the corridor traverse several incorporated cities, including Salinas, Soledad, Greenfield, King City, Paso Robles, Atascadero, and San Luis Obispo.

The project corridor includes both the existing railroad ROW, as well as substantial “buffer” areas where possible physical components associated with the action alternatives may be located.

PURPOSE AND NEED

The project purpose is to increase the frequency, speed, and reliability of passenger rail while fostering greater passenger connectivity to the proposed California High-Speed Rail (CA HSR) System and enhancing safety with minimal disruption to existing and proposed freight rail operations. Implementation of the Build action alternatives would help to create an interconnected, multimodal solution allowing for better mobility throughout the Coast Corridor region, providing added capacity in response to increased travel demand between Los Angeles and San Francisco.

The Coast Corridor region is faced with transportation challenges associated with anticipated population growth, constrained travel options, aging rail infrastructure, safety issues, and a need for increased travel capacity without impacting air quality and natural resources. These challenges are likely to continue in the future as continued growth in population, employment, and tourism activity is expected to generate increased travel demand.

STUDIES LEADING TO THE PROGRAM EIS/EIR

Several planning and feasibility studies have identified and proposed components for the Coast Corridor. Amtrak completed the *California Passenger Rail System: 20-Year Improvement Plan Technical Report (Amtrak 20-Year Plan)* in March 2001. Caltrans DOR coordinated with Amtrak, FRA, and other transportation agencies to complete the *Coast Corridor Service Development Plan (SDP)* in May 2013. The Union Pacific Railroad (UPRR) has recommended a series of components it asserts are necessary to allow for increased passenger use of the Coast Corridor. The Build action alternatives, further described below, were intentionally drawn broadly to encompass all the physical improvements contemplated by these plans and studies above.

ALTERNATIVES

No Build Alternative

The No Build Alternative represents the continuation of existing rail operations and physical components, and assumes the perpetuation of existing freight and passenger service between Salinas and San Luis Obispo. The only physical component expected under the No Build Alternative would be the installation of positive train control (PTC) along the Corridor, which would provide increased safety for freight and passenger trains. This will provide the baseline for analysis of potential components. For the purposes of this Program EIS/EIR whose purpose and need is limited to potential physical rail system components and expansion of passenger rail service, the No Build Alternative includes other planned and programmed rail improvement projects for the Coast Corridor in the vicinity of the Salinas to San Luis Obispo region.

Build Alternative

The Build Alternative assumes the restoration of “Coast Daylight” passenger service, which would initially consist of 2 trains per day traveling between Salinas and San Luis Obispo, increasing to 4 trains per day by the year 2040. The Build Alternative includes an exhaustive list of potential physical components between Salinas and San Luis Obispo, some number of which may be found necessary to accommodate increased Coast Daylight service. The extent of needed physical components has not been identified at this time, but is expected to be determined outside the context of the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) environmental review. The Build Alternative looks broadly at each physical component contemplated for the area to provide decision-makers additional information in identifying which, if any, conceptual physical components should be carried forward.

Notwithstanding the above considerations, for the purposes of this programmatic review, the Build Alternative has the potential to adversely affect biological resources, existing farmlands, cultural resources, hydrologic resources, localized traffic near stations, land use and community impacts resources, visual impacts resources, noise level increase, hazardous material sites, and air quality pollutant emissions during construction. However, this programmatic document Program EIS/EIR includes mitigation strategies to be applied as one or more components of the Build Alternative move forward for design and potential implementation. To the extent these strategies can be translated into used as project-level mitigation, adverse effects can be reduced or avoided entirely. In addition, the Build

Alternative will have beneficial environmental effects, such as economic growth, air quality improvements during operation, and energy consumption improvements during operation.

Table S-1 below summarizes the comparable effects of the Build Alternative and the No Build Alternative for the Coast Corridor project.

Preferred Alternative

Based upon the analysis conducted in the Draft Program EIS/EIR and public comments received, FRA, SLOCOG, TAMC, and Caltrans DOR have identified the Build Alternative (with modifications) as the Preferred Alternative for potential future implementation on the Coast Corridor between Salinas and San Luis Obispo.

The Preferred Alternative modifies the Build Alternative as follows:

- Modifications requested by the City of King to siding extension and station area
- Exclusion of four curve realignments in San Luis Obispo County
- Inclusion of “island” Centralized Traffic Control (CTC) between McKay and Santa Margarita

Modifications Requested by City of King

The City of King provided extensive written comments on the Draft Program EIS/EIR, advising that the City had updated its draft plans for the City of King siding extension and passenger station. These updates were not known to FRA, SLOCOG, Caltrans DOR, or TAMC until the City of King provided its comments on the Draft Program EIS/EIR.

Siding Extension

Precise plans for new sidings or siding were not available prior to publication of the Draft Program EIS/EIR. Accordingly, the analysis in the Draft Program EIS/EIR made reasonable assumptions regarding the extension of the existing sidings. It was assumed that the sidings extensions would result in sidings of about 10,000 feet in length (generally, enough to accommodate a freight train) and that this length could potentially be achieved by adding all additional track to either the northern or southern end of each siding. As a result, the Draft Program EIS/EIR examined a larger total area for the sidings than would have been necessary to achieve the desired 10,000 foot length.

The existing City of King siding extends from mile post (MP) 159.19 to MP 160.64 and is about 1.45 miles in length (7,650 feet). The Draft Program EIS/EIR analyzed two siding extensions (between MP 158.5 and 159.19 to the north and MP 160.64 and 161.19 to the south). Either the northern or southern extension would have been sufficient to provide a 10,000 foot long siding.

Since publication of the Draft Program EIS/EIR and as noted in the City's comments, the City of King engaged a railroad engineer (RailPros) to consider modifications to rail facilities in the area. The RailPros study (prepared for and endorsed by the City of King in its comment letter) proposed that the siding extension be greater than 10,000 feet in length and that the extension would most feasibly be achieved by extending the siding on the north side exclusively. The RailPros study considered extending the siding from MP 156.38 to 159.19, resulting in a siding 2.81 miles or about 14,800 feet in length.

After review, FRA, SLOCOG, TAMC, and Caltrans DOR concur that the City's proposed revision to the siding extension would avoid or reduce the intensity of several potential environmental effects of the previously identified siding extension discussed in the Draft Program EIS/EIR. The revised siding extension would avoid the need for a new creek crossing and would also avoid including any portion of the siding extension within a 100-year flood plain. The revised siding would also be located outside of populated areas, so would have reduced potential for any community effects compared to the previously identified siding extension. Because the City's proposed modification to the siding extension is reasonable and is likely to reduce the impacts of the project, FRA, SLOCOG, TAMC, and Caltrans DOR agree that it should be included and analyzed in the Final Program EIS/EIR.

Passenger Station

The analysis in the Draft Program EIS/EIR used conceptual plans from adopted City documents that proposed a station site near the intersection of First Street and Broadway. Operating details were assumed to include a station building, parking, and bus pull out areas.

However, as noted in the City's comments, the RailPros plan shows a slightly smaller passenger station in generally the same part of downtown, with similar features, and an area set aside for military personnel transfers. The RailPros plan also calls for the relocation of an existing at-grade crossing (at Pearl Street) to move about one block northwest towards Broadway Street.

Exclusion of Curve Realignments in San Luis Obispo County

During the public hearing on the Coast Corridor Draft Program EIS/EIR at SLOCOG's board meeting on January 7, 2015, many of the comments from members of the public focused on several of the curve realignments proposed for various locations in San Luis Obispo County. Commenters stated that the curve realignments had the potential to result in property acquisitions, splits of parcels, and other adverse environmental and socioeconomic effects.

In response to public comments, the SLOCOG Board adopted a motion requesting SLOCOG staff drop from further consideration the following curve realignments in San Luis Obispo County:

1. McKay/Wellsona
2. Wellsona/Paso Robles
3. Templeton/Henry
4. Henry/Santa Margarita

Excluding these curve realignments would not substantially compromise future on-time performance of passenger and freight trains and would reduce the potential impacts identified by the public. As documented in the SDP, an acceptably high rate of on-time performance in near and long-term horizon years was shown to be achievable with the inclusion of island CTC between McKay and Santa Margarita, which corresponds roughly to the same area in which the excluded curve realignments were contemplated.

Excluding the curve realignments would also eliminate or substantially reduce several potential adverse environmental effects, including:

- **Land Use:** Without these curve realignments, the Preferred Alternative would require fewer property acquisitions than the Build Alternative.
- **Agricultural Lands:** Without the curve realignments, the Preferred Alternative would require substantially less conversion of agricultural lands than the Build Alternative.
- **Air Quality:** By foregoing the construction of these curve realignments, construction-related emissions (fugitive dust, diesel equipment) would be lower in the Preferred Alternative than in the Build Alternative.
- **Noise and Vibration:** By foregoing the construction of these curve realignments, the Preferred Alternative would generally retain the existing

railroad alignment through San Luis Obispo County. In the Build Alternative, the curve realignments would have altered the railroad alignment relative to the location of sensitive receptors.

Inclusion of “Island” CTC between McKay and Santa Margarita

In the Draft Program EIS/EIR, Build Alternative components were carried forward from the SDP. As noted above, the Build Alternative specified the extension of CTC from Salinas to Soledad, as well as installation of an “island” of CTC from San Lucas to Bradley in southern Monterey County. Analysis in the SDP contemplated an additional “island” of CTC between McKay and Santa Margarita (between MP 202.3 and MP 229.6). The SDP noted that this 27-mile section of the corridor currently uses track warrant control (TWC), a non-automated signaling system. The four sidings in this section of the corridor using TWC were presumed to contribute substantially to delays that impair overall on time performance of both passenger and freight trains.

However, this particular island CTC was not explicitly referenced in the SDP’s list of Build Alternative components. Notwithstanding, SLOCOG and Caltrans DOR have clarified that it was each agency’s intent that this island CTC area be included in the Build Alternative. However, since the Draft Program EIS/EIR did not specifically include this component, this Final Program EIS/EIR formally incorporates the island CTC as part of the Preferred Alternative.

AVOIDANCE, MINIMIZATION, AND MITIGATION STRATEGIES

The Draft Program EIS/EIR defines program-level strategies to minimize potential impacts resulting from the project. The discussion will include design and construction practices that would avoid, minimize, or mitigate impacts if employed as project-level plans are advanced in subsequent stages. These strategies range from minimal to extensive activities dependent upon the individual features of the project and the resulting impacts relative to the package of components ultimately chosen.

COORDINATION WITH THE PUBLIC AND OTHER AGENCIES

The Draft Program EIS/EIR and Final Program EIS/EIR has been prepared with extensive public and agency involvement, which is summarized in **Chapter 5.0, Comments and Coordination**.

NEXT STEPS IN ENVIRONMENTAL PROCESS

It has yet to be determined what physical components are needed for proposed expansion of passenger rail service (so that existing freight and passenger service would not be unduly affected). Once physical components are selected, review under pertinent NEPA and CEQA requirements of such proposed components would occur.

Table S-1 Comparative Effects, Build Alternatives versus No Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Traffic and Travel			
Result in substantial disruption to freight and passenger rail services	None expected	Construction of Build Alternative physical components would temporarily disrupt freight and passenger rail traffic. Installation of “island” CTC from MP 202.3 to 229.6 was found to enable on-time performance for existing and proposed future passenger and freight rail.	Same as Build Alternative
Result in substantial traffic increases to local roadways	None expected	Project traffic would contribute to traffic impacts near existing and proposed station areas.	Same as Build Alternative
Result in significant delays any existing or new at-grade crossings	None expected	Additional train traffic and frequency would result; One new at-grade crossing could be created from the MP 172 curve realignment, which could occur on a public roadway. Improved warning devices would be installed at some existing at-grade crossings, which would result in improved safety at these locations. Some minor additional delays would result occurring from increased train traffic as passing of each Coast Daylight train would take approximately one minute.	Similar to Build Alternative, with the exception of the King City Multimodal Transportation Center (MMTC), which would shift an existing at-grade crossing one block to the north.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Air Quality and Greenhouse Gas Emissions			
Construction	None expected	Emissions are expected to result from the use of heavy machinery, delivery of construction materials, construction worker vehicle trips, and idling trains resulting from service interruptions.	Similar to Build Alternative, but with slightly lower construction emissions due to the exclusion of curve realignments in San Luis Obispo County.
Rail Operations	None expected	11,000 daily VMT reduction projected by 2020, and total of 26,000 daily VMT reduction expected by 2040 in the Central Coast/Monterey Bay region as a whole. Increased efficiency of trains would decrease localized emissions, decrease train idling, reduce required maintenance, and may increase ridership, all reducing emissions and other pollutants.	Same as Build Alternative
New Train Stations	None expected	Emissions may result from deceleration, acceleration, and idling at new stops along the route. Regional emissions may be offset by increased train ridership.	Same as Build Alternative
Noise and Vibration			
Noise Compatibility	Variable	Varies depending on location; considered low for many curve realignments, particularly low for the McKay/Wellsona curve realignment proposed to occur near the Big Sandy Wildlife Area, and others occurring in residential areas. High compatibility in agricultural areas, and moderate at new station areas.	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment, creating fewer new effects in this area.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Vibration Compatibility	Variable	Varies depending on location; generally low compatibility for curve realignments (particularly in residential areas), moderate at new passenger stations, and high throughout agricultural portions	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County, creating fewer new effects in these areas. .
Energy			
Construction Energy Consumption	Unknown	Energy required for manufacturing of materials, construction activities, travel of construction workers, and from traffic delays/detours resulting from construction activities.	Similar to Build Alternative, but with slightly lower construction energy expenditures since the Preferred Alternative excludes curve realignments in San Luis Obispo County.
Operations Energy Consumption	Unknown	Increasing service would increase train-related energy consumption, increased ridership would likely reduce energy consumption by decreasing automobile VMT (VMT expected to decrease by 26,000 daily miles by 2040). Increased train efficiency associated with the components would reduce required maintenance, reduce friction, reduce time spent idling, and increase train speeds	Same as Build Alternative
Land Use and Planning, Communities and Neighborhoods, Property and Environmental Justice			
Land Use Compatibility and Property	High	High near proposed station areas and within the existing ROW. Low through Los Padres National Forest and components requiring land outside of the existing ROW.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, land use impacts in San Luis Obispo County would likely be lower.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Communities and Neighborhoods	High	High in most areas along alignment, low where few curve realignments/siding extensions require land in residential use.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, impacts to communities and neighborhoods in San Luis Obispo County would likely be lower.
Environmental Justice (EJ)	None expected	Up to 137 EJ census blocks (for race and poverty) crossed by rail alignment and facilities. Impacts vary depending on component.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County and modifies the King City siding and station location. Therefore, Preferred Alternative would cross fewer EJ block groups (up to 129).
Aesthetics and Visual Resources			
Construction	None expected	Visual impacts to passing motorists, pedestrians, bicyclists, and rail passengers will occur resulting from construction equipment, light and glare from nighttime work, and newly disturbed land cover. Will be more significant where construction occurs outside of existing ROW.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential visual impacts in San Luis Obispo County would likely be lower.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Operation	None expected	Medium to high generally where new stations are proposed and curve realignments/siding extensions would occur; low where upgrades to the existing alignment would occur, and where siding extensions and new powered switches are proposed.	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential visual impacts in San Luis Obispo County would likely be lower.
Agricultural and Forest Resources			
Acres of Permanent Impacts to Prime Farmland	None expected	Up to 78	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, Preferred Alternative would reduce potential permanent impacts to Prime Farmland by 1 acre.
Acres of Temporary Impacts to Prime Farmland	None expected	Up to 290	Similar to Build Alternative; however, Preferred Alternative modifies the King City siding. Overall, Preferred Alternative would potentially affect up to 297 acres of Prime Farmland
Acres of Permanent Impacts to Forest Lands	None expected	Up to 12	Same as Build Alternative
Acres of Temporary Impacts to Forest Lands	None expected	Up to 20	Same as Build Alternative
Convert Williamson Act Contract land to nonagricultural use	None expected	Likely to occur in Monterey County	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Public Utilities and Services			
Utility Usage	None expected	Construction-related uses are expected be low; however, water will be required as part of standard construction best practices. Operation of new stations, signal upgrades, and new powered switches would require some electricity and water and wastewater services (stations), but not expected to be significant.	Same as Build Alternative
Public Services	None Expected	Some temporary access disruptions associated with construction expected. No impacts associated with operation expected as the components are not expected to encourage substantial population growth.	Same as Build Alternative
Utility Conflicts:			
Transmission Line Impacts	None expected	Up to 0.2 miles of operation-related conflicts, up to 1 mile of construction-related conflicts	Similar to the Build Alternative; however, the modified King City siding location would increase the potential for construction-related conflicts with transmission lines by an additional 2 miles; operation-related conflicts with transmission lines would not change.
Natural Gas Pipeline Impacts	None Expected	Up to 2.5 miles of operation-related conflicts, up to 1 mile of construction-related conflicts, and 6 pipeline crossings	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Water Transmission Lines	None Expected	Nacimiento Water Project pipeline would likely be impacted to some degree from Paso Robles to San Luis Obispo	Similar to the Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to water transmission lines in San Luis Obispo County would likely be reduced.
Telecommunications	None Expected	Fiber-optic transmission lines would likely be impacted to some degree within Monterey and San Luis Obispo County	Similar to the Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to telecommunication lines in San Luis Obispo County would likely be reduced.
Hazardous Materials and Wastes			
Corridor-Wide Hazardous Materials and Wastes	Unknown	Construction activities may encounter contaminated soil containing pesticide or herbicide residue, aerially deposited lead, or other soil or groundwater contaminants. If demolition of existing facilities or structures occurs, construction activities may encounter asbestos or lead-based paint materials	Similar to the Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment, which would have required potential demolition. Therefore, hazards from asbestos/lead-based paint would likely be reduced.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Number of “Active Status” Hazardous Sites	Unknown	Up to 4; one near location for upgrades to the existing alignment section #1 and three near the King City siding extension	Similar to Build Alternative; however, Preferred Alternative reflects a modified location for the King City siding extension. The modified location does not include any recorded hazardous waste sites; therefore, potential impacts would be reduced.
Cultural and Paleontological Resources			
Number of Known Archaeological Sites	Unknown	Up to 27 sites	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, potential impacts to known archaeological resources decrease to 21 sites.
Paleontological Sensitivity	Unknown	Generally low, high in San Luis Obispo County from the proposed Cuesta second main track into San Luis Obispo	Same as Build Alternative
Number of Potential Historical Structures	Unknown	Up to 59 structures	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County, so total number of potentially affected historical resources would decrease to 47.
Geology and Soils			
Expected Likelihood of Surface Fault Rupture	Unknown	Varies depending on location, highest near Santa Margarita	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Expected Likelihood of Ground Shaking	Unknown	Varies depending on location, highest near Salinas	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, overall potential risk of ground shaking would likely be lower.
Liquefaction Potential	Unknown	Varies depending on location, highest throughout San Luis Obispo County	Similar to Build Alternative; however, Preferred Alternative excludes curve realignments within San Luis Obispo County. Therefore, liquefaction potential would likely be lower.
Expected Likelihood of Landslides	Unknown	Varies depending on location, highest near Bradley and between Templeton and Santa Margarita	Same as Build Alternative
Soil Shrink-Swell Potential	Unknown	Varies depending on location, highest near Salinas, Soledad, San Lucas, Bradley, and near the existing alignment in San Luis Obispo	Same as Build Alternative
Soil Corrosivity	Unknown	Varies depending on location, Steel highest throughout Monterey County, concrete highest near existing alignments 2-5 and Cuesta grade.	Same as Build Alternative
Soil Erosion Potential	Unknown	Varies depending on location, highest near existing alignments 2-5 and Cuesta grade.	Same as Build Alternative
Oil and Gas Fields	Unknown	Three crossed; two occur at upgrades to the existing alignment near San Lucas, and one by the Templeton/Henry curve realignments	Similar to Build Alternative; however, Preferred Alternative excludes the Templeton/Henry curve realignment. Therefore, potential impacts of crossing oil and gas fields would be reduced.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Hydrology and Water Resources			
Linear feet of permanent impact to water resources	Unknown	Up to 2,264 linear feet	Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City Siding. Therefore, permanent impacts to surface waters would be reduced to up to 1,859 linear feet.
Permanent acres within a 100-year floodplain	Unknown	Up to 29 acres	Similar to Build Alternative; however, King City siding extension would no longer be extended south near San Lorenzo Creek, and Preferred Alternative excluded all of the curve realignments in San Luis Obispo. Therefore, permanent impacts to 100-year floodplain would be reduced to up to 23.8 acres.
Number of surface water crossings	Unknown	Up to 117	Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City Siding. Therefore, impacts to surface water crossings would be reduced to 111 crossings.

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Erosion Potential	Unknown	Generally low, moderate potential near Bradley (Bradley siding and Getty/Bradley curve realignments occur near steep slopes)	Same as Build Alternative
Potential Groundwater Impacts	Unknown	Low	Same as Build Alternative
Biological Resources and Wetlands			
Wetlands Affected	None Expected	<p>Varies by location; construction activities at the McKay/Wellsona curve realignment and the Wellsona new siding account for the majority of impacts to wetlands.</p> <p>Few permanent impacts are expected, and the majority are also expected to occur at McKay/Wellsona component areas</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, impacts to wetlands would likely be reduced.</p>
Non Wetland Jurisdictional Waters Affected	None Expected	<p>Construction activities associated with the Henry/Santa Margarita curve realignment and the Cuesta second main track are expected to impact the most non-wetland jurisdictional waters (almost 6,000 linear feet each).</p> <p>Permanent impacts are also expected to occur at these component locations, and at a few other realignments/siding extensions, including the Getty/Bradley curve realignment</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment and shifts the King City siding location. Therefore, impacts to non-wetland jurisdictional waters would likely be reduced.</p>

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Critical Habitat Areas Affected	None expected	<p>California red-legged frog and south-coast California Steelhead habitats would be affected during construction associated with the Henry/Santa Margarita curve realignment and the Cuesta second mainline.</p> <p>Permanent impacts to California red-legged frog habitat would occur near the Cuesta second main track.</p> <p>South-coast steelhead and Vernal pool fairy shrimp habitat may also be permanently impacted by the Bradley siding extension and the Wellsona new siding.</p>	<p>Similar to Build Alternative; however, Preferred Alternative excludes the Henry/Santa Margarita curve realignment. Therefore, impacts to critical habitat areas would likely be reduced.</p>
Sensitive Vegetation Communities Affected	None Expected	<p>Temporary and permanent impacts are expected associated with components occurring outside of the existing railroad ROW, particularly the curve realignments and the second main track.</p>	<p>The Preferred Alternative excludes 4 curve realignments, thus overall impacts to sensitive vegetation communities would be reduced.</p>
Special-Status Species Affected	None Expected	<p>Several plant and animal special-status species would be impacted at components occurring outside of the existing railroad ROW (new sidings/siding extensions, curve realignments, and the second main track).</p>	<p>Similar to the Build Alternative; however, Preferred Alternative modifies the location of the King City siding extension and excludes curve realignments in San Luis Obispo County. Therefore reducing potential impacts to special-status species.</p>

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Section 4(f) and 6(f)			
Section 4(f) Resources Affected	None expected	Varies by location, generally low given the proximity of 4(f) resources to the existing railway and adjacent highways and roadways. A portion of the McKay/Wellsona curve realignment may require the acquisition of lands within Big Sandy Wildlife Area which could result in a permanent use of a Section 4(f) property	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, potential uses of Section 4(f) resources would be reduced.
Section 6 (f) Resources Affected	None expected	None identified	Same as Build Alternative
Class I Areas Affected	None expected	Class I areas identified are at a distance from the train tracks and no significant air quality/visual degradation is expected	Same as Build Alternative
Growth Inducement			
Permanent and Temporary Employment Opportunities	None expected	Potential for growth inducement related to temporary employment dependent upon size and complexity of Build Alternative carried forward. Additional service would require some permanent employees to operate stations and service trains; however, no railroad maintenance facilities are located between Salinas and San Luis Obispo; little to no growth is expected in either Monterey or San Luis Obispo station areas	Same as Build Alternative

Environmental Topic	No Build Alternative	Build Alternative	Preferred Alternative
Residential Property	None expected	Adverse growth-related effects limited to acquisition and permanent conversion of residential areas into transportation uses. Few residential takes are expected. May occur with the Henry/Santa Margarita curve realignment; however, this area is not densely populated, growth related impacts would be low	Similar to Build Alternative; however, Preferred Alternative excludes the McKay/Wellsona curve realignment. Therefore, potential residential acquisitions would be reduced.
New Station Areas	None expected	New passenger stations and increased service may increase economic activity resulting in population growth and development; receiving cities have endorsed stations as engines of economic revitalization in their respective communities.	Same as Build Alternative

Source: Circlepoint, 2014