



1000 Broadway, Suite 100, Salinas, CA 93901 ORC • Tel: 831 • 775-0463 • Web: www.tamc.org • info@tamc.org

November 13, 2019

Thomas Wiles, Senior Planner
Community Development Department
City of Salinas
65 West Alisal Street
Salinas, CA 93901

**SUBJECT: Comments on the Initial Study/Mitigated Negative Declaration of the Salinas
Airport Development Lease Project**

Dear Mr. Wiles:

The Transportation Agency for Monterey County (TAMC) is the Regional Transportation Planning Agency and the Congestion Management Agency for Monterey County. TAMC staff have reviewed the Initial Study and Mitigated Negative Declaration for the Salinas Airport Development Lease Project. Transportation Agency staff offers the following comment:

1. The mitigation measures included for transportation impacts should include efforts to maintain or improve bike and pedestrian facilities while increasing capacity. For example:
 - Consider connecting two segments of the existing Class II Bike Lane along eastbound Airport Blvd between Terven Ave and Roy Diaz St as identified in the Transportation Agency's 2018 Active Transportation Plan.
2. Consider an alternative to the mitigation measure identified under "TRA-1" to "Eliminate the Airport eastbound slip ramp onto the Airport Boulevard overpass and convert the intersection into a typical standard intersection with dual northbound right turn lanes to the eastbound receiving approach of the intersection." The Transportation Agency suggests the existing slip ramp serves a positive purpose to accommodate extensive truck queuing from Hansen Street. For this reason, the proposed alternative mitigation would maintain the slip ramp onto Airport Boulevard but add enhanced yield control with better markings to slow the merging vehicles.

A simplified sketch of this alternative is attached for consideration, developed by the Transportation Agency's Principal Engineer Rich Deal, PE, PT, PTOE.

Thank you for the opportunity to comment on the project. If you have any questions, please contact Madilyn Jacobsen of my staff at 831-775-4402 or madilyn@tamcmonterey.org.

Sincerely,



Debra L. Hale
Executive Director

Attachment 1: Simplified Sketch of mitigation alternative

cc: Andrew Easterling, Traffic Engineer, City of Salinas
Rich Deal, PE, TE, PTOE, Principal Engineer, TAMC

An aerial photograph of the Salinas Airport area, overlaid with a proposed road layout. The map shows a large, dark, irregularly shaped area, likely a field or forest, in the center. To the left, there are several buildings, including one labeled 'Valero' and another labeled 'Shaw's Beacon'. A road labeled 'Terven Ave' runs horizontally across the middle of the map. Another road labeled 'Airport Blvd' runs vertically on the left side. A third road labeled 'Terven Ave' runs horizontally at the bottom. A red dashed line indicates a proposed road layout, with a red arrow pointing to a specific location. The word 'Google' is visible in the bottom left corner.

Paula
11-12-2019

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5

50 HIGUERA STREET

SAN LUIS OBISPO, CA 93401-5415

PHONE (805) 549-3101

FAX (805) 549-3329

TTY 711

www.dot.ca.gov/dist05/

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November 19, 2019

MON-101-85.534
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Thomas Wiles, Senior Planner
City of Salinas
Community Development Department
65 West Alisal Street, 2nd Floor
Salinas, CA 93901

Dear Mr. Wiles:

**COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) – SALINAS AIRPORT
DEVELOPMENT LEASE PROJECT.**

The September 2019 Airport Industrial Park Traffic Impact Analysis prepared by Kimley Horn has been prepared to the overall satisfaction of Caltrans. We would, however, like to suggest the Initial Study – MND to modify some language in multiple areas that impact the State Highway System (SHS).

**1. TRA-1 - Terven Avenue/Airport Boulevard & Southbound Highway 101 Ramps
Improvements**

For TRA-1, Page 87 of the Initial Study – MND, the mitigation to address the short-term, project-level impacts, is to construct encroachment permit improvements at the Terven Avenue/Airport Boulevard & Southbound Highway 101 Ramps to improve level of service operations. As part of the encroachment permit process, an Intersection Control Evaluation (ICE) will be required by Caltrans to determine the appropriate improvements to be implemented on the SHS. The purpose of the ICE is to facilitate the objective evaluation of intersection alternatives. This is a two-step evaluation process that supports the timely and efficient selection of intersection traffic control strategies and access configurations for a particular intersection or intersections. The ICE process is governed by Traffic Operations Policy Directive 13-02 (TOPD 13-2).

2. Roy Diaz Street & Northbound Highway 101 Ramps Improvements

Page 90 of the Initial Study – MND states the following:

"Additional project-specific mitigation is not required for the Northbound Highway 101 Ramps & Roy Diaz Street intersection because Phase I of the Salinas Travel Center project shall install the signal at the northbound off ramp."

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Some revisions to the statement are needed. With the approval of the Salinas Travel Center Project, the City of Salinas is not requiring intersection improvements to be implemented by the Salinas Travel Center until 82% of Phase 2 has been constructed. Furthermore, the intersection improvement to be constructed has yet to be determined. It is premature to assume that the Salinas Travel Center will be installing a traffic control signal at this location. When determining the need for a signal on the SHS, Section 4C.01 of Revision 4 of the 2014 California Manual on Uniform Traffic Control Devices (2014 CA MUTCD) requires a roundabout to be studied in lieu of, or in addition to a traffic control signal. An ICE prepared to the satisfaction of Caltrans is required. To date, the Salinas Travel Center has not prepared a STEP 1 or STEP 2 ICE to the satisfaction of Caltrans. This is a two-step evaluation process that supports the timely and efficient selection of intersection traffic control strategies and access configurations for a particular intersection or intersections. The MND should state a traffic control signal or functional equivalent as determined by Caltrans.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3157 or email christopher.bjornstad@dot.ca.gov.

Sincerely,



Chris Bjornstad
Associate Transportation Planner
District 5 Development Review

cc: Andrew Easterling, City of Salinas
Rich Deal, TAMC

December 2, 2019

Thomas Wiles, Senior Planner
City of Salinas
Community Development Department
65 West Alisal Street
Salinas, CA 93901
Email: thomaswi@ci.salinas.ca.us

SUBJECT: SALINAS AIRPORT DEVELOPMENT LEASE PROJECT

Dear Mr. Wiles,

Thank you for providing the Monterey Bay Air Resources District (MBARD) with the opportunity to comment on the above-referenced project. MBARD has reviewed the mitigated negative declaration (MND) document and has the following comments:

- Chapter 3: Air Quality
 - MBARD suggests further clarification under *Construction*, page 20 by including:
 - The use of cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards
 - Further, where feasible, construction equipment should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.
 - Fugitive dust can be mitigated as well as maintaining compliance with MBARD *Rule 402 (Nuisance) and CEQA Guidelines, Section 8.2*, [http://mbard.org/pdf/CEQA_full%20\(1\).pdf](http://mbard.org/pdf/CEQA_full%20(1).pdf) by implementing the following Best Management Practices as applicable:
 - Prohibit all grading activities during periods of high wind (over 15 mph)
 - Water all active construction areas 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 four consecutive days)
 - Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, or hydro-seed area.
 - Maintain at least 2'0" of freeboard in haul trucks.
 - Cover all trucks hauling dirt, sand, or loose materials.
 - Plant vegetative ground cover in disturbed areas as soon as possible.
 - Cover inactive storage piles.
 - Install wheel washers or other appropriately effective track-out capture methods at the construction site for all exiting trucks.

- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with *Rule 402 (Nuisance)*
- Chapter 6: Energy
 - To achieve further emission reduction of criteria pollutants and greenhouse gases, MBARD would suggest under *Operational Energy Demand* page 36 to include in the discussion:
 - The design and construction of solar arrays in combination with battery energy storage systems
 - The installation of Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces)
 - Publically available dual post Level 2 charge stations throughout the Plan Area.

Note: Local annual funding opportunity from the MBARD is available for EV charging infrastructure.
- Chapter 17: Transportation
 - Mitigation Measures TRA-1, page 87 and TRA-2, page 90 should include an intersection control evaluation (ICE) to determine cost-effectiveness of signalizing versus a roundabout.
 - If signalizing is selected based on the ICE results, then the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design should be employed.

Note: Local annual funding opportunity from the MBARD is available for ACTS and roundabout design and construction projects.

The MBARD appreciates the level of detail and analysis provided in the MND and looks forward to the success of the City of Salinas Airport Development Lease Project. If there are any questions regarding this comment letter please feel free to contact Alan Romero at aromero@mbard.org or a direct office line **831.718.8030**.

Best Regards,



Alan Romero
Air Quality Planner III