

3.7 AGRICULTURAL AND FOREST RESOURCES

This section describes agricultural and forest lands in the study area, and estimates the potential for the alternatives to result in the conversion of such lands into non-agricultural uses.

3.7.1 REGULATORY REQUIREMENTS

Federal

Farmland Protection Policy Act

The Farmland Protection Policy Act was implemented to minimize the extent to which federal activities contribute to the unnecessary and irreversible conversion of farmland to non-agricultural use. Federal agencies are required under the FPPA¹ and its regulations,² to coordinate with the National Resource Conservation Service (NRCS) of the United States Department of Agriculture (USDA) prior to taking or approving any federal action that may irreversibly convert farmland to nonagricultural use.

In accordance with the NRCS and per section 1541(b) of the FPPA,³ federal agencies are required to examine potential direct and indirect effects to farmland of a proposed action and its alternatives before approving any activity that would convert farmland to non-agricultural use. To the extent practicable, policies and plans must be made compatible with state, local, and private policies and programs that have been established to protect farmland.⁴

Protected farmland is usually divided into three classifications: prime farmland, unique farmland, and farmland of statewide or local importance. Classification standards may differ across state lines; each state may set its own criteria for classification in each category.

¹ FPPA, 7 USC § 4201 et seq.

² 7 CFR Part 658

³ 7 USC 4202(b)

⁴ 7 CFR Section 658.1

The following types of land are exempted from the FPPA and its associated procedures:

- Soil types determined not suitable for crops, such as rocky terrain or sand dunes (although some such federally-owned lands may be eligible for a grazing agreement from the Bureau of Land Management);
- Sites where the right-of-way for a project is located entirely within a delineated urban area and the project requires no prime or unique farmland, nor any farmland of statewide or local importance; and
- Farmland that has already been converted to industrial, residential, commercial or is used for recreational activity.

United States Forest Service (USFS)

The existing railroad right of way travels through a portion of the Los Padres National Forest north of the Cuesta Grade. The right-of-way is on land within the boundary of the National Forest, but the land is not owned by the USFS. The Forest and Rangeland Renewable Resources Planning Act (RPA) as amended by the National Forest Management Act (NFMA), establishes a process for developing, amending, and revising land management plans for National Forests.

State

Farmland Mapping and Monitoring Program

The California Department of Conservation maintains the Farmland Mapping and Monitoring Program (FMMP), a statewide inventory of California's agricultural resources. The FMMP produces maps and statistical data that rate land according to soil quality and irrigation status. The FMMP also tracks changes in the use and designation of agricultural lands.

The FMMP classifies farmland according to categories established by the USDA, but based on California criteria: prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance.⁵

Prime farmland refers to land with the best combination of physical and chemical properties to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high

⁵ Cities and counties within the study area may identify additional categories of farmland, but these are not indexed within the FMMP.

yields. Land with this designation must have been used for production of irrigated crops at some point during the four years prior to the mapping date. Land must meet a set of criteria set by the NRCS.

Farmland of statewide importance is similar to prime farmland but exhibits minor shortcomings, such as steeper slopes or less ability to store moisture in the soil. Farmland of statewide importance also must have been used for production of irrigated crops at some time during the four years prior to the mapping date.

Unique farmland is composed of lesser quality soil than prime farmland or farmland of statewide importance. Unique farmland is used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards found in some climatic zones of California. Unique farmland must have been used for production of crops at some time during the four years prior to the mapping date.

Farmland of local importance is defined by each county government. Monterey County has chosen not to implement such a definition, so there is no farmland of local importance in Monterey County. In San Luis Obispo County, lands that meet all of the characteristics of prime or statewide importance, with the exception of irrigation, are simultaneously designated as farmland of local importance.

The FMMP also maintains a database of lands suitable for grazing. California Government Code §65570(b)(3) defines grazing land as "...land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock." Whereas the designations of prime, unique, and locally/statewide important farmland are contingent upon the active or recent use of lands in agricultural activities, lands identified by FMMP as suitable for grazing need not be actively grazed.

Williamson Act

The California Land Conservation Act of 1965, also known as the Williamson Act, established a tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners.⁶ The agreement ensures the land will be maintained for agriculture and open space and other compatible uses, as defined by state law and local ordinances. In areas where agricultural lands interface with growing suburban or urban development, Williamson Act contracts are a means of ensuring the long term financial viability of

⁶ California Government Code Sections 51200 to 51295

agricultural uses. Without a Williamson Act contract, the taxable basis of agricultural lands on the urban fringe can increase to such an extent that agricultural operations become economically infeasible for the landowner.

Williamson Act contracts remain valid for a period of ten years. By default, the contract is renewed each year for the next ten years, unless the landowner or local government files to initiate nonrenewal. After ten years, the contract terminates with the filing of a notice of nonrenewal. Under limited circumstances and conditions, Williamson Act contracts may also be terminated upon petition of the landowner.⁷ Termination proceedings require the approval of the local government legislative body, such as the City Council or County Board of Supervisors.

The State of California has an additional regulation to guide the public acquisition of and/or location of public improvements on lands under Williamson Act contracts.⁸ These policies discourage the use of such lands for public improvements and require due consideration before any such lands can be acquired for any public purpose.

It should be noted that cancellation or non-renewal of a Williamson Act contract (or portion thereof) is not considered a *physical* environmental impact under either CEQA or NEPA. Rather, the use of land under Williamson Act contracts for implementation of proposed project improvements would pose a potential conflict with State of California policy. California Government Code § 51290-51295 discourages the conversion of land under an agricultural preserve to non-agricultural public use.

Local

Monterey County General Plan

The Agricultural Element of the Monterey County General Plan contains policies to enhance and support long-term productivity and commercial viability of the County's agricultural industry. It provides guidance for the treatment of agricultural land to ensure that land use policies do not inappropriately limit or constrain "routine and ongoing agricultural activities." The plan also includes measures designed to strengthen the County's Right-to-Farm Ordinance, which is designed to protect farmers from the pressure of urban development.

⁷ Government Code §51280 et seq.

⁸ GC § 51290-51295

The Monterey County Agricultural and Historical Land Conservancy manages more than 15,000 acres in the County, acquiring agricultural easements by gift or through direct purchase from landowners.

San Luis Obispo County General Plan

The Agriculture element of the San Luis Obispo County General Plan provides a description of the main types and uses of agricultural land in the county, as well as a set of policies, goals, and objectives for each land-type. The element comprises numerous protective policies for supporting production and maintaining diverse and abundant agricultural lands in San Luis Obispo County.

3.7.2 METHODS OF EVALUATION

For the purposes of this analysis, an adverse impact to farmland or forestland resources would occur if an action alternative would directly or indirectly:

- Convert to nonagricultural use any prime farmland, farmland of statewide importance, or unique farmland, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency.
- Sever farmland by the placement of barriers that impede farmland access which could result in the creation of non-economic remnant parcels and/or conversion of farmland to a nonagricultural use.
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Convert to nonagricultural use any land under a Williamson Act Contract.

This analysis used GIS to compute acreage of various protected farmland classifications involved with the proposed improvements. To determine the quantity of protected farmland in the Corridor, California Department of Conservations Farmland Mapping and Monitoring Program was used. United States Forest Service Land Ownership was also used to determine acreages of National Forest lands within the Corridor. The study area for both agricultural and forest resources includes all permanent and temporary footprints for each proposed realignment, siding, track/signal, and second mainline upgrade. Permanent and temporary impact footprints were defined in GIS as discussed below.

The acreage of lands that would be affected under a Williamson Act Contract was not calculated for this program-level analysis. Williamson Act Contracts change over time and as such should be evaluated in detail when and if any elements of the Build Alternative are carried forward for further design and potential construction.

Construction-Period Effects

Construction of the physical improvements contemplated under the Build Alternative would involve the use of temporary construction areas to park construction equipment, store supplies, and otherwise serve as construction staging areas. If any such areas are located on farmland or forest land resources, the use of such lands for construction staging could temporarily alter the land use to a nonagricultural use. Such areas would eventually be returned/restored to pre-construction conditions.

Given that detailed engineering designs are not available at this time, the construction period impacts associated with new sidings and siding extensions was assumed to include a 50 foot buffer on either side of the existing ROW. Construction period impacts associated with the second mainline include a footprint of 100 feet on either side of the existing ROW, and for curve realignments the temporary impact footprint includes 200 feet on either side of the existing ROW. These buffers are intended to capture indirect effects of any potential construction.

Operational Effects

Permanent impacts to farmland or forest resources would occur with the conversion of such resources to non-agricultural uses, such as conversion to a new station, rail realignment, siding, track/signal upgrade, or second mainline. Given that detailed engineering design is not available at this time, potential permanent impacts associated with curve realignments are assumed to occur up to in an area 100 feet beyond the potential new realigned rail centerline.

3.7.3 AFFECTED ENVIRONMENT

The existing Coast Corridor railroad between Salinas and San Luis Obispo traverses extensive areas of land in agricultural use. Agriculture and viticulture are economically important industries in both Monterey and San Luis Obispo counties.

Agriculture is the largest land use by acreage in Monterey County. The northern end of the study area between Salinas and King City is bordered on both sides by agricultural lands. Major crops include salad greens, broccoli, artichokes, spinach, and strawberries.⁹ The agricultural lands in this region are classified as predominately Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

⁹ City of Salinas, 2002, Section 5.9

South of King City agricultural uses transition to vineyards and grazing land, including areas of the Santa Lucia Mountains to the west and the Cholame Hills and Diablo range to the east. Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is also present in this region to San Ardo. Grazing land dominates from San Ardo south to the San Luis Obispo County line.

San Luis Obispo County also has rich agriculture and extensive viticulture. The top value crops in 2011 included strawberries, wine grapes, cattle and calves, and broccoli.¹⁰ Agricultural uses along the study area are mixed and concentrated around Paso Robles. They include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Grazing Land, Farmland of Local Importance, and Farmland of Local Potential. Agricultural lands in this area run adjacent to US 101 and the railroad for approximately 20 miles. Wine grapes dominate the agricultural landscape both in greater Paso Robles and adjacent areas. Other crops, such as barley, oats, wheat, apples, walnuts, pistachios, and almonds are also cultivated in the area.¹¹

South of Paso Robles, agricultural uses decline in their abundance and density particularly through suburban communities like Atascadero. Some grazing lands dot the landscape. South-facing slopes surrounding Atascadero are home to chaparral vegetation, willows, sycamores, bay laurel, and cottonwoods.¹²

South of Atascadero the existing Coast Corridor railroad traverses approximately a 2 mile portion of the Los Padres National Forest near the Cuesta Grade area of San Luis Obispo County. This portion of the National Forest is comprised largely of oak woodlands and is the only densely forested area through which the 130 mile rail line travels between Salinas and San Luis Obispo. The Los Padres National Forest Strategic Plan indicates that the mountains and the US 101 corridor in this region are particularly suited for special uses, including the existing railroad line and adjacent agricultural/ranching uses.¹³ Exiting Los Padres National Forest, the railroad negotiates the sharp hillside with a few sharp turns until entering the city of San Luis Obispo. **Figures 3.7-1** and **3.7-2** depict farmlands within the study area.

¹⁰ County of San Luis Obispo Department of Agriculture Weights and Measures, 2011

¹¹ City of El Paso de Robles, 2003, Open Space Element

¹² City of Atascadero, 2002

¹³ USDA, 2005

3.7.4 ENVIRONMENTAL CONSEQUENCES

No Build Alternative

The No Build Alternative represents the continuation of existing freight and passenger rail operations along existing physical components between Salinas and San Luis Obispo. The only physical improvement expected under the No Build Alternative would be the installation of positive train control (PTC). No specific plans have been identified, but anticipated PTC related improvements outside train-based equipment would most likely take the form of communications apparatus (i.e. antennas, signal upgrades). Such improvements are anticipated to be placed within the existing railroad right-of-way and would thus be assumed to have minimal or no effect upon agricultural uses adjacent to the railroad right-of-way.

Between today and 2040, agricultural lands in the project corridor could be converted to other uses as a result of proposed population growth, transportation improvement projects, and other economic changes in the Coast Corridor region. The Monterey County General Plan EIR projects that buildout of the General Plan could result in the conversion to non-agricultural uses of almost 5,500 acres of Important Farmland and about 6,800 acres of land under Williamson Act contracts.¹⁴ Some farmland conversion is also anticipated in San Luis Obispo County, but very little Prime Farmland conversion is expected in either county, owing to strong farmland protection measures each county has adopted.

Build Alternative

Construction-Period Effects

During construction, lands adjacent to areas of proposed improvements could be used for construction access. Consequently, some disruption of agricultural uses could occur. Such disruption would be most likely to occur due to grading and other ground disturbing activities that could result in increased dust levels, which could in turn hinder successful farming activities. Construction may also require temporary staging areas outside the railroad right-of-way, including on lands in agricultural use.

Table 3.7-1 below shows potential temporary impacts to farmland resulting from the Build Alternative improvements.

¹⁴ County of Monterey, 2006, p. 4.2-1

Table 3.7-1 Construction-Period Effects of Project Improvements to Farmlands (in acres)

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
Salinas Powered Switch	0	0	0	0	0
Upgrades to Existing Alignment Section #1	0	0	0	0	0
Spence Siding Extension	5	2	14	0	0
Upgrades to Existing Alignment Section #2	0	0	0	0	0
Gonzales Powered Switch	0	0	0	0	0
Soledad Powered Switch	0	0	0	0	0
Soledad New Passenger Station	0	0	0	0	0
Harlem/Metz Curve Realignment	96	9	14	0	40
Chalone Creek New Siding	7	0	4	0	10
Upgrades to Existing Alignment Section #3	0	0	0	0	0
Coburn Curve Realignment	67	11	10	0	21
King City Siding Extension	6	0	0	0	3
King City New Passenger Station	0	0	0	0	0
King City Powered Switch	0	0	0	0	0

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
<i>Upgrades to Existing Alignment Section #4</i>	0	0	0	0	0
MP 165 Curve Realignment	23	5	0	0	15
San Lucas New Siding	1	0	0	0	18
<i>Upgrades to Existing Alignment Section #5</i>	0	0	0	0	0
MP 172 Track Realignment	79	3	0	0	14
San Ardo Powered Switch	0	0	0	0	0
Getty/Bradley Curve Realignments	0	0	0	0	73
Bradley Siding Extension	0	0	0.5	0	29
Bradley Powered Switch	0	0	0	0	0
<i>Upgrades to Existing Alignment Section #6</i>	0	0	0	0	0
<i>Upgrades to Existing Alignment Section #7</i>	0	0	0	0	0
McKay/ Wellsona Curve Realignments	0	0	0	69	24
McKay East Powered Switches	0	0	0	0	0
Wellsona New Siding	3	0	0.5	5	6

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
<i>Upgrades to Existing Alignment Section #8</i>	0	0	0	0	0
Wellsona/ Paso Robles Curve Realignment	4	0	7	8	0
Templeton Siding	0	0	0	12	5
Templeton/ Henry Curve Realignment	0	0	0	0	0
<i>Upgrades to Existing Alignment Section #9</i>	0	0	0	0	0
Henry/Santa Margarita Curve Realignment	0	0	0	95	8
Santa Margarita Powered Switch	0	0	0	0	0
Cuesta Second Main Track	0	0	0	5	20
<i>Upgrades to Existing Alignment Section #10</i>	0	0	0	0	0
Totals	290	31	51	194	286

Source: ICF, 2013.

The only forest lands in the Salinas to San Luis Obispo corridor occur near the Cuesta Grade area immediately north of the City of San Luis Obispo. The only proposed improvement in this area is the second mainline, which is proposed from southern Santa Margarita towards the Cuesta Grade. Review of aerial mapping indicates that the area of the proposed second mainline is along private inholdings within the boundaries of the Los Padres National Forest. These inholdings are in a variety of uses, including public utilities (the Santa Margarita Booster Station), and the railroad right-of-way. The railroad passes through a forested area here as it climbs the

Cuesta Grade. The precise location of the second mainline has not yet been determined but the conservative buffer area assumed herein indicates the potential for construction of the second mainline to potentially require tree removal/clearance of forest lands.¹⁵

Operational Effects

Operational effects would result from the conversion of farmland to some other use in perpetuity. In this case, it would result from the footprint of the proposed improvements requiring the acquisition of farmland.

Many of the components envisioned under the Build Alternative would be constructed within existing railroad right-of-way, such as rail/track upgrades, signal upgrades, and powered switches. As such, no land outside the existing railroad right-of-way would be permanently converted.

Similarly, no permanent impacts to agricultural or forest resources are expected to occur from the proposed new passenger stations, as both station sites are within the urbanized downtown areas of Soledad and King City.

For those components requiring land outside of the existing railroad right-of-way, such as curve realignments, new sidings and sidings extensions, and the second mainline, **Table 3.7-2** below quantifies potential permanent impacts to farmland.

Table 3.7-2 Operational Effects of Project Improvements to Farmlands (in acres)

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
Salinas Powered Switch	0	0	0	0	0
Upgrades to Existing Alignment Section #1	0	0	0		0
Spence Siding Extension	4	0.5	13	0	0

¹⁵ Construction-period impacts associated with the second mainline include a footprint of 100 feet on either side of the existing railroad right-of-way.

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
<i>Upgrades to Existing Alignment Section #2</i>	0	0	0	0	0
Gonzales Powered Switch	0	0	0	0	0
Soledad Powered Switch	0	0	0	0	0
Soledad New Passenger Station	0	0	0	0	0
Harlem/Metz Curve Realignments	28	2	4	0	6
Chalone Creek New Siding	2	0	3	0	8
<i>Upgrades to Existing Alignment Section #3</i>	0	0	0	0	0
Coburn Curve Realignments	22	1	4	0	1
King City Siding Extension	4	0	0	0	2
King City New Passenger Station	0	0	0	0	0
King City Powered Switch	0	0	0	0	0
<i>Upgrades to Existing Alignment Section #4</i>	0	0	0	0	0
MP 165 Curve Realignment	7	1	0	0	2
San Lucas New Siding	0	0	0	0	18

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
Upgrades to Existing Alignment Section #5	0	0	0	0	0
MP 172 Track Realignment	20	1	0	0	4
San Ardo Powered Switch	0	0	0	0	0
Getty/Bradley Curve Realignments	0	0	0	0	18
Bradley Siding Extension	0	0	0.1	0	50
Bradley Powered Switch	0	0	0	0	0
Upgrades to Existing Alignment Section #6	0	0	0	0	0
Upgrades to Existing Alignment Section #7	0	0	0	0	0
McKay/ Wellsona Curve Realignments	0	0	0	20	5
McKay East Powered Switches	0	0	0	0	0
Wellsona New Siding	3	0	0.1	4	6
Upgrades to Existing Alignment Section #8	0	0	0	0	0
Wellsona/ Paso Robles Curve Realignments	1	0	2	2	0
Templeton Siding	0	0	0	13	4

Build Alternative Components	Prime Farmland	Unique Farmland	Farmland of Statewide Importance	Farmland of Local Potential and/or Importance	Grazing Land
Templeton/ Henry Curve Realignments	0	0	0	0	0
Upgrades to Existing Alignment Section #9	0	0	0	0	0
Henry/Santa Margarita Curve Realignment	0	0	0	12	1
Santa Margarita Powered Switch	0	0	0	0	0
Cuesta Second Main Track	0	0	0	3	11
Upgrades to Existing Alignment Section #10	0	0	0	0	0
Total	91	6	26	57	136

Source: ICF, 2013.

As noted above, construction of the second mainline could require clearance of forest lands north of the Cuesta Grade. Effects to forest lands would be concentrated at the construction phase, which could require tree removal to construct the second mainline particularly if the final alignment is identified for an area beyond the existing railroad right-of-way. Indirect operational effects to forest land could occur through rail operations being extended further into forested areas depending on the final alignment of the second mainline.

3.7.5 AVOIDANCE, MINIMIZATION, AND MITIGATION STRATEGIES

As previously stated, this analysis used a conservative approach to identifying potential impacts by defining a generous “buffer areas” in determining whether the Build Alternative has the potential to result in impacts to agricultural or forest land resources. Specific impact areas will be calculated as some or all proposed physical improvements are carried forward for further design.

Avoiding or minimizing use of farmland or forestland can be achieved through careful design selection of Build Alternative improvements.

If such use cannot be avoided, some farmland conversion cannot be mitigated to a less-than-significant level under CEQA. Generally, the conversion of Prime Farmland to a non-agricultural use is considered to be a significant and unavoidable impact. Mitigation measures (such as placing other lands in conservation easements) can lessen but not fully avoid such significant effects. This is based on the principle that there is a finite amount of Prime Farmland; it is not possible to create or otherwise replace Prime Farmland when some such land is permanently converted to a non-agricultural use.

The following strategies have been identified at this preliminary stage to avoid, minimize, and/or mitigate any potentially significant impacts.

A-AG-1. Careful design practices, such as constructing the second mainline to be completely within existing railroad right-of-way, could avoid potential impacts to agricultural and forest resources along the Corridor, as feasible. Other Build Alternative improvements could avoid or minimize farmland effects through similar design approaches.

MM-AG-1. All Farmland impacts could be at least partially offset through purchase of conservation easements that would permanently maintain such lands in agricultural use. These conservation easements would be acquired over agricultural lands of equal quality to those affected.

With regard to Williamson Act contracts, specific conflicts with Williamson Act contracts would need to be identified prior to implementation of any project elements under the Build Alternative.

MIN-AG-2. When there is a need to acquire and convert land enrolled in a Williamson Act contract, the Department of Conservation will be notified and requirements of Government Code Section 51290-51295 and 51296.6 will be met.

To the extent the second mainline would require either temporary or permanent use of land outside the existing railroad right of way that traverses the Los Padres National Forest, the Forest Service would be consulted to identify appropriate and feasible means to avoid, minimize, or compensate for any forest land impacts.

MM-AG-3. To the extent forest land use could not be fully avoided, potentially feasible mitigation measures include land swaps, fee mitigation, or other similar measures that would compensate for loss of forest lands.

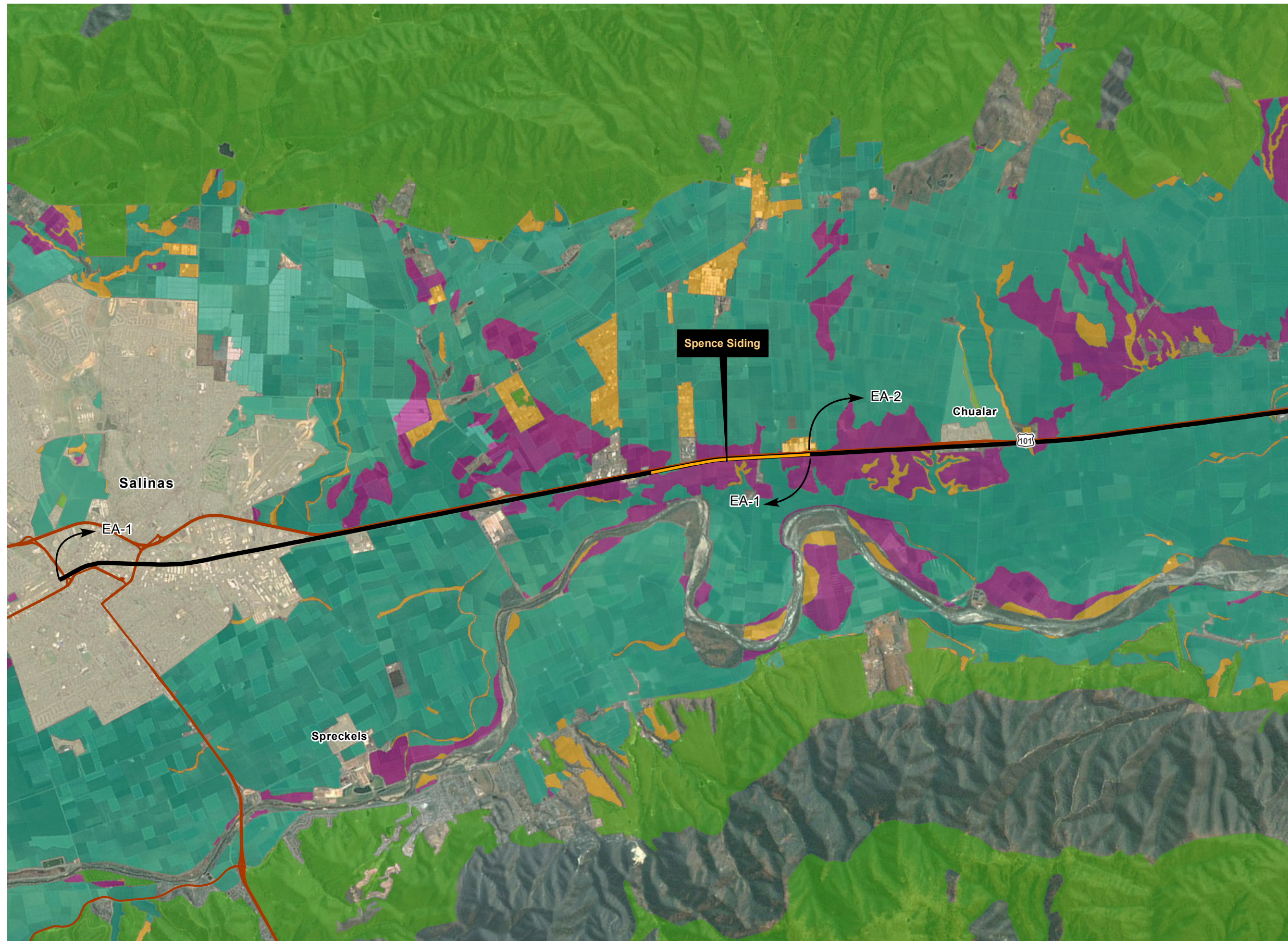
The incorporation of mitigation measures would minimize effects related to construction and operation of the physical improvements comprising the Build

Alternative, but even with mitigation, the Build Alternative could result in the permanent conversion of farmland to rail corridor uses. Mitigation strategies would be further refined at project-level analysis.

3.7.6 SUBSEQUENT ANALYSIS

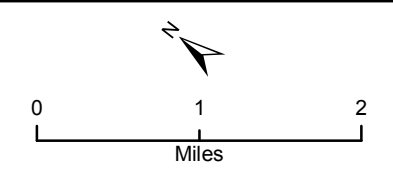
Prior to implementation of any elements of the Build Alternative, additional analysis may be needed to determine precise impacts of agricultural and forest resources. As discussed in **Subsection 3.7.3, Affected Environment**, the existing right-of-way as well as a 100 foot wide corridor (for curve realignments) was used to evaluate permanent impacts, while up to 500 foot buffers were used to evaluate construction-period impacts. Conflicts with Williamson Act contracts should also be evaluated in detail prior to implementing any elements of the Build Alternative.

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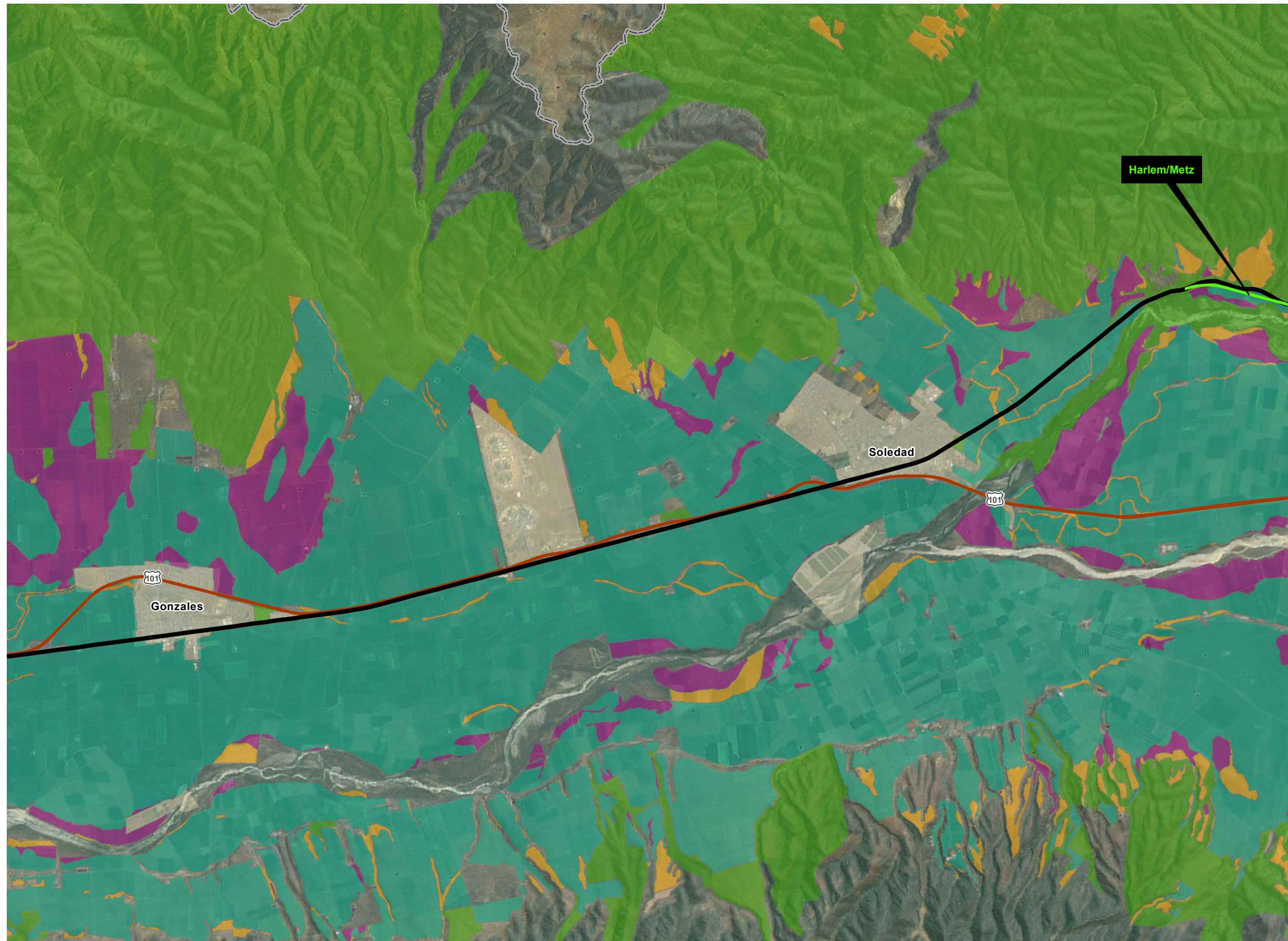
- Important Farmland**
- Unique Farmland
 - Farmland of Statewide Importance
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



Important Farmland in Monterey County **Figure 3.7-1a**

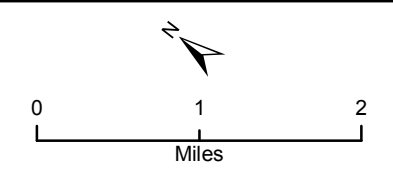
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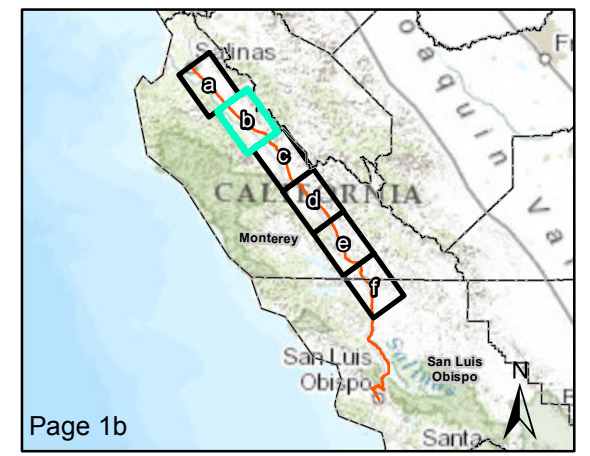


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 - Farmland of Statewide Importance
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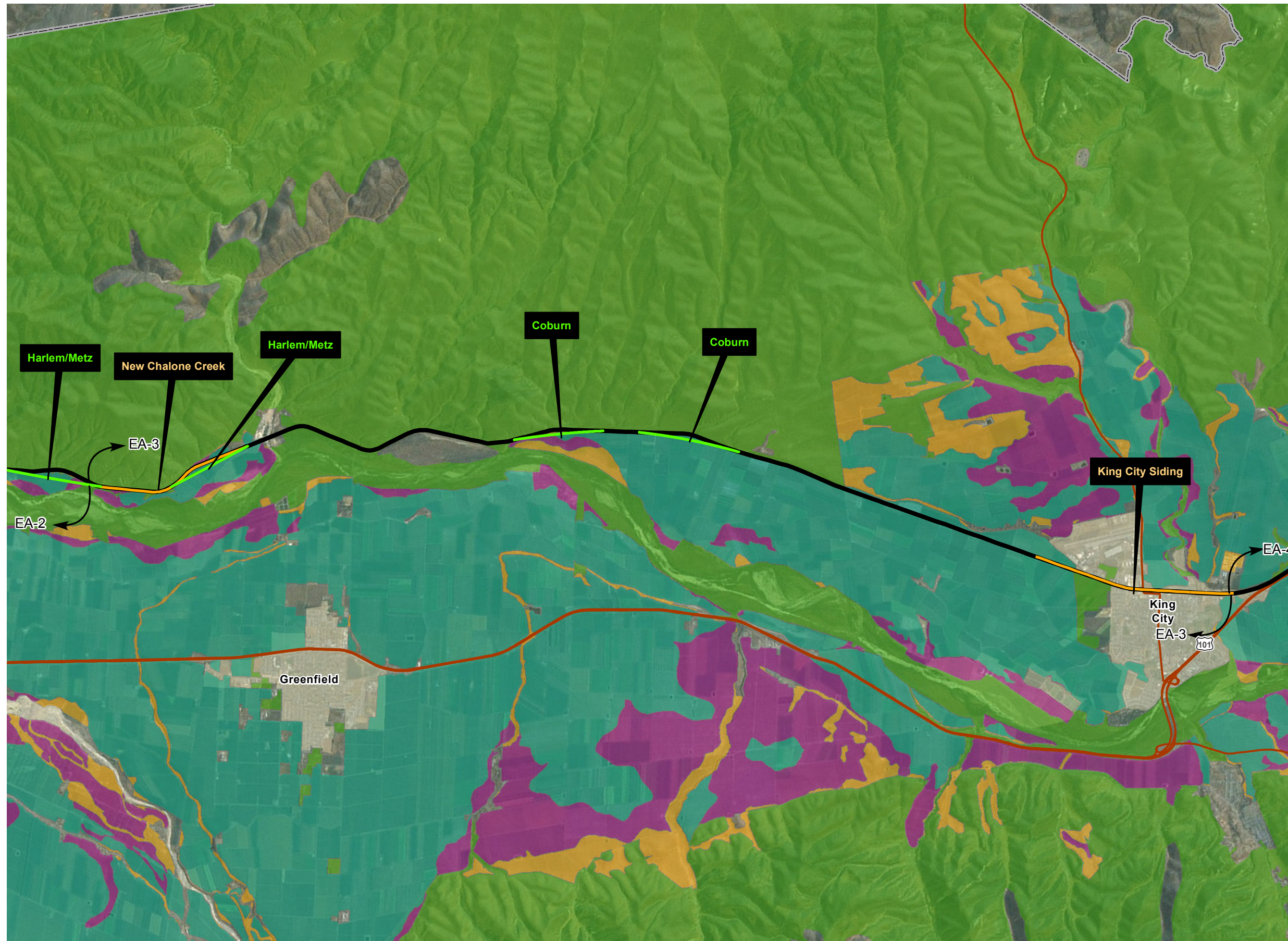


Page 1b

Important Farmland in Monterey County **Figure 3.7-1b**

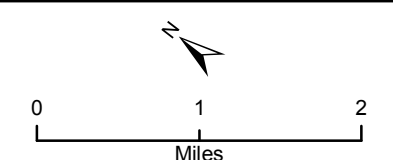
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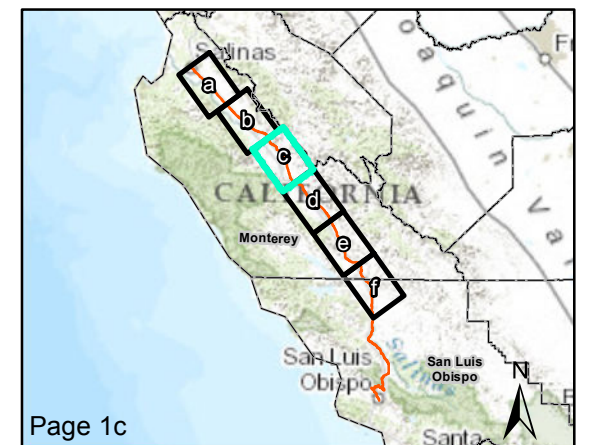


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Statewide Importance
 - Prime Farmland
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- Existing Alignment
 - Sidings
 - Realignments



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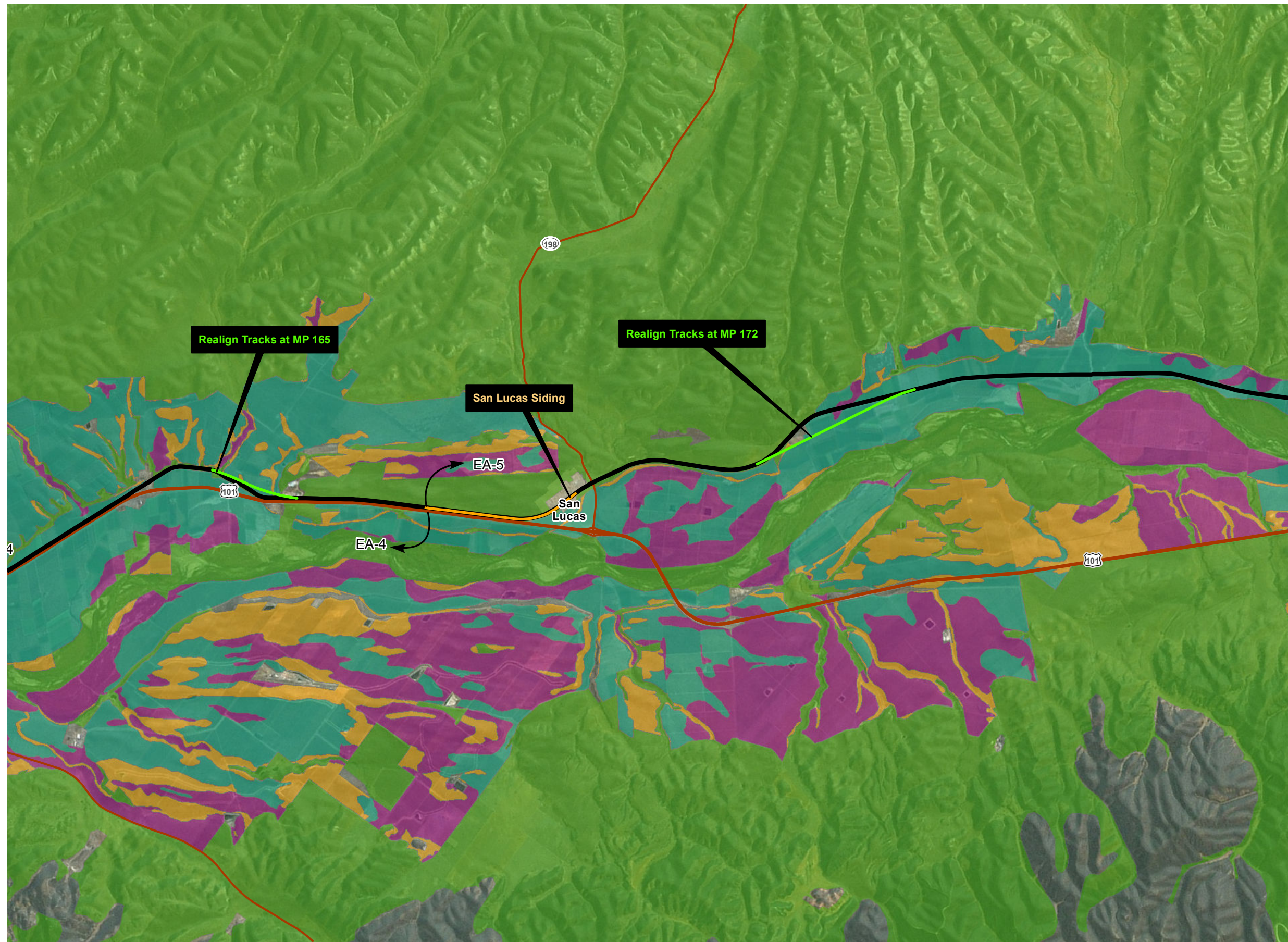


Page 1c

Important Farmland in Monterey County **Figure 3.7-1c**

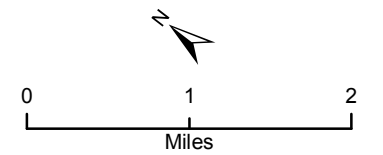
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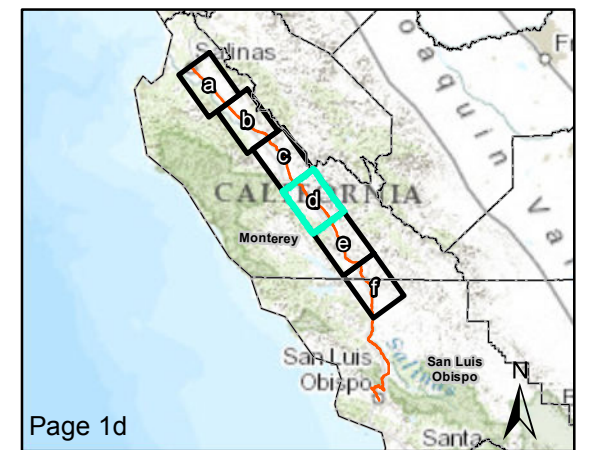


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Statewide Importance
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



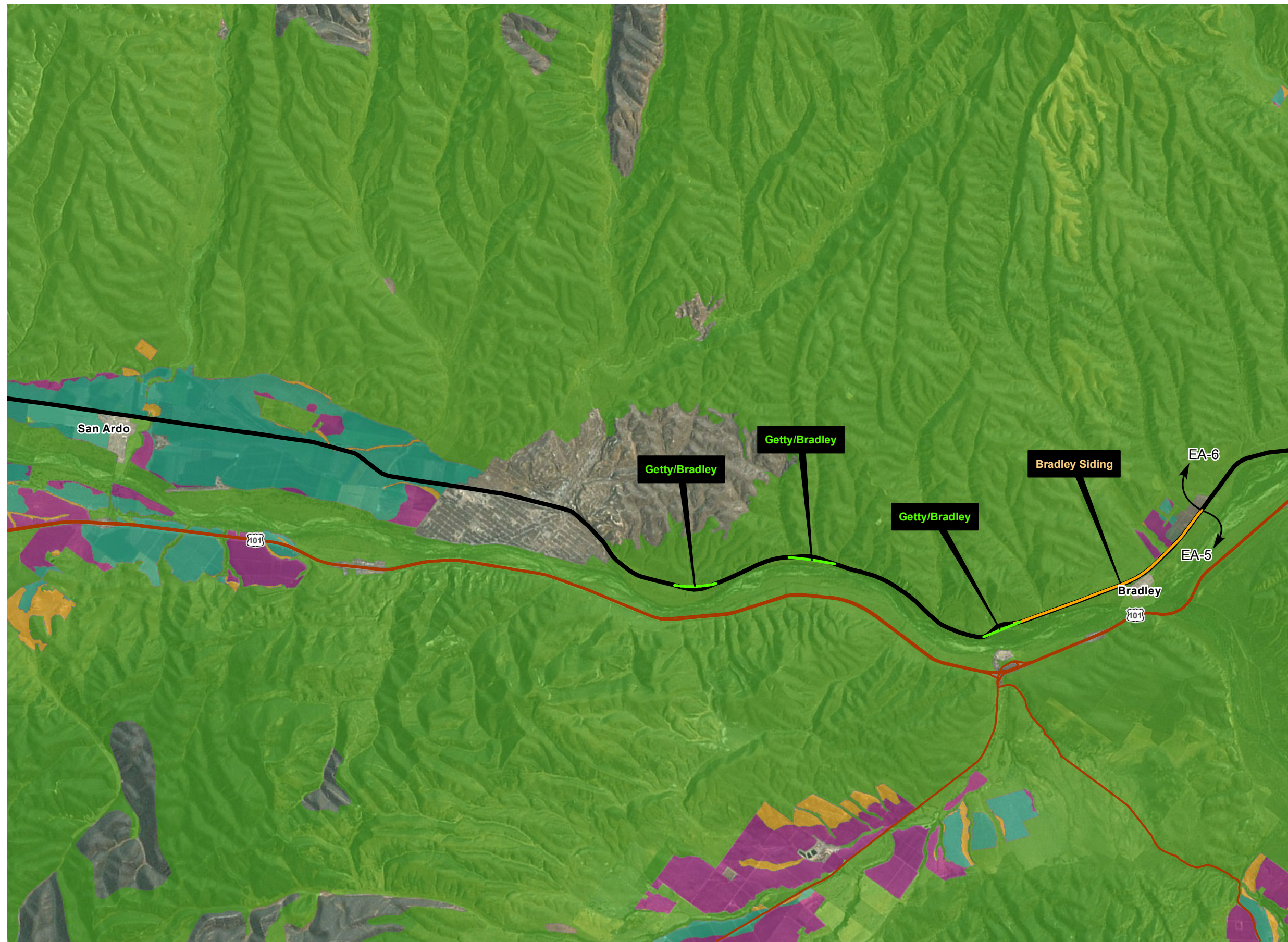
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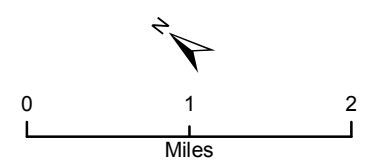
Important Farmland in Monterey County **Figure 3.7-1d**

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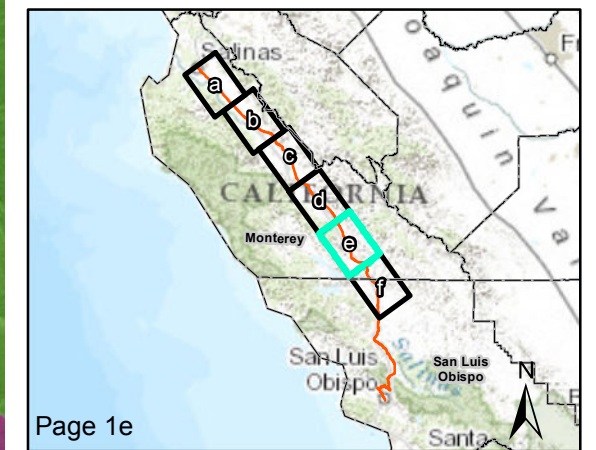


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Statewide Importance
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



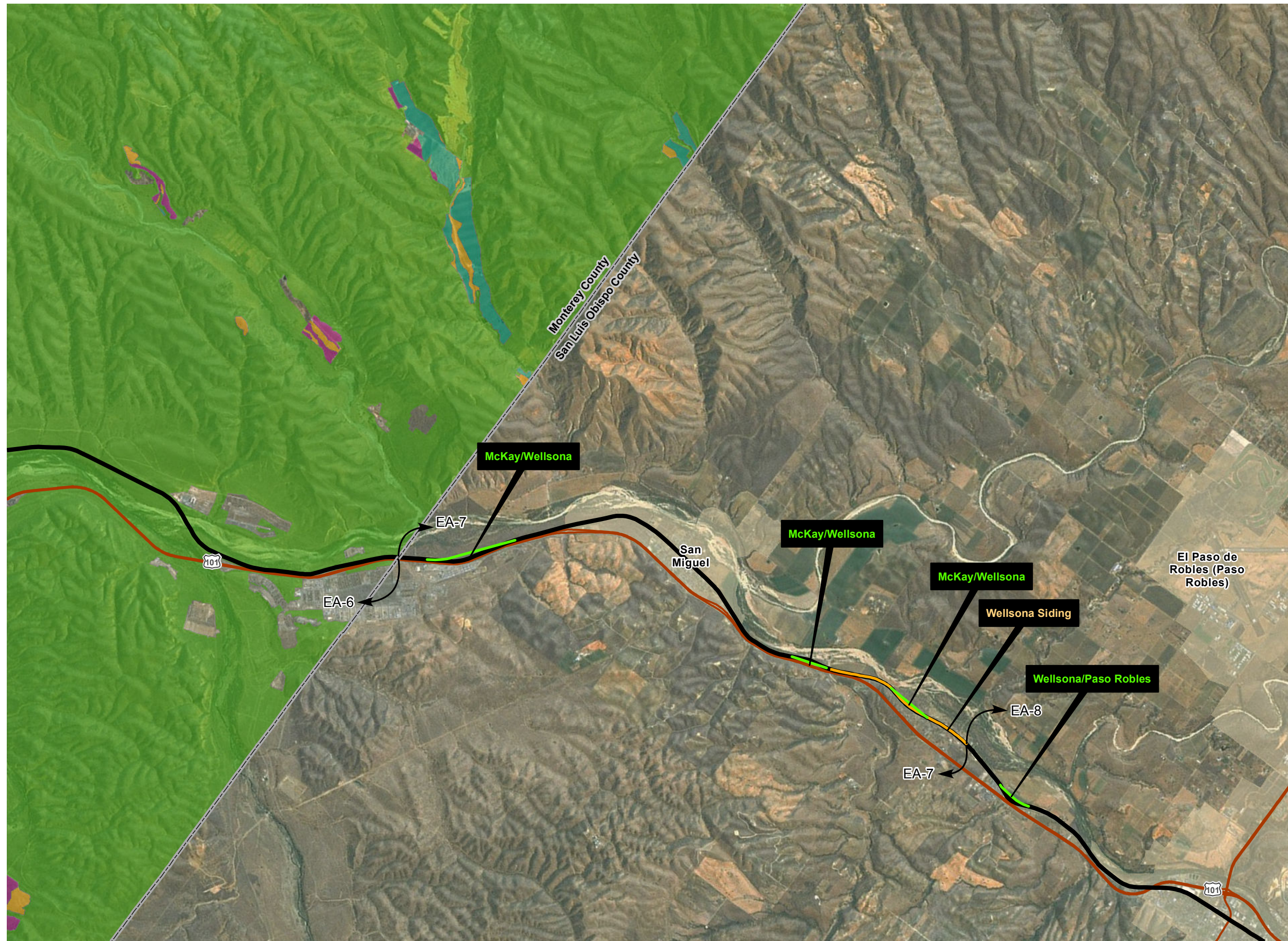
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Page 1e

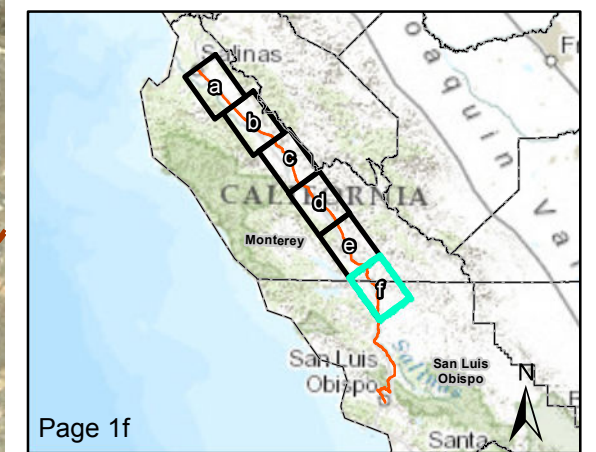
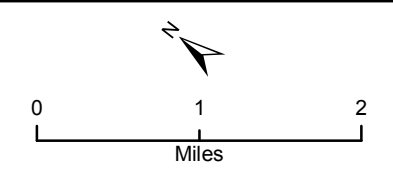
Important Farmland in Monterey County **Figure 3.7-1e**

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Legend

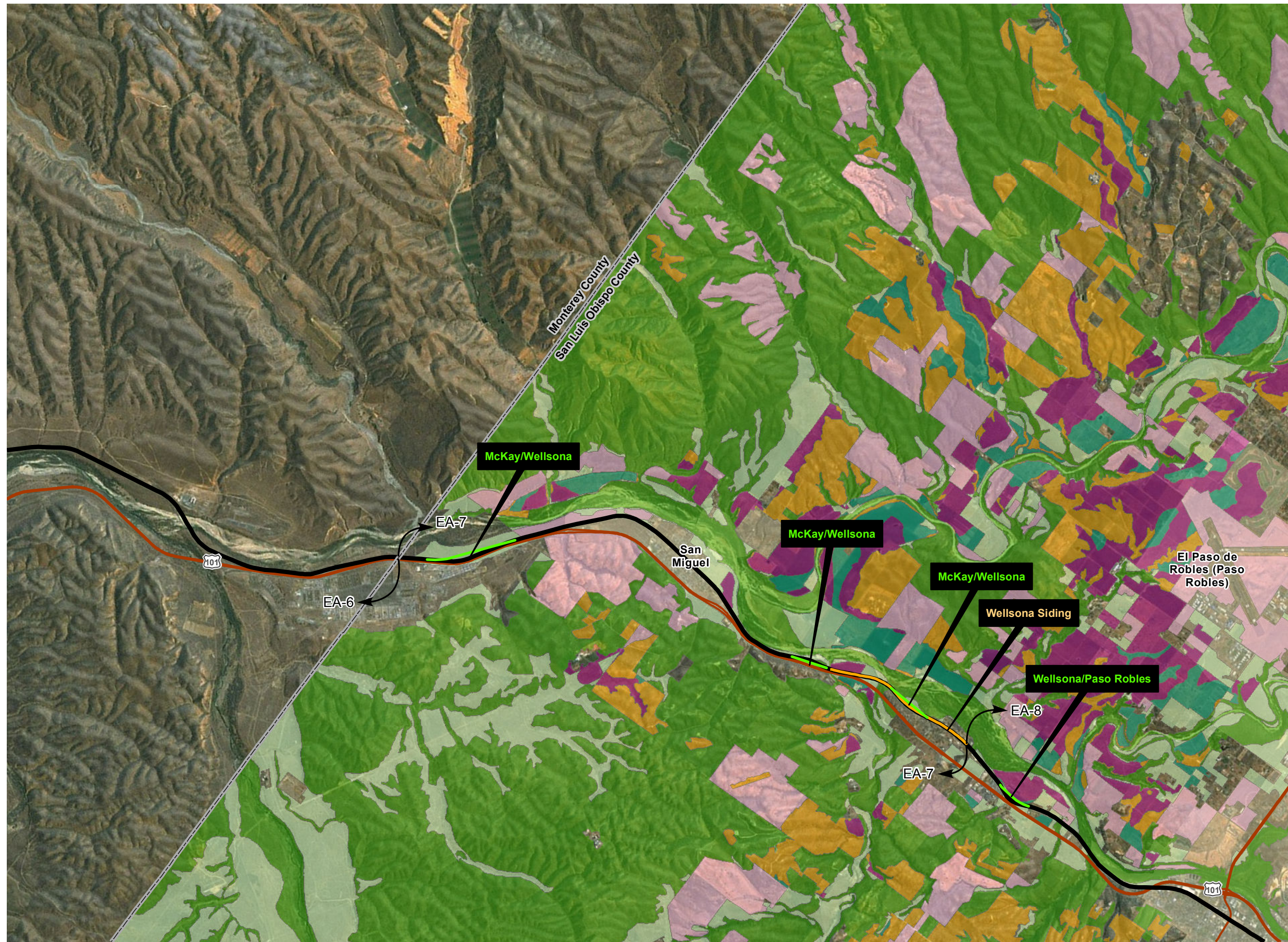
- Important Farmland**
- Unique Farmland
 - Farmland of Statewide Importance
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



Important Farmland in Monterey County **Figure 3.7-1f**

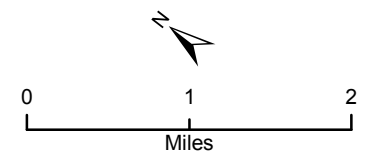
Source: ICF International, 2013

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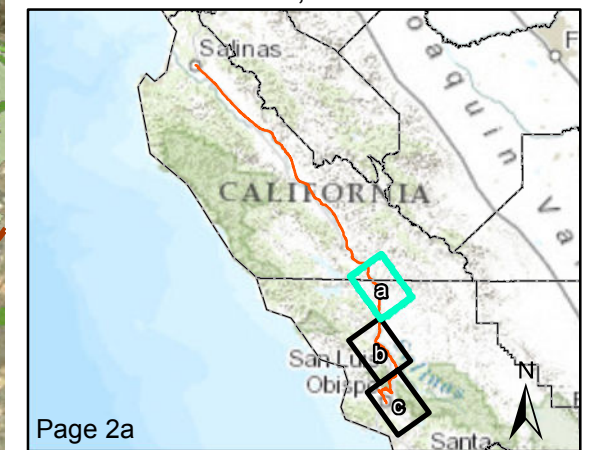


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Local Importance
 - Farmland of Statewide Importance
 - Local Potential Farmland
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



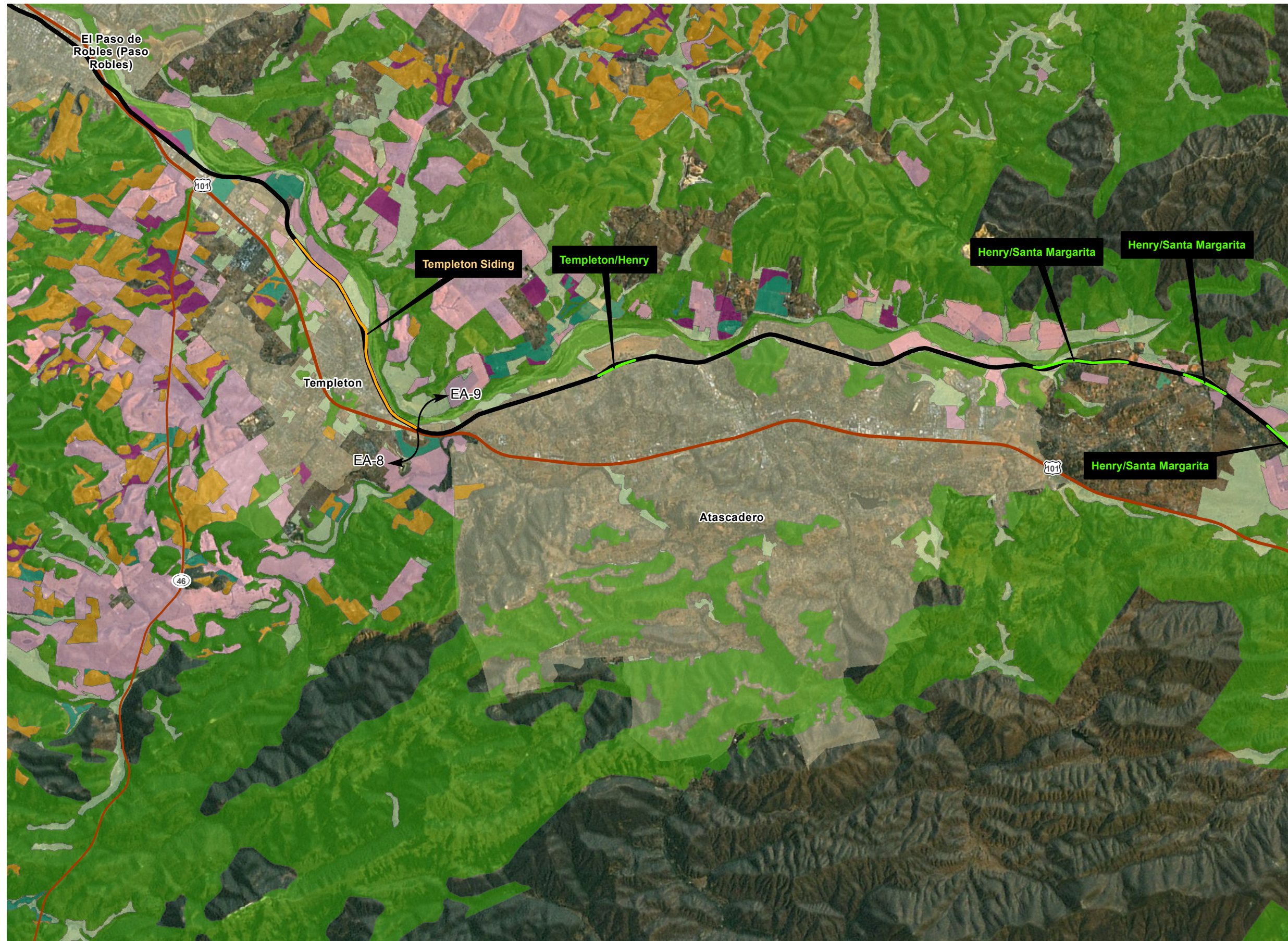
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Important Farmland in San Luis Obispo County **Figure 3.7-2a**

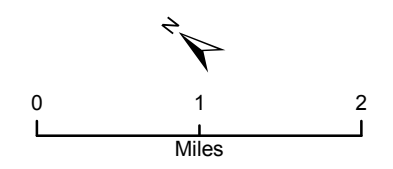
Source: ICF International, 2013

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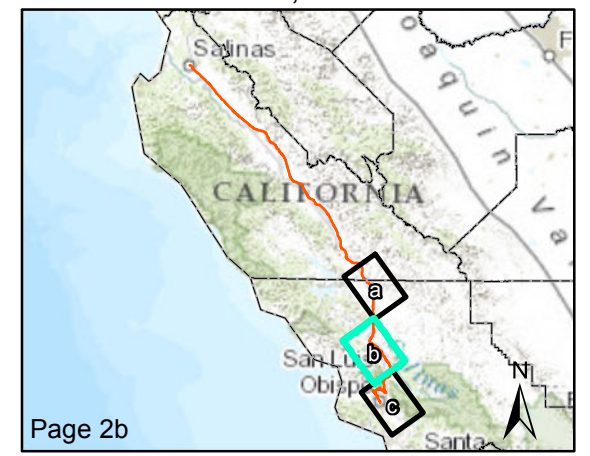


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Local Importance
 - Farmland of Statewide Importance
 - Local Potential Farmland
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



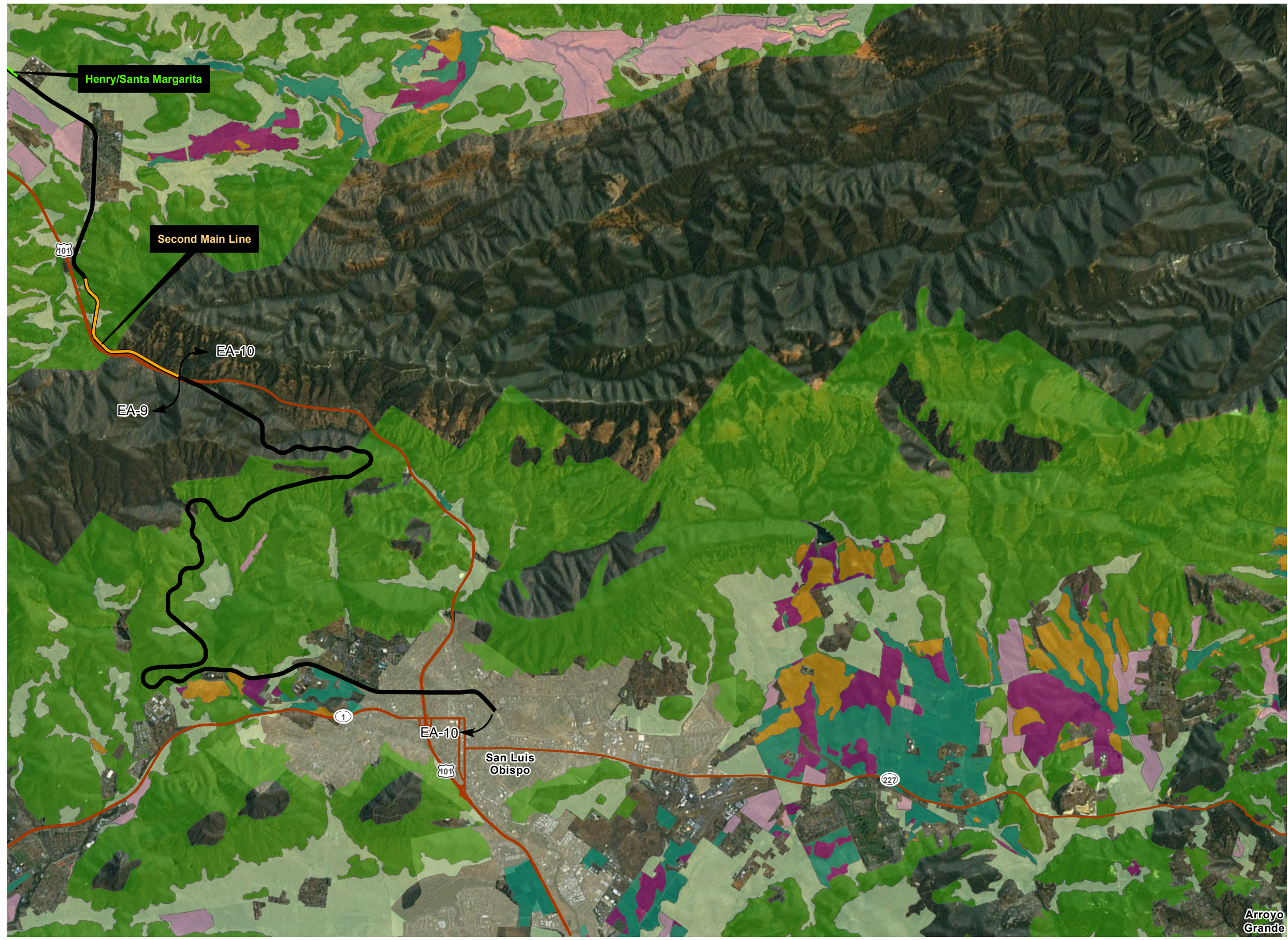
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Important Farmland in San Luis Obispo County **Figure 3.7-2b**

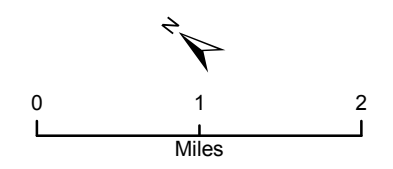
Source: ICF International, 2013

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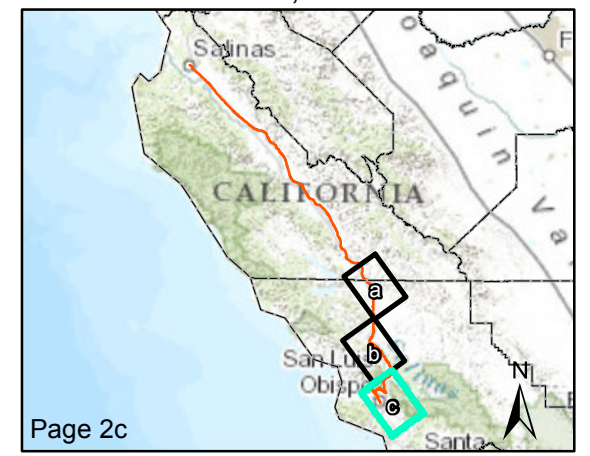


Legend

- Important Farmland**
- Unique Farmland
 - Farmland of Local Importance
 - Farmland of Statewide Importance
 - Local Potential Farmland
 - Prime Farmland
 - Grazing Land
- Project Components**
- Existing Alignment
 - Sidings
 - Realignments



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Page 2c

Important Farmland in San Luis Obispo County **Figure 3.7-2c**

Source: ICF International, 2013

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