

Appendix A

Notice of Preparation and NOP Response Letters



Notice of Preparation for an Environmental Impact Report

**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

The 2045 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz and Monterey counties. The 2045 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Regional Transportation Plans for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The Regional Transportation Plans address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit www.ambag.org or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2045. The RTPs address all forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission (CTC) to describe the transportation issues and needs facing

each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from the RTPAs for San Benito, Santa Cruz, and Monterey counties, is currently reviewing SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional greenhouse gas reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail.

The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Wildfire

The EIR also will also address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use

plans and a transportation network comprised of committed transportation projects.

- **Active Transportation Mode and Transit Prioritized Alternative** – The Active Transportation Mode and Transit Prioritized Alternative would prioritize active transportation projects (e.g., bike lanes, pedestrian improvements) and public transit projects (e.g., bus stops, bus lanes) over projects that would improve or add to the road system that primarily serves personal motor vehicles. Thus, this alternative would encourage more active transportation and transit use in the region at an earlier date.
- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2025 MTP/SCS Location Map





 Project Location
(County Boundaries) 



Fig. 6 Project Location



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 10, 2020

Heather Adamson
Association of Bay Area Governments
24580 Silver Cloud Court
Monterey, California 93940
hadamson@ambag.org

**Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable
Communities Strategy and Regional Transportation Plans (Project)
Notice of Preparation (NOP)
SCH#: 2020010204**

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received the NOP from the Association of Bay Area Governments for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Water Pollution: Pursuant to Fish and Game Code section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without appropriate mitigation measures, implementation of the Project could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and United States Army Corps of Engineers also have jurisdiction regarding discharge and pollution to Waters of the State.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on Project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Bay Area Governments

Objective: The proposed Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout Monterey, Santa Cruz and San Benito Counties. Specifically, the Project is intended to implement Regional Transportation Planning Agency goals regarding future mobility needs and identify programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Project includes the Sustainable Communities Strategy pursuant to the requirements of Senate Bill 375. Accordingly, the Project identifies transportation improvement projects and a land use scenario that would meet Senate Bill 375 greenhouse gas emission requirements.

Location: The Project is located throughout Monterey, San Benito, and Santa Cruz Counties.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the Association of Bay Area Governments in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

There are many special-status resources present within the Project location and these resources may need to be evaluated and addressed prior to any approvals that would allow vegetation- or ground-disturbing activities. CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State and federally endangered as well as State fully protected Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), the State threatened and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State and federally endangered as well as State fully protected blunt-nosed leopard lizard (*Gambelia sila*), the State threatened bank swallow (*Riparia riparia*), the State and federally endangered as well as State fully protected California least tern (*Sternula antillarum browni*), the State endangered and federally threatened western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), the State threatened tricolor blackbird (*Agelaius tricolor*), the State and federally endangered least Bell's vireo (*Vireo bellii pusillus*), the State endangered and fully protected bald eagle (*Haliaeetus leucocephalus*), the State and federally endangered as well as State fully protected California condor (*Gymnopyps californianus*), the State fully

protected white-tailed kite (*Elanus leucurus*), the State threatened Nelson's antelope squirrel (*Ammospermophilus nelsoni*), the State and federally endangered giant kangaroo rat (*Dipodomys ingens*), the State and federally endangered Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*), the State candidate for listing as threatened foothill yellow-legged frog (*Rana boylei*), the State and federally endangered California Ridgway's rail (*Rallus obsoletus obsoletus*), the State candidate for listing as endangered western bumble bee (*Bombus occidentalis*), the State candidate for listing as endangered crotch bumble bee (*Bombus crotchii*), the State endangered San Francisco popcornflower (*Plagiobothrys diffusus*), the State threatened surf thistle (*Cirsium rhotophilum*), the State and federally endangered marsh sandwort (*Arenaria paludicola*), the State and federally endangered Menzies' wallflower (*Erysimum menziesii*), the State threatened beach spectaclepod (*Dithyrea maritima*), the State endangered and federally threatened Santa Cruz tarplant (*Holocarpha macradenia*), the State threatened and federally endangered Gambel's water cress (*Nasturtium gambelii*), the State and federally endangered Nipomo Mesa lupine (*Lupinus nipomensis*), the State threatened and federally endangered La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*), the State and federally endangered Indian Knob mountainbalm (*Eriodictyon altissimum*), the State rare and federally endangered Pismo clarkia (*Clarkia speciosa* ssp. *immaculata*), the State rare and federally threatened Camatta Canyon amole (*Chlorogalum purpureum* var. *reductum*), the State rare Cuesta Pass checkerbloom (*Sidalcea hickmanii* ssp. *anomala*), the State endangered Hearsts' manzanita (*Artostaphylos hookeri* ssp. *hearstiorum*), the State rare Dudley's lousewort (*Pedicularis dudleyi*), the State rare Hearsts' ceanothus (*Ceanothus hearstiorum*), the State rare adobe sanicle (*Sanicula maritima*), the State and federally endangered Chorro Creek bog thistle (*Cirsium fontinale* var. *obispoense*), the State threatened and federally endangered Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), the State endangered seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), the State and federally listed Santa Cruz wallflower (*Erysimum teretifolium*), the State endangered and federally threatened marbled murrelet (*Brachyramphus marmoratus*), the State endangered and federally threatened Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), the State threatened and State fully protected California black rail (*Laterallus jamaicensis coturniculus*), the State and federally endangered coho salmon - central California coast ESU (*Oncorhynchus kisutch*), the State and federally endangered white-rayed pentachaeta (*Pentachaeta bellidiflora*), the State and federally endangered Scotts Valley polygonum (*Polygonum hickmanii*), and the following State species of special concern: burrowing owl (*Athene cunicularia*), western pond turtle (*Actinemys marmorata*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), tidewater goby (*Eucyclogobius newberryi*), California giant salamander (*Dicamptodon ensatus*), black swift (*Cypseloides niger*), Townsend's big-eared bat (*Corynorhinus townsendii*), northern California legless lizard (*Anniella pulchra*), Santa Cruz black salamander (*Aneides niger*), western snowy plover (*Charadrius alexandrinus nivosus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), and American badger (*Taxidea taxus*).

Due to the very limited information provided in the Project description, CDFW is only able to provide general comments regarding potential impacts to State-listed species. CDFW will provide more substantive comments when specific Project description details are provided, such as specific routes and/or specific Project construction locations, when the Environmental Impact Report (EIR) prepared for this Project is circulated for public review. Please note that the large-scale tri-county Project involves multiple CDFW Regions: Region 3 (Bay Delta Region), Region 4 (Central Region), and potentially Region 7 (Marine Region). The general comments below pertain to the coastal area of California in Santa Cruz and Monterey Counties in CDFW Region 7, inland Santa Cruz County in CDFW Region 3, and inland Monterey and San Benito Counties in CDFW Region 4.

I. Environmental Setting and Related Impact

Would the Project 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 CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: State Fully Protected Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State fully protected species are known to occur within the Project area (CDFW 2020). CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Take, as defined by Fish and Game Code section 86 is to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”, of any fully protected species is prohibited and CDFW cannot authorize their incidental take. Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific Impacts: Without appropriate avoidance and minimization measures for fully protected species, potentially significant impacts associated with Project activities may include, but are not limited to, burrow collapse, inadvertent entrapment, reduced reproductive success, reduced health and vigor, nest abandonment, loss of nest trees, and/or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality.

Evidence impact would be significant: The Project will involve noise, groundwork, use of heavy machinery, and movement of workers that may occur in or

directly adjacent to habitat and thus have the potential to significantly impact fully protected species populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to fully protected species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: Fully Protected Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project site or its vicinity contains suitable habitat for fully protected raptors.

Recommended Mitigation Measure 2: Fully Protected Species Surveys

CDFW recommends that focused surveys following a species-specific protocol or methodology, if applicable, be conducted by experienced biologists at the Project site prior to Project implementation to avoid impacts to these species. If Project activities are to take place when fully protected species are active, CDFW recommends that additional pre-activity surveys for active nests or above-ground individuals be conducted by a qualified biologist no more than ten days prior to the start of Project activities.

Recommended Mitigation Measure 3: Fully Protected Species Avoidance

In the event a fully protected species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. Detection during surveys or construction activities warrants consultation with CDFW to discuss how to implement the Project and avoid take. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that an appropriate no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to fully protected species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance.

CDFW recommends that the Project completely avoid impacts to Santa Cruz long-toed salamander. Santa Cruz long-toed salamander is a State fully protected species located only within Santa Cruz and Monterey counties. CDFW is unable to issue permits for take of Santa Cruz long-toed salamander, which includes take

during species-specific surveys, unless they are conducted for scientific purposes pursuant to Fish and Game Code section 2081(a) or a project has an approved Natural Communities Conservation Plan pursuant to Fish and Game Code section 2800. Therefore, CDFW recommends impacts to Santa Cruz long-toed salamander be completely avoided. Contacting CDFW for assistance with avoidance measures is recommended.

COMMENT 2: State Threatened or Endangered Wildlife Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State threatened or endangered wildlife species are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories or habitats have the potential to significantly impact these species.

Specific impact: Impacts to State-listed wildlife species include, but are not limited to, inability to reproduce, capture, burrow/den collapse, crushing as a result of burrow collapse, entombment, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, nest abandonment, loss of nest trees/breeding habitat, or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Unauthorized take of species listed as threatened or endangered pursuant to CESA is a violation of Fish and Game Code.

Evidence impact would be significant: Approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, use of heavy machinery, and movement of workers that could affect these State-listed wildlife species throughout the Project location.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State-listed wildlife species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 5: State-listed Wildlife Species Focused Surveys

CDFW recommends that the Project area be surveyed for State-listed wildlife species by a qualified biologist following species-specific protocol-level surveys, if applicable. Protocol-level surveys contain methods that, when adhered to, are intended to maximize detectability. In the absence of protocol-level surveys being

performed or when performed outside of the parameters of the methodology, additional surveys may be necessary.

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance

In the event a State-listed wildlife species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that a no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to State-listed wildlife species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 7: State-listed Species Take Authorization

If a State-listed wildlife species is identified and detected during surveys or during project implementation, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, take authorization through acquisition of an Incidental Take Permit (ITP) issued by CDFW pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.

COMMENT 3: State Threatened, Endangered, or Rare Plant Species in Monterey, San Benito, Santa Cruz Counties

Issue: Special-status plants have been documented to occur in the vicinity of the Project area (CDFW 2020). The Project area contains habitat that may support special-status plants meeting the definition of rare or endangered under Fish and Game Code sections 1901 and 1907 and CEQA Guidelines section 15380.

Specific impact: Without appropriate avoidance and minimization measures potential impacts to special-status plants include inability to reproduce and direct mortality. Unauthorized take of plant species listed as threatened, endangered, or rare pursuant to CESA or the Native Plant Protection Act is a violation of Fish and Game Code.

Evidence impact would be significant: Many special-status plants are narrowly distributed endemic species. These species are threatened with habitat loss and habitat fragmentation resulting from development, vehicle and foot traffic, road maintenance, and introduction of non-native plant species (CNPS 2020). Therefore, impacts of the Project have the potential to significantly impact populations of the species mentioned above.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to special-status plants, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 8: Special-Status Plant Focused Surveys

CDFW recommends that the Project area be surveyed for special-status plants by a qualified botanist following the "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities" (CDFW 2018b). This protocol, which is intended to maximize detectability, includes identification of reference populations to facilitate the likelihood of field investigations occurring during the appropriate floristic period. In the absence of protocol-level surveys being performed, additional surveys may be necessary.

Recommended Mitigation Measure 9: Special-Status Plant Avoidance

CDFW recommends special-status plant species be avoided whenever possible by delineation and observing a no-disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species.

Recommended Mitigation Measure 10: Special-Status Plant Take Authorization

If a State-listed or State rare plant is identified during botanical surveys, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, acquisition of an Incidental Take Permit (ITP) or a Native Plant Protection Act Incidental Take Permit issued by CDFW Pursuant to Fish and Game Code section 2081(b) and/or section 1900 et seq is necessary to comply with CESA and the Native Plant Protection Act.

COMMENT 4: State Species of Special Concern in Monterey, San Benito, Santa Cruz Counties

Issue: State species of special concern are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific impact: Without appropriate avoidance and minimization measures, potential impacts to species of special concern include nest reduction, inadvertent entrapment, reduced reproductive success, reduction in health or vigor of eggs and/or young, and direct mortality.

Evidence impact would be significant: The Project involves ground-disturbing activities in species of special concern habitat. Noise, vegetation removal, use of heavy machinery, movement of workers, and ground-disturbance as a result of Project activities have the potential to significantly impact species of special concern populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State species of special concern, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 11: State Species of Special Concern Focused Surveys

CDFW recommends that a qualified biologist conduct focused surveys for species of special concern no more than ten days prior to Project implementation. In addition, CDFW recommends that focused surveys for eggs/nests occur during the egg-laying season and that any eggs/nests discovered remain undisturbed until the eggs have hatched and the young are no longer dependent on the nest or parental care.

Recommended Mitigation Measure 12: State Species of Special Concern Avoidance

CDFW recommends species of special concern be avoided whenever possible by delineation and observing a no-disturbance buffer. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to species of special concern.

COMMENT 5: Lake and Streambed Alteration in Monterey, San Benito, and Santa Cruz Counties

Issue: The Project area has the potential to contain features subject to CDFW's lake and streambed alteration authority, pursuant to Fish and Game Code section 1600 *et seq.* Ground- and vegetation-disturbing activities associated with the Project have the potential to involve temporary and permanent impacts to these features. CDFW recommends that aquatic features be evaluated to determine whether or not they are subject to CDFW's lake and streambed alteration regulatory

authority and that Notification to CDFW for impacts to features that fall under this regulatory authority be required as conditions of approval in the Project's EIR.

Specific impact: Work within freshwater marsh, wetland, and riparian features has the potential to result in substantial diversion or obstruction of natural flows; substantial change or use of material from the bed, bank, or channel (including removal of riparian vegetation); deposition of debris, waste, sediment, toxic runoff or other materials into water causing water pollution and degradation of water quality.

Evidence impact is potentially significant: The Project area has the potential to include features subject to CDFW's lake and streambed alteration regulatory authority. Construction activities within these features has the potential to impact downstream waters and to significantly impact the remaining acreage of freshwater marsh, wetland, and riparian communities.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of the Project to features subject to CDFW's lake and streambed alteration authority, CDFW recommends conducting the following evaluation of the Project area and including the following measures as conditions of approval in the Project's EIR.

Recommended Mitigation Measure 13: Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if the Project area or its immediate vicinity supports freshwater marsh, wetland, and/or riparian communities.

Recommended Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification

Where applicable, CDFW recommends a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on or within the vicinity of the Project area. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code section 1602, differ. Therefore, CDFW further recommends that the delineation identify both State and Federal wetlands as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code section 2785 (g) defines wetlands; further section 1600 *et seq.* applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for

applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any site evaluations.

Recommended Mitigation Measure 15: Notification of Lake or Streambed Alteration

Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 *et seq.*, therefore in these instances Notification is recommended. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593 for Monterey and San Benito Counties or (707) 428-2002 for Santa Cruz County.

II. Impact Analysis

The CEQA Guidelines (§15126.2) necessitate that the draft EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with implementation of the Project. This includes evaluating and describing impacts such as:

- Potential for take of special-status species;
- Loss or modification of breeding, nesting, dispersal and foraging habitat, including vegetation removal, alternation of soils and hydrology, and removal of habitat structural features (e.g. snags, roosts, overhanging banks, etc.);
- Direct and cumulative impacts to species and biological resources;
- The cumulative impact of the installation of infrastructures within the watershed;
- Permanent and temporary habitat disturbances associated with ground-disturbance, noise, lighting, reflection, air pollution, traffic, or human presence; and
- Obstruction of movement corridors, fish passage, or access to water sources and other core habitat features.

The CEQA document also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project's contribution to the impact (CEQA Guidelines, §15355). Although a project's impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact – e.g., reduction of available habitat for a listed species – should be considered cumulatively considerable without mitigation to minimize or avoid the impact.

III. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than ten days prior to the start of ground or vegetation-disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species, a 500-foot no-disturbance buffer around active nests of non-listed raptors, and a ½-mile buffer for listed bird/raptor species. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW

recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

Federally Listed Species: CDFW recommends consulting with the USFWS and National Marine Fisheries Service (NMFS) on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS and NMFS in order to comply with FESA is advised well in advance of any ground-disturbing activities.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the Association of Bay Area Governments in identifying and mitigating the Project's impacts on biological resources. Due to the large extent of the Project and the limited information provided in the NOP, CDFW recommends a consultation meeting with CDFW to discuss methods to fully address potential impacts to State-listed species and to provide additional species-specific avoidance, minimization, and mitigation measures prior to circulating the EIR. Survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

Heather Adamson
Association of Bay Area Governments
February 10, 2020
Page 15

If you have any questions for Project activities in Santa Cruz County, please contact Monica Oey, Environmental Scientist, by telephone at (707) 428-2088, or by electronic mail at Monica.Oey@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014 extension 254, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager (Central Region, Region 4)

cc: United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, California 95825

United States Army Corps of Engineers
San Joaquin Valley Office
1325 "J" Street, Suite #1350
Sacramento, California 95814-2928

Regional Water Quality Control Board
Central Coast Region
895 Aerovista Place, Suite 101
San Luis Obispo, California 93401

NOAA Fisheries West Coast Region
777 Sonoma Avenue, Room 325
Santa Rosa, CA. 95404

ec: Monica Oey
Jeff Cann
Ken Spencer
Linda Connolly
California Department of Fish and Wildlife

Literature Cited

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Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: Fully Protected Habitat Assessment	
Mitigation Measure 2: Fully Protected Species Surveys	
Mitigation Measure 3: Fully Protected Species Avoidance	
Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	
Mitigation Measure 5: State-listed Wildlife Species Focused Surveys	
Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Mitigation Measure 7: State-listed Species Take Authorization	
Mitigation Measure 8: Special-Status Plant Focused Surveys	
Mitigation Measure 9: Special-Status Plant Avoidance	
Mitigation Measure 10: Special-Status Plant Take Authorization	
Mitigation Measure 11: State Species of Special Concern Focused Surveys	
Mitigation Measure 12: State Species of Special Concern Avoidance	
Mitigation Measure 13: Habitat Assessment	
Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification	
Mitigation Measure 15: Notification of Lake or Streambed Alteration	
<i>During Construction</i>	
Mitigation Measure 3: Fully Protected Species Avoidance	
Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Recommended Mitigation Measure 9: Special-Status Plant Avoidance	
Recommended Mitigation Measure 12: State Species of Special Concern Avoidance	

JAN 21 2020

STATE OF CALIFORNIA

Gavin Newsom, Governor



NATIVE AMERICAN HERITAGE COMMISSION

January 15, 2020

Heather Adamson
Association of Bay Area Governments
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Monterey, CA 93940

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NAHC HEADQUARTERS
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Suite 100
West Sacramento,
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(916) 373-3710
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NAHC.ca.gov

Re: 2020010204, 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans Project, Monterey, Santa Cruz, and San Benito Counties

Dear Ms. Adamson:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

Barry Scott, Director
Coastal Rail Santa Cruz
www.coastalrail.org

February 11, 2020

Heather Adamson, Director of Planning
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

RE: Coastal Rail Santa Cruz Comments on EIR Scope for 2045 Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional Transportation Plans

Dear Ms. Adamson:

I appreciate the opportunity to comment on the scope of the Environmental Impact Report for the 2045 Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional Transportation Plans.

The 2045 MTP/SCS includes assessment of performance measures for both current and projected metrics. To ensure timely progress on these measures, AMBAG should consider supporting state efforts to require local jurisdictions to better manage land use and transportation decisions in tandem.

Coastal Rail Santa Cruz supports efforts to expedite rail transit projects integrated with existing bus services connect to regional and statewide infrastructure. TAMC seems to be moving ahead more rapidly than Santa Cruz County in rail projects and we have an opportunity and a responsibility to commit to investments sooner rather than later.

By utilizing and improving our existing regional rail infrastructure for transit, we will provide travel options that reduce GHG emissions, as required by the SCS, rather than increasing them to our collective detriment.

Please include our organization on AMBAG's contact list for all communications about MTP/SCS activities. Our contact information is below.
Thank you very much for your consideration.

Warmest regards,



Coastal Rail Santa Cruz
260 Rio Del Mar Blvd. #23
Aptos CA 95003
(831) 612-6574
EIN# 81-1153832





January 21, 2020

Association of Monterey Bay Area Governments

Attn: Heather Adamson

24580 Silver Cloud Court

Monterey, CA 93940

Dear Ms. Adamson,

I am sending this letter in response to the Notice of Preparation for an Environmental Impact Report for the 2045 Regional Transportation Plan for San Benito, Santa Cruz, and Monterey Counties. The Monterey Bay Salmon & Trout Project (MBSTP) is a nonprofit organization which has worked toward the mission of conserving and recovering the native salmon and steelhead of the Monterey Bay region for over 40 years. Our work has included operation of a conservation hatchery facility for coho salmon and steelhead in the Scott Creek watershed, enhancement of Monterey Bay's chinook salmon fisheries, support and technical participation in habitat restoration planning, and extensive outreach/education efforts focused on local K-8 students and the general public.

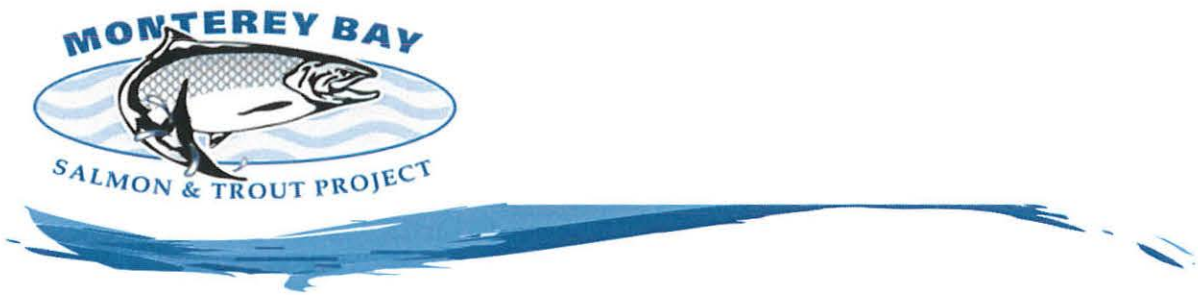
Transportation improvement & development (like the 2045 Metropolitan Transportation Plan) have the potential to directly impact the coastal, estuarine and riparian habitats which are critical to the success and viability of salmon and steelhead populations in our region. The environmental effects of local transportation development on hydrology and water quality may have additional collateral impacts- not only for salmon and steelhead, but virtually all aquatic species living in our local watersheds.

Salmon and steelhead have existed in coastal and riverine habitats of the Monterey Bay region for tens of thousands of years- and they have been culturally & aesthetically important species for indigenous peoples since long before European settlement. They are considered a "keystone species" and are critically important to healthy ecologic function in a wide variety of aquatic and marine systems. Over the past one hundred years, salmon and steelhead in California have undergone a pronounced and continued decline- largely due to the loss of spawning, rearing, and migratory habitats throughout their range. Particularly, human development for transportation projects in estuary habitats has had a particularly large impact

101 Cooper Street, Suite 246

Santa Cruz, CA 95060

<https://mbstp.org>



on the viability of salmonid populations in our region. Salmonids rely heavily upon healthy estuarine habitats to feed and migrate at both their juvenile and adult life stages.

Intact estuary and river habitats are therefore crucial to maintaining the health of this important biological and cultural resource. The MTP Strategy has the commendable stated goal of 'creating more sustainable communities' in our region. On behalf of MBSTP and the species we strive to conserve, I urge you to consider the vitally important resource of salmonids and their habitats within that framework of sustainability. These fish have served an important biological, cultural and aesthetic role in our region for millennia. Our organization is hopeful that the MTP recognizes the importance of these iconic fish throughout the planning and review stages of local transportation development.

I look forward to learning more about the MTP and the associated environmental review / impact report at your upcoming meeting in Santa Cruz on Wednesday, January 22nd. Please feel free to contact me at any time if you wish to discuss the relationship of transportation development with our local salmon & steelhead populations. This planning process represents an opportunity to increase the sustainability of our coastal communities, while conserving the valuable natural resources of the Monterey Bay region.

Respectfully,

Ben J. Harris
Executive Director
Monterey Bay Salmon & Trout Project
(831) 531-2051



January 17, 2020

AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

VIA: E-mail to hadamson@ambag.org

**RE: Preparation for an Environmental Impact Report
2045 Metropolitan Transportation Plan / Sustainable Communities Strategy**

To Whom It May Concern:

Monterey County Farm Bureau represents family farmers and ranchers in the interest of protecting and promoting agriculture throughout our County. Since 1917, Farm Bureau strives to improve the ability of those engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of our local resources.

As Agriculture is critical to the success of our local economy in Monterey County (and indeed, the tri-county area), we offer the following comments for the preparation and scope of the Environmental Impact Report related to transportation infrastructure.

First, transportation of fresh food products, such as the leafy greens, berries, vegetables, and grapes of our region, is essential to reaching the marketplace in a timely manner. Currently, the majority of that transportation is accomplished through the use of trucks, with some shipments by rail. The unique characteristics of these fresh food products (i.e. the taste and freshness of the product) requires fast turn-around of processing and shipping to maintain product quality.

Next, Monterey County farms and ranches depend on fieldworkers to accomplish the majority of the cultural and harvesting activities throughout the growing season (usually 10-11 months per year). Currently, we require 45,000 farmworkers for these types of jobs in Monterey County as there is no mechanical harvesting available for crops such as lettuce, broccoli, cauliflower, and strawberries (to name just a few). While there is on-going research into mechanical means for harvesting many of these crops, it will truly be many years, maybe even decades, before these new technologies are viable and affordable for most farming operations. Until that happens, we will see high utilization of local highways and rural roads to transport fieldworkers from residences to fields for each work day.

Finally, there is a growing issue of capacity with existing transportation infrastructure in Monterey County. The pace of building new arteries, by-pass roadways, and expanding capacity of current highways has not



kept up with increased traffic flows. Traffic conditions continue to worsen in specific areas of Monterey County during commute hours; additional routes are needed between the Monterey Peninsula and Salinas Valley to manage the current flow of traffic, as well as into the future.

The scope of the Environmental Impact Report needs to include potential solutions that increase capacity and consider all transportation needs of the Agriculture, commerce and hospitality sectors.

Access to critical transportation routes for commerce will ensure future success of the agricultural sector of Monterey County. The foreseeable future will remain dependent on trucking as the primary means for transportation of fresh food products from the Salinas Valley. Even with the development of electric trucks that are suitable for long-distance travel, improving the energy efficiency of this transportation method, the primary mode will still be trucking as rail has proven to be expensive and less reliable for the types of products that are produced here. In addition, there will need to be direct, efficient routes that allow for easy access to shipping points from the major Bay Area ports and hubs.

While there will be consideration of a number of other solutions, including mass transportation development for the tri-county region and encouragement of bicycling as a means of individuals transporting themselves, the long-term outlook for Agriculture doesn't find these options viable. Field operations are remote, change daily, cannot be served readily by mass transportation systems, so bicycling to these fields is probably not an option.

Our request of this EIR development process is to include realistic approaches to the transportation needs of all tri-county residents and businesses:

- Roadways that are well maintained and sized to proper capacity
- Converting Hwy. 101 south of Salinas into a full freeway with proper ramps (not intersections)
- Improving access to Bay Area transportation ports and hubs through multiple routes
- Ensuring that all access routes for tourism traffic are free-flowing and non-tollways
- Adding additional routes between the Monterey Peninsula and the Salinas Valley

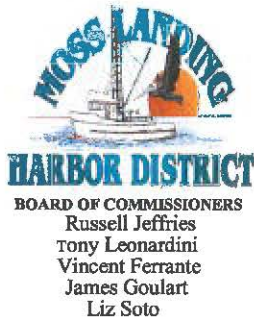
Thank you for the opportunity to provide comment on this important transportation planning process.

Sincerely,



Norman C. Groot
Executive Director

Cc: Theresa Wright, Community Outreach Coordinator, Transportation Agency for Monterey County



7881 SANDHOLDT ROAD
MOSS LANDING, CA 95039
TELEPHONE – 831.633.5417
FACSIMILE – 831.633.4537



GENERAL MANAGER
HARBOR MASTER
Tommy Razzeca

02/07/2020

Heather Adamson at AMBAG,
24580 Silver Cloud Court
Monterey, CA 93940

RE: Moss Landing Harbor District Comments regarding EIR preparation for the proposed Central Coast Highway 1 Climate Resiliency Study.

Please accept the below comments and recommendations from the Moss Landing Harbor District (MLHD) regarding issues that our District believes must be fully evaluated, addressed, and, if necessary, mitigated in the proposed EIR so as to guarantee that the complete evaluations of all viable alternatives (as mandated by the California Environmental Quality Act (CEQA)) are completed for the consideration of future decision makers.

1. MLHD hereby submits (for the record) our authorizing legislation, maps of our legislatively created public trust lands grant, and our existing ordinances which govern our existing lands, including wetlands, slough lands and submerged lands, for inclusion as both addenda and references in the EIR. It is necessary and required for these official state documents, maps, adopted and enforceable ordinances to be considered and understood before the preparation of the draft EIR so that the EIR does not waste time or money considering projects or alternatives that are illegal or beyond the legal authority of regulatory agencies and non-profit organizations to pursue.
2. MLHD recommends that one alternative for the relocation of CA. State Highway 1 that must be fully evaluated pursuant to CEQA is the consideration of the re-location of the highway to a more easterly alignment following the former adopted and abandoned Caltrans Highway 1 Plan Lines which crossed the existing Packard (Rubis) Ranch, crossed the Elkhorn Slough, and was to be constructed to the east of the existing power plant, eventually re-connecting to the existing Highway 1 north of Castroville. MLHD believes that this alternative must be fully evaluated because the anticipated consequences of sea level rise, and the potential breaching of the barrier dunes in Moss Landing threaten both the loss of the certain current harbor facilities as well as the current Highway 1 road bed.
3. MLHD hereby submits our adopted, state mandated study regarding the potential impacts of sea level rise on our public trust lands, facilities and resources. We ask that this adopted report, which was mandated by state legislation and which has been submitted to the California State Lands Commission, be fully reviewed and referenced in the draft EIR so that the EIR does not consider "alternatives" that would or could conflict with this report and our adopted findings. This

SERVING COMMERCIAL FISHING AND RECREATIONAL BOATING SINCE 1947

report has concluded that future expansion of our coastal priority commercial harbor land uses, services, and facilities may need to be located in the Elkhorn or Moro Coho Slough areas of our granted, public trust submerged lands and wetlands.

4. CA. State Highway 1 currently carries over 65,000 traffic trips per day through Moss Landing. A huge portion of that traffic is commercial traffic coming and going to the various commercial, industrial, public and educational facilities in the harbor. Additionally, a very large percentage of that traffic is truck traffic supporting protected coastal agricultural enterprises that generate thousands of farm worker jobs. These daily traffic trips must be specifically identified in the EIR. The suggested wholesale relocation of Highway 1 to an area many miles away from the existing alignment will cause massive economic dislocation as well as terrible adverse impacts on legally protected economically disadvantaged communities. These potential impacts must be fully evaluated, and real mitigation measures with identifiable financing sources, must included in the EIR.

MLHD hereby respectfully submits the above comments for consideration. MLHD anticipates that the EIR will fully and completely identify and mitigate the adverse impacts of sea level rise without causing greater adverse environmental impacts (without readily available mitigations as mandate by CEQA) by ignoring viable alternatives from being analyzed or demonstrating an impermissible bias in favor of one coastal priority use over another equally protected and legislatively recognized coastal priority land use.

Respectfully,


Tommy Razzeca
General Manager/Harbor Master
Moss Landing Harbor District

Senate Bill No. 1116

CHAPTER 1190

An act conveying certain tidelands, lands lying under inland navigable waters, swamp and overflow lands, situate in the Old Salinas River Channel, to the Moss Landing Harbor District, in furtherance of navigation and commerce and the fisheries, and providing for the government, management and control thereof, reserving rights to the State.

[Approved by Governor July 8, 1947. Filed with Secretary of State July 8, 1947.]

The people of the State of California do enact as follows:

SECTION 1. There is hereby granted to the Moss Landing Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamps and overflowed lands described as follows:

The Old Salinas River Channel from the northerly extremity to its mouth southerly to the existing county road across said channel south of the existing bridge at Moss Landing; the Pacific Ocean opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west; Bennett Slough, Blkhorn Slough and Moro Cojo Slough between the Old Salinas River and the easterly extremities of tidal action therein.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to wit:

(a) That said lands shall be used by said district, and its successors, only for the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereof of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation; and said district, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor.

COPY

(b) That said lands shall be improved by said district without expense to the State, and shall always remain available for public use for all purposes of commerce and navigation, and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or railroad, owned or operated by the State of California.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land; provided, that said excepted and reserved power shall be exercised in a manner not inconsistent or incompatible with the use of said lands by grantee for purposes of commerce and navigation.

(f) The lands herein described are granted subject to the express reservation and condition that the State may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the State for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

(g) That within 10 years from the effective date of this act said lands shall be substantially improved by said district without expense to the State, and if the State Lands Commission determines that the district has failed to improve said lands as herein required, all right, title, and interest of said district in and to all lands granted by this act shall cease and said lands shall revert and vest in the State.

Sec. 2. If any provision of this act or the application thereof to any person or circumstance is held invalid, the remainder of this act, or the application of such provision to other persons or circumstances, shall not be affected thereby.

CHAPTER 131

An act to amend Section 1 of, and to add Section 3 to, Chapter 1190 of the Statutes of 1947, relating to the Moss Landing Harbor District.

[Approved by Governor May 12, 1967. Filed with Secretary of State May 12, 1967.]

The people of the State of California do enact as follows:

SECTION 1. It is hereby found and determined:

(a) That by Chapter 1190, Statutes of 1947, the Legislature did grant to the Moss Landing Harbor District in trust for the uses and purposes and upon the express conditions therein set forth, certain tide and submerged land, lands beneath navigable waters, and swamp and overflow lands described in said grant;

(b) That said grant was therein described in part as "the Pacific Ocean opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west;"

(c) That the precise meaning of said part of the description of said grant has proven ambiguous and has given rise to controversy;

(d) That the Legislature intended to and did upon enacting said statute grant to the Moss Landing Harbor District, upon the terms, conditions and trusts set forth in said statute, an area of tide and submerged lands located in Monterey Bay seaward of the ordinary high-water mark for the use of said district in conjunction with the area landward of said ordinary high-water mark on Monterey Bay so granted to the said district;

(e) That the said district, prior to said grant and pursuant to a lease from the State Lands Commission, did use and has used subsequent to said grant and pursuant to said grant, such an area of tide and submerged lands for the uses and purposes authorized by said statute and in conjunction with the said district's public activities;

(f) That it was the intention of the Legislature to include within said grant all those portions of the Pacific Ocean in Monterey Bay in the area described which had actually been used by the said harbor district for any or all of the purposes specified in said grant plus those portions which were reasonably necessary for such purposes in the future;

(g) That said area of tide and submerged lands in Monterey Bay so intended to be granted and so granted consisted of all tide and submerged lands lying between the northerly and southerly boundaries of that portion of the Old Salinas River Channel granted to the said district by Section 1 of Chapter 1190 of the Statutes of 1947, drawn due west, and between the ordinary high-water mark on Monterey Bay and a line 2,000 feet seaward of said ordinary high-water mark;

(h) That paragraph (g) of Section 1 of said statute required substantial improvement of the granted lands by the said district within 10 years of said grant and that if the State Lands Commission determined that the said district had failed to so improve said lands, all lands so granted should revert to the state; that on February 11, 1958, the State Lands Commission by resolution duly adopted found that the conditions of said Section 1(g) had been complied with.

SEC. 2. Section 1 of Chapter 1190 of the Statutes of 1947 is amended to read:

Section 1. There is hereby granted to the Moss Landing Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamps and overflowed lands described as follows:

The Old Salinas River Channel from the northerly extremity to its mouth southerly to the existing county road across said channel south of the existing bridge at Moss Landing; the Pacific Ocean or Monterey Bay between the ordinary high-water mark and a line 2,000 feet seaward and due west thereof opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west; Bennett Slough, Elkhorn Slough and Moro Cojo Slough between the Old Salinas River and the easterly extremities of tidal action therein.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to wit:

(a) That said lands shall be used by said district, and its successors, only for the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereon of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation; and said district, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor.

(b) That said lands shall be improved by said district without expense to the state, and shall always remain available for public use for all purposes of commerce and navigation, and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or railroad, owned or operated by the State of California.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land; provided, that said excepted and reserved power shall be exercised in a manner not inconsistent or incompatible with the use of said lands by grantee for purposes of commerce and navigation.

(f) The lands herein described are granted subject to the express reservation and condition that the state may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the state for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

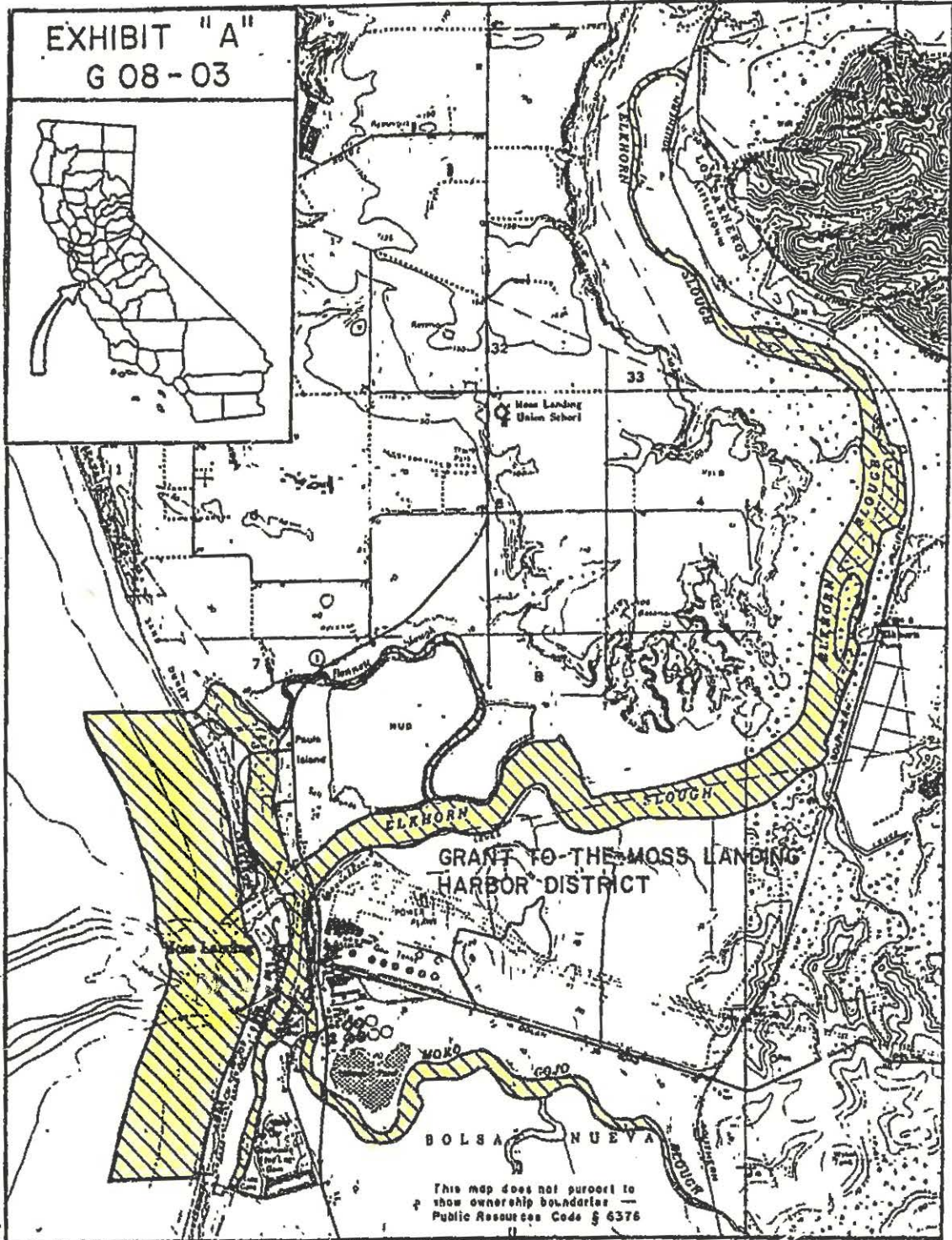
SEC. 3. Section 3 is added to Chapter 1190 of the Statutes of 1947, to read:

Sec. 3. That said amended description set forth in Section 1 of this act shall be deemed declaratory of the original meaning of said grant and all acts and agreements within, upon, or in relation to the area herein described done or executed by said district are hereby ratified and approved to the same extent as if said description had originally been set forth as herein amended.

SEC. 4. The State Lands Commission, at the cost of the Moss Landing Harbor District, shall survey and monument the granted lands referred to in this act and record a description and plat thereof in the office of the County Recorder of Monterey County. The survey required by this section shall be completed within two years after the effective date of this act.

SEC. 5. The district shall cause to be made and filed with the Department of Finance, annually, a detailed statement of receipts and expenditures by it of all rents, revenues, issues, and profits in any manner hereafter arising from the granted lands or any improvements, betterments, or structures thereon.

EXHIBIT "A"
G 08-03



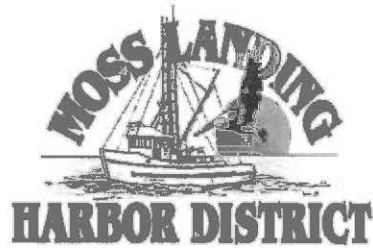
This map does not purport to show ownership boundaries —
Public Resources Code § 6376

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MOSS LANDING HARBOR DISTRICT ORDINANCE CODE

Amended and Adopted by Ordinance No. 149, July 23, 1998
(Superseding Ordinance No. 143)
Amended by Ordinance No. 150, July 22, 1999
Amended by Ordinance No. 151, August 24, 2000
Amended by Ordinance Nos. 152, 153, November 30, 2000
Amended by Ordinance No. 154, December 28, 2000
Amended by Ordinance No. 155, February 22, 2001
Amended by Ordinance Nos. 156, 157, April 26, 2001
Amended by Ordinance No. 158, May 24, 2001
Amended by Ordinance No. 159, June 28, 2001
Amended by Ordinance No. 160, July 25, 2002
Amended by Ordinance No. 161, October 24, 2002
(Amended by Ordinance No. 161, May 22, 2003, which
was superseded by Ordinance 162, on October 23, 2003)
Amended by Ordinance No. 162, October 23, 2003
Amended by Ordinance No. 163, May 27, 2004
Amended by Ordinance No. 164, June 24, 2004
Amended by Ordinance No. 165, December 16, 2004
Amended by Ordinance No. 166, January 27, 2005
Amended by Ordinance Nos. 167, 168, February 24, 2005
Amended by Ordinance No. 169, April 28, 2005
Amended by Ordinance No. 170, June 30, 2005 (Adopted Out of Sequence)
Amended by Ordinance No. 171, May 26, 2005
Amended by Ordinance Nos. 172, 173, May 4, 2006
Amended by Ordinance Nos. 174, 175, June 22, 2006
Amended by Ordinance No. 176, January 25, 2007
Amended by Ordinance No. 177, June 28, 2007
Amended by Ordinance No. 178, September 27, 2007
Amended by Ordinance No. 179, October 25, 2007 (adopted out of sequence)
Amended by Ordinance No. 180, September 27, 2007
Amended by Ordinance No. 181, March 26, 2008
Amended by Ordinance No. 182, April 30, 2008
Amended by Ordinance Nos. 183, 184, 185, 186, July 23, 2008
Amended by Ordinance No. 187, December 11, 2008
Amended by Ordinance No. 188, January 28, 2009
Amended by Ordinance No. 189, May 27, 2009
Amended by Ordinance No. 190, February 24, 2010
Amended by Ordinance No. 191, June 3, 2010
Amended by Ordinance No. 192, June 8, 2011
Amended by Ordinance No. 193, May 30, 2012
Amended by Ordinance No. 194, November 29, 2012
Amended by Ordinance No. 195, January 16, 2013
Amended by Ordinance No. 196, May 29, 2013
Amended by Ordinance No. 197, May 28, 2014
Amended by Ordinance No. 198, March 25, 2015
Amended by Ordinance No. 199, May 27, 2015
Amended by Ordinance No. 200, May 31, 2016
Amended by Ordinance No. 201, June 28, 2017
Amended by Ordinance No. 202, May 03, 2018
Amended by Ordinance No. 203, September 26, 2018
Amended by Ordinance No. 204, October 24, 2018
Amended by Ordinance No. 205, April 24, 2019
Amended by Ordinance No. 206, October 23, 2019
Amended by Ordinance No. 207, January 22, 2020

**MOSS LANDING HARBOR DISTRICT
ORDINANCE CODE**



**AMENDED BY THE MOSS LANDING HARBOR DISTRICT
BOARD OF HARBOR COMMISSIONERS
January 22, 2020**

BOARD OF HARBOR COMMISSIONERS

**Russ Jeffries
Tony Leonardini
Vincent Ferrante
James R. Goulart
Liz Soto**

GENERAL MANAGER/HARBOR MASTER

Tommy Razzeca

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ARTICLE I
GENERAL PROVISIONS

CHAPTER 1 - ENACTMENT, APPLICABILITY, AMENDMENT

1.010 - Enactment

The rules and regulations contained in this Code shall constitute and be identified as "The Moss Landing Harbor District Ordinance Code," hereafter cited as "this Code."

1.020 - Authority for Code

The provisions of this Code are adopted pursuant to the authority vested in the Moss Landing Harbor District (hereafter referred to as the "District") by the State of California, including but not limited to the California State Constitution, the Harbors and Navigation Code, the Government Code, the Public Resources Code, and the California Code of Regulations, and all other applicable state and federal laws.

1.030 - Applicability of Code

- A) **Affected area.** The provisions of this Code apply to all areas of water, land and facilities under the ownership and/or jurisdiction of the Moss Landing Harbor District, as such jurisdiction is defined by California state law.
- B) **General rules for use of District property.** All persons using District property, waters, lands, or facilities shall observe and comply with the provisions this Code and all applicable provisions of California State Law.

1.040 - Responsibility for Administration

This Code shall be administered by the Board of Harbor Commissioners of the District (hereafter referred to as the "Board"), the General Manager, and all designees of the General Manager.

1.050 - Interference Prohibited

It shall be unlawful and a violation of this Code for any person to willfully resist, delay, or obstruct any District employee in the process of lawfully enforcing the provisions of this Code.

1.100 - Exceptions to Code Provisions

Exceptions to any regulation, rate, or charge provided by this Code may be granted according to the following procedures:

- A) **Application for exception.** Exceptions to this Code shall be requested in writing and shall be accompanied by the fee established by Chapter 20 of this Code (Fees and Charges), including explanation of why the applicant believes that the exception should be granted.
- B) **Procedure for granting an exception.** All exception requests shall be first considered by the General Manager, who may approve, disapprove, or refer the request to the Board for action. Approval of any exception request shall be in writing, and shall be granted only where the granting authority first determines that the applicable regulation is unnecessary or ineffective in the particular case, and/or that the collection of all or part of a rate or charge is inappropriate or inapplicable, because of specific circumstances described in the exception request. Any approval by the General Manager shall be reported to the Board in writing at their next regular meeting.

- C) **Time limits, extensions.** Any approved exception shall be effective for a maximum of one calendar year from the date of issuance. An exception may be considered for renewal only upon written application to the Board.

1.200 - Amendments to Ordinance Code

- A) **Procedure for amendments.** This Code may be amended whenever the Board determines that public necessity, convenience, or welfare requires. Amendments may be initiated by the Board or on the basis of a request by the public; or may be requested by the General Manager. Amendments to this Code shall be initiated and processed in compliance with the Harbors and Navigation Code, with a public hearing conducted as set forth in Chapter 24 of this Code (Hearings and Appeals). Amendments may also require review in compliance with the requirements of the California Environmental Quality Act (CEQA), and Chapter 22 of this Code (Environmental Review Procedures).
- B) **Distribution of completed amendments.** The General Manager shall provide a true copy of any amendments to this Code to the following persons and agencies within 40 days of the enactment of such amendments:
- 1) Each Commissioner of the District;
 - 2) The Attorney General of the State of California;
 - 3) The Monterey County Counsel;
 - 4) The Monterey County District Attorney;
 - 5) The Monterey County Law Library;
 - 6) The Monterey County Sheriff;
 - 7) Each Monterey County Municipal Court Judge;
 - 8) Each Harbor District employee; and
 - 9) All persons who have requested receipt of Code amendments, and have paid the fee for this service established by the Board.

1.300 - District Not Liable for Loss and Damage

The Harbor District, employees, and Board shall not be liable for loss or damage to any vessel or other property resulting from any cause.

1.400 - Severability of Provisions

If any chapter, section, subsection, paragraph, subparagraph, sentence, clause, phrase or portion of this Code is for any reason held to be invalid, unconstitutional or unenforceable, such decisions shall not affect the validity of the remaining portions of this Code. It is hereby declared that this Code and each chapter, section, subsection, paragraph, subparagraph, sentence, clause, phrase and portion thereof would have been adopted irrespective of the fact that one or more of such portions of this Code be declared invalid, unconstitutional or unenforceable.

CHAPTER 2 - DEFINITIONS, INTERPRETATION

2.010 - Purpose

This chapter determines how the provisions of this Code will be interpreted by those responsible for its administration, and defines the terms and phrases used in this Code that are technical or specialized, or that may not reflect common usage.

2.100 - Rules of Interpretation

The General Manager shall have the responsibility and authority to interpret the provisions of this Code and advise the public about its requirements. The terms and phrases used in this Code shall be construed and interpreted as follows:

- A) **Construction of language.** When used in this Code, the words "shall" and "will" are always mandatory and "may" is discretionary. The present tense includes the past and future tenses; and the future tense includes the present. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The titles of every chapter and section of this Code are a part of each chapter and section and shall be construed as such when questions of meaning or construction arise.
- B) **Number of days.** Whenever a number of days is specified in this Code, or in any permit, condition of approval or notice issued or given as provided in this Code, such number of days shall be construed as calendar days except where this Code otherwise uses the terms "business days" or "working days."
- C) **Minimum requirements.** When interpreting and applying the regulations of this Code, all provisions shall be considered to be the minimum requirements, unless stated otherwise.
- D) **Conflicting provisions.** In any case where two or more provisions of this Code may appear to conflict in terms of their specific requirements or applicability, the most restrictive shall prevail.
- E) **Waiver of fees.** The General Manager may waive fees as follows:
 - 1) When a public purpose would be served by waiving fees otherwise required by this code, up to \$500, provided that there is a legally binding duty on the recipient of the waiver to further the public purpose.
 - 2) After paying the first two nights of transient fees in accordance with the rate and fee schedule, first-time transient vessels visiting Moss Landing Harbor will receive a waiver of one night's transient fee not to exceed \$100.00.
 - 3) If an existing berthholder refers a new berthholder to Moss Landing Harbor and the new berthholder pays fees in full in accordance with the rate and fee schedule and remains for a period of 6 (six) months, at the end of the 6 month period, the referring berthholder will receive a waiver of one month's berthing fee (excluding any amenity or any other fees) for the referring berthholder's vessel, not to exceed \$500.00, provided both the new berthholder and the referring berthholder's accounts are current.
 - 4) A new berthholder entering into a contract and remaining for a full year with fees fully paid for eleven months, and whose account is current will receive a waiver of the twelfth month's slip fee, (excluding any amenity or other fees) not to exceed \$500.00. For

purposes of this Paragraph 4, "new berthholder" includes the transfer of a berth in connection with a bona fide sale of a vessel currently occupying a berth in the Harbor. Sales made for the sole purpose of receiving benefits under this Section are not bona fide sales as determined by the General Manager. Examples include, but are not limited to transfers from one family member to another, from an individual to a corporation in which the individual has an interest directly or indirectly, from a corporation to an individual who has an interest directly or indirectly in the corporation.

5) New Berthholder. For purposes of paragraphs 3 & 4 a new berthholder is defined as a vessel, excluding a transient vessel, which has not occupied a slip in Moss Landing Harbor at any time during the past 12 months.

6) It is the intent of this Section to increase vessel occupancy in the Harbor and to retain existing berthholders.

2.200 - Definitions

For the purpose of applying the provisions of this ordinance, the terms shall be construed and interpreted as they are defined here unless otherwise apparent from the context.

The following definitions are organized in alphabetical order:

Berth. The term "berth" includes docks, slips, wharves, piers and mooring facilities. Berths assigned on a day-to-day basis are "transient" berths. Berths assigned on a month-to-month basis are "temporary" berths. Berths assigned in the expectation that the assignee will remain for an extended period are "assigned" berths. An assigned berth is an assignment to a berth granted by the District and giving the assignee the right to the preferential use of the berth described in the permit.

Board. The Board of Harbor Commissioners of the Moss Landing Harbor District.

Boat length. For the purposes of applying the fees or charges established by this Code, the length of a vessel shall be measured from the farthest point aft to the farthest point forward, including all permanent structures.

Commercial fishing vessel. A commercial fishing vessel engaged in fishing as its primary commercial activity. A commercial fishing vessel must be licensed to participate in a US Fisheries or Department of Fish and Game regulated saltwater fishery, and must demonstrate revenues of at least \$5,000 for each of three consecutive years and then, each year thereafter at the discretion of the General Manager. Proof of revenues shall be in the form of Fish and Game landing records or IRS Schedule C. Proof must be supplied under penalty of perjury. (This definition will apply only to Sections 6.022 and 6.110.)

Commercial vessel. A commercial vessel is any vessel, other than a commercial fishing vessel, which is used primarily as a commercial enterprise, and must demonstrate revenues of at least \$5,000 for each of three consecutive years and thence, each year thereafter at the discretion of the General Manager. Proof of revenues shall be in the form of IRS Schedule C or audited set of business financials. Proof must be supplied under penalty of perjury. Vessels used primarily as offices or residences do not qualify as a commercial vessel. Vessels classed or documented as research vessels qualify as a commercial vessel providing such vessel can demonstrate revenues pursuant to this section.

District. The Moss Landing Harbor District, in Monterey County, California.

District permit. The written authorization required by this Code prior to a person conducting specified activities on water, land, or facilities under the District's jurisdiction. Except as expressly exempted by this Code, activities requiring a district permit include all activities described in Section 26.010.

Employee. An employee of the Moss Landing Harbor District.

Environmental Coordinator. The General Manager, or the environmental consultant designated by the General Manager to perform the duties specified in Chapter 22 of this Code (Environmental Review Procedures).

Harbor or harbor area. All waters, submerged lands and tidelands; and upland areas adjacent thereto, under the possession, operation, or control of the Board. (See Chapter 1190, Statutes of 1947, as amended by Chapter 131, Statutes of 1967.)

Live-aboard vessel. Any recreational vessel having an assigned berth and used or intended for use as a residence or overnight accommodation in the Harbor between the hours of 10:00 PM and 5:00 AM for more than two days out of seven without prior written authorization from the Harbor Master. A vessel holding a "temporary" berthing permit cannot be a live-aboard vessel. A vessel holding a "transient" berthing permit is not considered to be a live-aboard vessel. A Commercial and/or Commercial Fishing Vessel providing accommodation space for master and crew is not considered to be a live-aboard vessel. No individual will be allowed to stay more than 2 cumulative days out of 7 consecutive days on any vessel or vessels in the Harbor without a Live-aboard Permit or prior written authorization from the Harbor Master.

Manager. The General Manager of the Moss Landing Harbor District as provided for and defined in Chapter 3 of this Code, including any employees of the District designated by the General Manager to perform duties authorized or directed by this Code.

Moss Landing Harbor. See "Harbor or harbor area."

Operable. A vessel meeting one of the following criteria: 1) a vessel making an excursion under its own power, either motor or sail, from its berth to the one-mile buoy, and back, or other excursion as specified by the Harbormaster, or; 2) a vessel having undergone an inspection by the Harbormaster to confirm ahead and astern propulsion, full and proper rudder operation, an approved marine sanitation device, if fitted; plus a valid U.S. Coast Guard Auxiliary safety inspection decal, or; 3) certification of operability and seaworthiness by a marine surveyor permitted to do business in the Moss Landing Harbor District, said certification to be obtained at the sole expense of the vessel owner, except as provided in Section 6.120(B)(2).

Peddler. Any seller of services or supplies doing business on District's lands, waters, docks, piers, wharves or other properties, that does not maintain a place of business on said lands, waters, docks, piers, wharves or other properties with the following exceptions: A licensed wholesale dealer who sells and, at the time of such sale, delivers merchandise to retail merchants, or; a commercial fisherman who catches seafood and sells only the seafood caught by him.

Person. Any individual, firm, co-partnership, corporation, company, association; city, county, state, or district, or agency thereof; and includes any trustee, receiver, assignee, or other similar representative thereof.

Pleasure craft or sport vessel. Any vessel, regardless of size, not engaged in marine commerce and not possessing a commercial fishing, charter, or passenger transportation license. Any vessel not a “commercial vessel” or “commercial fishing vessel”.

Sightseeing boat. A charter boat that transports passengers on regularly scheduled sightseeing or pleasure trips.

Stray current corrosion. The corrosion that results when a current from a battery or other external electrical source (AC or DC) causes a metal, in contact with an electrolyte (e.g., seawater), to become anodic with respect to another metal in contact with the same electrolyte.

Vessel. All types of watercraft used, or capable of being used as a means of transportation on water.

CHAPTER 3 - ADMINISTRATION AND PERSONNEL

3.010 – General Manager

The General Manager is the Chief Executive Officer of the District and for the Board of Harbor Commissioners. It shall be the duty of the General Manager to:

- A) Carry out the orders of the Board and to enforce all regulations and ordinances of the District and state or federal laws affecting the navigable waters of the Harbor. The General Manager is the Harbormaster for Moss Landing Harbor.
- B) Report promptly to the proper authorities any violation of the laws of the United States for the protection of navigation and the preservation of navigable waters, or any violation of state or local laws or ordinances.
- C) Employ such employees as the General Manager deems necessary for the proper administration and operation of the District, in accordance with the District's personnel policies. The General Manager is the Personnel Officer of the District.
- D) Administer and supervise the public works projects of the District, and to plan the short, medium and long-term work program for the District. The General Manager is the Contracting Officer of the District.
- E) Administer and supervise the purchasing system of the District in accordance with approved budgets and policies. The General Manager is the Purchasing Agent of the District.
- F) Prepare and manage the District budget.

3.020 - Additional Enforcement Authority

The Monterey County Sheriff, or any duly appointed and acting peace officer shall have full authority in the enforcement of all laws, ordinances, and regulations affecting the use of District facilities, including the power of arrest for the violation of the provisions of such laws, ordinances, and regulations. All orders and instructions given by peace officers in the performance of their duties in compliance with this section shall have the same force as if issued by the General Manager.

3.100 - Harbor Commissioners**3.110 – Compensation**

Each commissioner shall, in accordance with §6060 of the Harbors and Navigation Code, receive a salary of \$100.00 for each meeting attended of the Board of Harbor Commissioners or meeting attended of a committee of such board, or any other such meeting attended that has been previously authorized by a majority of the board acting at a meeting of said board noticed in accordance with the Ralph M. Brown Act; to a maximum of \$600.00 per month authorized by §6060 of the Harbors and Navigation Code. In addition, each commissioner shall be entitled to actual and necessary expenses incurred in the performance of their duties.

3.120 – Meetings

The Board of Harbor Commissioners shall meet at 7:00 p.m. on the fourth Wednesday of each month at the District's offices. Additional meetings may be scheduled at the discretion of the Board.

3.200 – Conflict of Interest

3.210 – Conflict of Interest Code – Deleted by Adoption of Ordinance No. 203 on September 26, 2018 and Adopted Resolution No. 18-04 - Conflict of Interest Code as a stand-alone document.

3.220 – Acquisition or Use of District Property

Officers or employees of the District shall not use District property for their own personal benefit or for any purpose but a public one or for District business. In addition to other sanctions that may be imposed, whether civil or criminal in nature, the District may demand for, and such officer or employee shall make, full restitution of the fair rental value of District property so used in any manner other than as provided for herein, together with any and all damages that may have arisen from any misuse.

Additionally, District employees may not:

- A) purchase any surplus property from the District except by public auction, duly authorized by the Board of Harbor Commissioners and publicly noticed at least two weeks prior to its occurrence, or
- B) accept gifts from the users of District facilities, or
- C) present gifts from the District unless the Board of Harbor Commissioners first determines that such gift serves a public purpose.

ARTICLE II
HARBOR OPERATIONS, USE OF DISTRICT PROPERTY

CHAPTER 4 - GENERAL REGULATIONS FOR ACTIVITIES WITHIN THE DISTRICT

4.010 - Damage to District Property

- A) **Willful and malicious damage prohibited.** It shall be unlawful for any person to willfully and maliciously destroy, damage, deface or interfere with any property under the jurisdiction of the District.
- B) **Liability for damage.** Every person and every vessel responsible for damage to any District property shall be held liable for and charged with the cost of replacing or repairing the property.
- C) **Report of damage required.** In the event any damage is done to any District property, the General Manager shall be provided a full report on the matter, including but not limited to the date and hour the damage occurred, the names and addresses or descriptions of witnesses and other persons and/or vessels involved in the damage, as well as all pertinent facts and other information that may be available. The required report shall be provided the General Manager by:
- 1) Any person responsible for or connected with the damage;
 - 2) Any person to whom the damaged District property is assigned or leased, or by whom it is being used; and
 - 3) The Master, owner, operator or agent of any vessel, vehicle or other instrumentality involved in the damage.

4.020 - Peddling Prohibited Without Permit

It shall be unlawful for any person to peddle or sell any goods, wares, merchandise or services upon any berthed vessel, or any dock, roadway, or other lands under District jurisdiction, without first obtaining an Itinerant Vendor's License from the County of Monterey, a Monterey County Health Department Permit to sell food if applicable, and a peddler's permit from the District. The fee for a peddler's permit shall be in the amount established under Section 20.100. This section does not apply to the sale of fish by a commercial fisherman to a buyer licensed as such by the California Department of Fish and Game.

4.030 - Dock Regulations

- A) **Attachments to docks.** No person shall attach any object or apply any substance to any District property without the prior written approval of the District.
- B) **Weight limits.** The weight limit for cargo placed on any dock or pier shall be 300 pounds per square foot unless otherwise stipulated in a berthing permit (see Section 6.022).

4.040 - Rental Businesses, Permit Required

No vessels shall be rented within the Harbor without a permit from the District. Permit fees shall be in the amount established under Section 20.100.

4.060 - Use of Launch Ramps, Permit Required

Permit required. Persons using the District's launch ramps shall have a Launch Ramp Permit. The permit fee shall be in the amount established under Section 20.100. (See Section 10.100.A (motor vehicles on launch ramps) for regulations governing the use of the launch ramp.)

4.070 - Parking, Permit Required

- A) **Parking permit.** Persons parking a vehicle within the posted areas in the Harbor District shall have a parking permit. Permit fees shall be in the amount established under Section 20.100.
- B) **Civil penalty for improperly parked vehicle.** The District, or other authorized agency, may impose a civil penalty on the owner of a vehicle within the Harbor District for the violation of any regulation governing the standing or parking of a vehicle under Federal, State or District law in accordance with the procedures in Section 40200 et seq. of the California Vehicle Code. (See Section 10.110 for District parking regulations.)

CHAPTER 6 -BERTHING REGULATIONS AND PERMIT REQUIREMENTS

6.010 - District Approval Required for Use of Berths

- A) **Locations designated by District.** All vessels in the Harbor shall berth or moor in the location designated by the Harbormaster. The anchoring of vessels in the Harbor is prohibited except in an emergency.
- B) **Method of docking.** All vessels shall be tied up in such a manner to safeguard port facilities and other vessels from collision or other damage, and to not obstruct navigation by other vessels, and as further provided by Section 6.100 (Berthing Regulations).

6.020 - Berthing Permit Requirements

No vessel shall occupy a District berth or tie up at a District dock for any length of time unless the owner first obtains a berthing permit from the Harbormaster. Exceptions of up to four hours may be granted by the Harbormaster.

6.022 - Berthing Permit Applications and Approval

Berthing permits shall be applied for, issued, and maintained as provided by this section.

- A) **Application filing.** Application for a berthing permit shall be made on the forms provided by the District and shall be accompanied by the fees required by Chapter 20.
 - 1) **Status of Applicant.** Every non-natural person applicant shall be required to provide an acceptable personal guarantee of performance of the terms of any permit that may be issued by the District.
 - 2) **Applicant Name.** The berthing applicant and the registered owner of the vessel must be the same person or entity.
- B) **Permit issuance.** Berthing permits shall be issued as follows:
 - 1) **Assigned berth permits.** The District may issue a permit for an assigned berth after the applicant has been placed on a waiting list in accordance with Section 6.050, provided that a vacant, unassigned berth is available. If a berth is not immediately available, the applicant may be placed on the assigned berth waiting list (Section 6.050), and may be directed to a temporary berth as provided by subsection (B)2, following.

Assigned berth permits shall be granted in the order of priority determined by whether the vessel is commercial or recreational and the position of the vessel owner on the applicable waiting list, as provided by Section 6.050. When an owner is eligible for an assigned berth permit, the owner shall obtain and exercise the permit as follows:

- a) **Time for obtaining permit.** When the Harbormaster notifies an applicant that an assigned berth is available, the applicant shall complete the application for an assigned berth. The completed application shall be returned to the Harbormaster for approval and must be accompanied by either the annual rental fee or the deposit set forth in Chapter 20, Section 20.100 C. A commercial vessel owner shall also submit documentation of commercial operations as defined by Section 2.200 (Definitions - "Commercial Vessel").

- b) **Time for occupying berth.** An applicant shall place a properly sized vessel in their assigned berth within 180 days from acceptance of the berth, or the berth will be forfeited and the District shall be free to reassign the berth.
 - c) **Refusal of assigned berth.** An applicant may refuse a berth when offered; however, the owner will be rotated to the bottom of the list if the owner does not accept the assigned berth within the time set forth in the offer.
- 2) **Temporary berth assignment.** If an applicant has requested a temporary berth, or has requested an assigned berth and none are available, the Harbormaster may assign a temporary berth as provided by Section 6.060 (District Rental of Vacant Berths).
 - 3) **Permit time limit.** Assigned berth permits shall be issued for the period stated in the permit; provided that all assigned berth permits shall expire and become void upon the sale of the vessel for which the owner obtained the permit, except where the permittee replaces the vessel with another that they own or the assigned berth is transferred to the new buyer pursuant to Section 6.024.
- C) **Requirements for issued permits:**
- 1) **Changes of name or address.** The owner of each registered vessel shall promptly notify the District in writing of any change of the name, address and telephone number of the vessel moored under an approved permit, and of any change in ownership or the owner's address.
 - 2) **Rental fees.** Berth rental fees shall be paid as required by Chapter 20 of this Code.
 - 3) **Substitution of vessel.** An owner may sell a vessel and substitute another while retaining the same berthing permit only when the new vessel is of a size appropriate to the slip and has the same registered owner, and the Harbormaster is notified, and approves of the substitution.
 - 4) **Commercial vessels - Annual verification.** Every owner who was granted an assigned berth on the basis of having a commercial vessel may be required to provide documentation to the satisfaction of the Harbormaster that the vessel remains commercial and operable (see Section 2.200 - Definitions).
 - 5) **Permit revocation.** Berthing permits may be revoked by the District as provided by Section 6.028.

6.024 - Transfer of Berthing Permits

Berthing permits shall be transferred only as provided by this section.

- A) **Filing of request.** Any permittee wishing to transfer a permit must first file a written request and obtain District approval for the transfer.
 - 1) **Time of request.** A request for transfer of an assigned berth permit shall not be considered by the District unless one year has elapsed since the issuance of the permit, except in the case of a transfer to heirs (see subsection (B)1 below).
 - 2) **Method of filing.** The request shall be filed with the Harbormaster, and shall include the name of the transferee, circumstances requiring the transfer, and any other information required by the Harbormaster.

- B) **Types of transfers allowed.** Assigned berth permits may be transferred only as follows:
- 1) **Transfer to heirs.** A permit may be transferred to the estate of a permittee upon the death of the permittee.
 - 2) **Transfer upon sale of vessel.** The transfer of an assigned berth permit to a vessel purchaser when a vessel is sold is allowed, however all conditions otherwise required for an assigned berth must be met by the vessel purchaser.
 - 3) **Transfers to/from non-Natural Persons.** Transfers to or from a non-natural person by an existing permittee is allowed, provided that any non-natural person transferee is required to provide an acceptable personal guarantee of performance of the terms of the applicable permit(s) by a natural person, and provided all conditions otherwise required for an assigned berth must be met by the vessel transferee.
- C) **Fees due before completion of transfer.** No transfer of an assigned berth permit shall occur until all past due and current charges due to the District, including but not limited to past due and current berth rental fees are paid in full.
- D) **Cancellation of transfer by District.** The giving of false information in an application for berthing or an application to transfer a berth permit shall be a misdemeanor. If at any time the District discovers that any misstatement or misrepresentation was made by any party requesting a permit transfer pursuant to this section, the District may, upon notification and hearing, revoke the assigned berth permit in addition to any other penalties provided at law.
- E) **Leases without transfer.** A permittee may lease their boat provided, however, that the permittee remains liable for all fees and rates charged for the berth. The permittee must, upon request, make all documentation of lease arrangements available to the District.

6.026 - Exchange of Berths

Two assigned berth permittees may exchange their assigned berths with the approval of the Harbormaster upon payment of the administrative fee established by the Board. When an exchange is approved, the Harbormaster shall issue modified permits to each owner documenting their new berth assignments. Approval shall not be granted by the Harbormaster unless and until all fees currently owed to the District are paid in full.

6.028 - Termination or Revocation of Berthing Permit and Removal of Vessel

Berthing permits may be terminated by the owner or revoked by the District as provided by this section.

- A) **Termination by owner.** Berthing permits may be terminated by an owner by giving notice to the District on a Notice of Termination form provided by the District. Fees for berths will accumulate through and including the effective date of the Notice or the day that the Notice is received, whichever is later.
- B) **Revocation by District.** Berthing permits may be revoked by the District as provided below:
- 1) **Causes for revocation.** A berthing permit may be revoked under any of the following circumstances:

- a) **Vessel Condition.** The vessel using the permit is determined by the District to be unsafe, dilapidated, stolen or abandoned as provided in Harbors and Navigation Code Sections 522, 523, 525.
 - b) **Failure to pay berthing permit fees.** The owner fails to pay the monthly berthing permit fees required by Chapter 20 of this Code for more than 60 days.
 - c) **Failure to comply with Code requirements.** The vessel or its operation fails to comply with any applicable provision of this Code.
- 2) **Procedure for removal:**
- a) **Notice.** The District shall provide written Notice of Termination to the owner in person or by Certified or Registered Mail, and by posting on the vessel if the vessel is in the Harbor.
 - b) **Revocation of permit.** The Harbormaster may revoke a berthing permit within 30 days after notice is given as provided in subsection (B.2.a.) above.
 - c) **Failure to remove.** If the owner fails to remove the vessel, the District may move the vessel to another location with all expense and risk of loss or damage being the responsibility of the owner. In the event of such removal the owner shall be liable to District for the prevailing berth rental and other fees customarily charged at the facility where the vessel is moved.

6.050 - Assigned Berth Waiting Lists

Assigned berth waiting lists shall be established as provided in this section for persons wishing to obtain an assigned berth in the Harbor.

- A) **Establishment of waiting lists and issuance of permits.** The Harbormaster shall establish and maintain separate waiting lists for each size of berth maintained by the District. Each list shall have three priority groups of owners waiting for assigned berths:
- 1) Owners of commercial fishing vessels;
 - 2) Owners of other commercial vessels;
 - 3) Owners of pleasure craft.

When assigned berths become available, the Harbormaster shall first issue permits to owners of commercial fishing vessels; then to owners of other commercial vessels when there are no commercial fishing vessels on the list; and finally to the owners of pleasure craft when there are no more owners of commercial vessels on the list.

All permits shall be issued to vessel owners in the same order as their names appear on the waiting lists.

The waiting list applicant and the registered owner of the vessel must be the same person or entity.

- B) **Placement on waiting list.** All assigned berths are issued from waiting lists. An applicant for an assigned berth permit shall be placed on the waiting list for the requested berth size, in the applicable priority group established by subsection (A) above, and in the same order as their assigned berth permit application was received by the District, and pay the applicable waiting list fee (see Section 20.100(c)).

- C) **Rules for remaining on waiting list.** Applicants on waiting lists shall comply with the following requirements:
- 1) **Annual fee required.** Applicants on the waiting list shall pay the District the waiting list fee established by Chapter 20 of this Code (Fees and Charges). The fee shall be due on January 1st of each year and shall be paid no later than January 10th. Failure to pay the annual fee when due will result in the applicant's name being removed from the waiting list.
 - 2) The aforementioned \$75 assigned slip wait list application fee shall be waived in the event slips in the size category being applied for are available immediately. Notwithstanding the foregoing fee waiver, the applicant will be required to complete the wait list application for administrative and documentary tracking purposes.
 - 3) **Commercial vessels and commercial fishing vessels.** Applicants with commercial vessels or commercial fishing vessels on the waiting list shall be subject to the following additional requirements:
 - a) Prior to the assignment of a berth to a commercial vessel or a commercial fishing vessel, the applicant shall present to the District documentation showing that a vessel meets the definition in Section 2.200 for a vessel of its classification.
 - b) If the applicant does not possess the required receipts and other documentation because the commercial vessel is a newly created business or the commercial fishing vessel is newly licensed, he/she will receive an assigned berth on a temporary basis and will be given 12 months to provide the receipts.
 - c) While on a temporary basis the applicant will pay all temporary fees; provided that if the applicant furnishes the required receipts at any time during the 12 months, he/she will then be given a credit for temporary fees so paid, will cease paying the temporary charges and will begin paying the appropriate assigned berth rental fee established by Chapter 20 of this Code (Fees and Charges).
 - d) If after 12 months the applicant cannot produce the required receipts, he/she will lose the assigned berth, be removed from the waiting list, must reapply for placement on that list, and shall be assigned a sign-up date based on the date the re-application is received by the District.
 - 4) **District notification of changes required.** While on a waiting list, all applicants shall promptly notify the District of any change in their mailing address or telephone number.
- D) **Updating of waiting lists.** The District will update and purge the waiting lists annually in the first week in December by mailing to each person on the waiting lists a request to verify their continued interest in obtaining a permit along with a statement of fees owing for the next year. Any person who fails to return the requested verification on or before the 10th of January shall be removed from the list, and the District shall mail a notice that their name has been removed from the list. Removal from a waiting list may be appealed as provided in Chapter 24 (Hearings and Appeals) within 30 days after such notice.
- E) The District will maintain a list of individuals wishing to obtain a liveaboard permit; however, such permits will only be issued to individuals who have been issued an assigned

slip and who are otherwise in compliance with liveaboard conditions set forth in this Code and in the application for liveaboard permit. Liveaboard permits will be offered to those on the liveaboard wait list in the order their wait-list application was received.

6.060 - District Rental of Vacant Berths

When an assigned berth is vacant because the permittee's vessel is absent from the Harbor, the District may re-rent the berth on a temporary basis, provided that any vessel temporarily occupying an assigned berth will be moved by the District when the assigned vessel returns. A vessel temporarily assigned to a re-rented berth will be moved by the District before the assigned vessel returns, weather permitting, if the returning vessel gives the Harbormaster sufficient notice to permit the temporary vessel to be reasonably moved during normal working hours.

6.100 - Berthing Regulations

No person shall make any vessel fast to any dock, or moor immediately in front of a dock, or to another vessel, or to any vessel in a group of vessels one of which is made fast, without the approval of the Harbormaster, and in compliance with the following requirements. Violation of any of the provisions of this section shall be cause for the District to revoke a berthing permit and/or issue a citation.

- A) **Attachment of lines to District property.** No person shall make fast any rope or cable to any dock or other District property, except to the piles, bitts, rings or cleats provided for that purpose.
- B) **Posting of Signs.** No person shall affix a sign to any District dock, float, wharf or other structure without the written authorization of the Harbormaster.
- C) **Display of name or registration number.** A name or registration number shall be displayed on every vessel and/or its covering using a berth or mooring. The name or number must be clear, legible and unobstructed at all times. The state registration validation decal shall not be expired.
- D) **District replacement of lines.** All vessel owners shall keep their vessels safely berthed or moored with adequate and sufficient mooring lines as determined by the Harbormaster. The District reserves the right to renew or replace any mooring lines found deficient or inadequate and to charge the owner of the vessel the costs of such renewal or replacement.
- E) **Floatable fenders required.** All vessels moored in the Harbor shall have attached floatable fenders appropriate, in the judgment of the Harbormaster, to the size and displacement of the vessel in order to prevent damage to vessel, other vessels, harbor facilities, persons or property of any kind. Non-floatable fenders are prohibited. Tires shall not be used as fenders. The use of properly rigged fender boards is encouraged.
- F) **Houseboats, time limit.** Houseboats are permitted in the harbor on a transient basis only and in no case shall remain longer than 30 days.
- G) **Length of vessel.** A berthed or moored vessel shall be no more than 10 percent shorter or longer than the slip unless authorized by the Harbormaster.
- H) **Making fast to dock.** No person shall make any vessel fast to any dock, slip, wharf, pier or mooring except with such lines and in such manner as approved by the Harbormaster.

- I) **Mooring to opposite dock.** No person shall lead any mooring line from any vessel lying at a dock across the slip to the opposite dock, without first obtaining permission from the Harbormaster.
- J) **Pedestrian hazards.** No unattended lines, hoses, electrical cords, or other materials shall be laid across any walkway so as to create an obvious pedestrian tripping hazard.
- K) **Required movement of vessels.** The District may require that any vessel be moved to a mooring or berth to which it has been assigned or reassigned at any time, as provided by Section 8.110 (Movement of Vessels in the Harbor).
- L) **Rafting.** Vessels shall not raft against another vessel unless authorized by the Harbormaster and the Master, Owner or Operator of the other vessel. In cases where the Harbormaster has authorized a vessel to raft the Master, Owner or Operator of the rafting vessel shall assure that the safety and integrity of the mooring does not rely solely on the mooring lines of the other vessel and that adequate and proper fendering is used to prevent damage to either vessel, harbor facilities, persons or property of any kind. The owners of every vessel rafting across the end of any pier or dock, or whose stern or bow extends beyond the edge or end of any berth, and every vessel lying alongside another berthed vessel shall, while occupying such a position, be responsible for any and all damage to itself or to any other vessel, any harbor facilities or to any persons or property of any kind resulting from occupying such position.
- M) **Stray current corrosion and connecting cords:**
- 1) **Stray current prohibited.** No vessel shall be operated or maintained so as to transmit stray current. Stray currents may be tested by measuring the resistance between the dock end of the shore power cord and the water adjacent to the vessel, as follows: The shore power cord shall be connected in the normal manner to the vessel, but shall be disconnected from the power pedestal. The shore power switch aboard the vessel shall be in the ON position and at least one device aboard the vessel shall be connected and its operating switch shall be in the ON position. (1) – An ohmmeter shall be used at the dock end of the shore power cord to measure the resistance between the BLACK (HOT) lead and the water adjacent to the vessel. The resistance must be AT LEAST 100,000 OHMS. (2) – The resistance at the WHITE (NEUTRAL) lead shall then be tested in a similar manner. The resistance must be AT LEAST 100,000 OHMS. (3) – The resistance at the GREEN (GROUND) lead shall then be tested in a similar manner. The resistance MUST NOT EXCEED 10 OHMS. All three conditions must be met for the vessel to safely utilize shore power. Vessels not meeting all three conditions should be disconnected from the shore power and correct the vessel's electrical problem.
 - 2) **Correction of stray current problems.** If a vessel is found to be producing stray current, the Manager shall give notice to the owner and a reasonable amount of time provided to correct the problem, not to exceed 10 days. The Harbormaster shall have the authority to disconnect the vessel from shore power immediately if the level of stray current being produced poses an immediate threat to personal safety or will cause the rapid corrosion of the vessel and/or its neighboring vessels or structures. If the vessel is unplugged upon discovery of the stray current, every effort will be made to notify the vessel owner as to the action taken. The District shall, however, assume no liability for any losses or damage suffered from the denial of shore power to a vessel.

- 3) **Revocation of permit.** If the vessel is reconnected by the owner without being fixed, for any other purpose than stray current testing, the District may revoke the assigned berth permit.
 - 4) **Connecting cord requirements.** Shore power cords shall be of the three-wire type including a functioning ground wire with insulation types SO, ST, or STO and with a wire thickness in accordance with the National Electric Cord Standards. Minimum wire size shall not be under 10 gauge. Cords that are found to be a significant hazard to safety will be unplugged immediately. Shore power cords shall be in accordance with the National Electrical Code, 1996 edition, incorporated herein by reference, and applicable standards of the California Department of Boating and Waterways.
- N) **Electrical Service to Vessels.** The District reserves the right to disconnect the electrical service to any vessel at any time, however, will endeavor to notify the owner when this occurs. The reasons that the District may disconnect electrical service may be, but are not limited to, non-payment of berthing fees, stray currents, excessive power load and other reasons necessary for safe and efficient harbor operations.
- O) **Prohibited Discharges – Penalty.** No person shall discharge, or allow to be discharged any oil, sewage, grey water, or other materials into the waters or upon the lands of the District that are otherwise prohibited by laws, regulations or ordinances of the United States, the State of California, or the County of Monterey.

6.110 – Live Aboard Vessels and Persons Living Aboard

As provided by this section, the District may allow a limited number of recreational vessels to be used for temporary residential purposes incidental to their primary recreational use, to provide for improved security within the Harbor. No person shall live aboard any vessel in the Harbor without a permit to live aboard and payment of all applicable fees. No person shall live aboard any vessel in the Moro Cojo Slough or Elkhorn Slough for any period of time. Anyone in violation of this section shall, in addition to any other penalties provided by this Code, be subject to forfeiture of their berthing permit and other privileges at the District.

- A) **Applicability.** The requirements of this section apply to recreational vessels being used or intended for use as a place of temporary residence and meeting the definition of live-aboard vessel contained in Section 2.200, and to any other person who lives aboard a commercial vessel or commercial fishing vessel while in the harbor more than 2 days out of 7 consecutive days. No individual will be allowed to stay more than 2 cumulative days out of 7 consecutive days on any vessel or vessels in the Harbor without a Live-aboard Permit or prior written authorization from the Harbormaster.
- B) **Application requirements.** All persons desiring to live aboard a vessel in the Harbor shall file with the District an application on the form required by the Harbormaster, which shall be accompanied by the fee required by Chapter 20 for the period for which live-aboard authorization is requested.
- C) **Limitation on number of live-aboard vessels.** The District will allow a maximum of 60 vessels meeting the live-aboard vessel definition contained in Section 2.200. The District shall not restrict the number of persons living aboard commercial vessels or commercial fishing vessels in the harbor provided such persons comply with the ordinances of the District and any other rules and regulations that may be established from time to time by

other regulatory agencies which apply to persons living aboard vessels in the harbors of Monterey County or the State of California.

D) **Time limits.** Live-aboard vessels and persons living aboard vessels shall be subject to the following time limits:

- 1) **Term of permit.** No application will be accepted and no permit will be issued by the District to live aboard a vessel in the Harbor for more than 30 days. All permits will expire on the last day of each month, and will renew automatically unless revoked or suspended by action of the Harbormaster. The Harbormaster will submit a report to the Board containing the names of all live-aboard vessels, all persons living aboard, their assigned berth numbers, and any pending revocation or suspension action at each regular Board meeting. Nothing contained in this paragraph shall prevent the District from utilizing the Unlawful Detainer procedure as provided by State law.
- 2) **Time out of Harbor.** Live-aboard vessels and persons living aboard can leave the Harbor for any length of time and retain their status as long as required fees are paid.

All vessels used for living aboard must meet the requirements of Section 6.120, prohibiting the berthing of inoperable vessels.

E) **General conditions.** All live-aboard vessels and vessels with persons living aboard shall:

- 1) Be in compliance with the rules, regulations and requirements of the Monterey County Health Department, the United States Coast Guard, and the District. The District shall have the right of inspection before a permit is issued;
- 2) Be maintained in a clean and orderly manner;
- 3) Have a working telephone or VHF marine radio monitored aboard the vessel for security. Installation of the device shall be at the owner's sole expense;
- 4) Have telephone service, either by local telephone service provider, cellular service, or personal communication service (PCS), and
- 5) Insofar as occupancy is concerned, be considered single family dwellings and shall at no time house a number of persons so as to create a public nuisance or to be detrimental to the health, safety, and welfare of other users of the Harbor.
- 6) No vessel may be leased or rented for the purpose of accommodation or residence not consistent with the primary operation of the vessel, being commercial or recreational.
- 7) All persons living aboard vessels in the harbor must be registered with the District on the forms, and in the manner provided by the Harbormaster.

F) **Validity of Permit.** The Harbormaster shall not grant or renew a permit to live aboard, or otherwise authorize a persons to live aboard a vessel in Moss Landing Harbor who owes money to the District except in accordance with Section 20.010(C)(4)(b). Continuing permission to live aboard any vessel is contingent upon time and full payment of all fees.

§6.115 - Guests; Contractors

- 1) Without the Harbor Master's prior written authorization, no guests are allowed on any vessel at any time without the slipholder/ registered owner of the vessel present

throughout the guests' stay. The owner of a vessel wishing to authorize a guest to stay with them on their vessel must complete and submit a Guest Authorization form in advance of their guest's visit and the guest must check in at the Harbor Master's office prior to their visit.

- 2) Persons for hire to perform maintenance or repairs on a vessel are not considered "guests" for purposes of this Section. Such persons for hire are considered "contractors" and the owner of a vessel wishing to authorize a contractor to have access to their vessel must complete and submit a Contractor Authorization form in advance of allowing a contractor on District property, and the contractor must check in at the Harbor Master's office prior to accessing the slipholder's vessel.
- 3) Such forms can be submitted via facsimile or electronically so long as the contents can be verified with the slipholder. No contractor will be allowed on the vessel between the hours of 10 pm and 5 a.m. Nothing in this Section shall be construed to allow a guest or a contractor to violate Section 6.110 which prohibits individuals from staying more than 2 cumulative days out of 7 consecutive days without a Liveaboard Permit.

6.120 - Inoperable and Unseaworthy Vessels Prohibited

- A) **Operable and seaworthy condition required.** Boats berthed in the Harbor must be operable and maintained in a seaworthy condition, except when under active repair for no more than 30 days, and be of a design suitable for operation on the waters of Monterey Bay.
- B) **Questions of operability or seaworthiness.** In cases where the Harbormaster is concerned that a vessel may be inoperable or unseaworthy, the Harbormaster may act as follows:
 - 1) **Operability.** The Harbormaster may request a demonstration of a vessel's operability by giving at least 30 days advance written notice to the vessel owner. Notice shall be given to the owner in person or by Certified or Registered Mail, and by posting on the vessel if the vessel is in the Harbor. The Owner may demonstrate the vessel's operability by any one of the methods defined in Section 2.200
 - 2) **Seaworthiness.** Seaworthiness shall be determined by a qualified independent marine surveyor selected through mutual agreement between the Harbormaster and the owner. When a determination of seaworthiness is required by the Harbormaster, the expense of the surveyor shall be paid by the District in cases where the surveyor determines that the vessel is seaworthy, and the expense of the surveyor shall be paid by the vessel owner where the surveyor determines that the vessel is unseaworthy.
 - 3) **Repair required.** Where a vessel is found to be inoperable or determined to be unseaworthy in accordance with this section, the owner shall have 30 days to affect repairs and bring the vessel into compliance. If after 30 days the vessel is still inoperable and/or unseaworthy, the berthing permit shall be revoked. This section is not intended to apply to brief periods of repair common to most vessels. See Section 6.120(A)
- C) **Berthing permit surcharge.** If any vessel is found to be inoperable or unseaworthy, the District may, in addition to any other available remedy, impose a surcharge on the berthing permit fee for the vessel in the amount provided by Chapter 20; the surcharge shall

continue until the vessel is made operable or seaworthy, or is removed from the Harbor by owner. The surcharge imposed for any period of time less than one calendar month shall be prorated. The surcharge shall begin at the expiration of the 30-day periods specified in subsection (B)1 above.

6.130 Mooring In Designated Areas

- A) **Mooring in designated areas.** The Harbormaster may designate locations within the Harbor in which mooring shall be allowed only with a special Berthing Permit for Mooring. The vessel must be moored in such a manner to safeguard harbor operations and other vessels from collision or other damage, and to not obstruct navigation by other vessels. Failure to moor the vessel in such manner shall result in cancellation of the permit, subject to the provisions of Chapter 24 of this Code, and shall be a misdemeanor.
- B) **Fee.** The fee for a Berthing Permit for mooring shall be in the amount established under Section 20.100.
- C) **Duration.** Berthing permits for mooring shall be issued for a period of up to one month, subject to renewal by the District.
- D) **Overnight passengers.** Persons shall not stay aboard vessels moored in the designated locations between the hours of 2:00 A.M. and 6:00 A.M., except as expressly authorized by the Harbormaster.

6.200 - Inspection of Vessels

The Harbormaster is authorized to go aboard any vessel in the Harbor for inspection, and the owner or operator, when present, shall allow such inspection, in any case where the Harbormaster determines that:

- A) Conditions or activities on the vessel may cause immediate danger to life, property or the environment; or
- B) There is reasonable cause to believe that the owner, operator, or other person aboard the vessel may be incapacitated, or otherwise in need of emergency assistance.

6.300 - Removal of Derelict Vessels by District

If any vessel is found to be derelict, or subject to the provisions of Harbors and Navigation Code Section 522, in addition to the sanctions, remedies and other provisions provided in Section 522, the owner of the vessel may be subject to forfeiture of all berthing privileges in the District and may be ordered to remove the vessel from District waters. Notice of forfeiture shall be included in the notices provided for under Section 522. No berthing privileges shall pass to any person as a result of any sale or transfer under Section 522.

6.310 - Removal of Vessel With Charges Due Prohibited

- A) **Pay before removal.** No person shall remove or cause to be removed from the Harbor any vessel upon which charges for berth rental or any other service are delinquent, without paying all the delinquent charges to the District, and any penalty fee established by the District fee schedule unless such person is ordered to remove the vessel by the Harbormaster.

- B) **Falsification.** It shall be unlawful for any person to violate any written promise given pursuant to this section or willfully to give false information to the District in order to secure the removal of a vessel.
- C) **Urgency Power.** The District and its employees are hereby authorized to take any lawful action necessary to prevent the removal of a vessel in violation of this section, including locking, or otherwise fastening a vessel at its berth.

CHAPTER 8 - VESSEL OPERATIONS

8.110 - Movement of Vessels in the Harbor

- A) A vessel must shift or go into the channel at its own expense whenever it is ordered to do so by the Harbormaster, who shall have the power to enforce the removal of the vessel at its own expense at any time.
- B) Every master, agent, or owner of any vessel who does not obey the lawful orders or directions of the Harbormaster in any manner pertaining to the regulations of the Harbor or the movement, removal or stationing of any vessel is guilty of a misdemeanor.
- C) Vessels may be moved by the Harbormaster with or without the consent of the owner or other person in charge, for the protection of life or property or for proper utilization of harbor facilities. (See Section 20.100(C), Special Service and Equipment Fees.)

8.120 - Obstructions to Navigation Prohibited

Every person who unlawfully obstructs or causes obstruction to navigation in the Harbor is guilty of a misdemeanor, as provided in Harbor and Navigation Code Section 131.

8.140 - Public Peace, Vessel Owner Responsibility

- A) The owner of a vessel will be responsible for the conduct of those using it or visiting or occupying it, and of the master or other person in charge of it, and they are jointly and severally liable for any penalty established by law.
- B) The owner of a vessel is required to notify District staff in writing when the owner hires or otherwise invites an individual to perform work on or otherwise access the owner's vessel. Such notification shall include the anticipated duration of the access, the hours and days the access will occur, the name of the individual, and the vessel owner will direct the individual to register at the District's office and provide identification to District staff prior to commencement of any work or otherwise accessing the owner's vessel. The vessel owner acknowledges that such owner is responsible for the actions of his/her invitee while the invitee is on District premises
- C) Disturbance of the peace by those aboard any vessel in the Harbor is prohibited, and may be the basis for revocation of the vessel's berthing permit, in addition to any applicable criminal penalties.

8.150 - Sails on Vessels

No vessel shall remain tied-up to any dock or slip with any sail hoisted on its mast. All sails shall be dropped as soon as a vessel is tied-up, and shall remain down until the vessel is being made ready for imminent departure. Sails may remain up temporarily while drying or being checked if the following conditions are met:

- A) The vessel is attended while sails are up;
- B) All sheets are left loose so sails are free in the wind;
- C) No extra strain on the slip results from the sails being up; and
- D) Such activity is deemed prudent, under the circumstances, by the Harbormaster.

8.160 - Salvage

Any vessel that is determined by the Harbormaster to be in danger of sinking or is a hazard to other vessels or the premises may be removed forthwith with all expense and risk of loss or damage being the responsibility of the vessel owner. If the District is required to render salvage services to any vessel, all such costs shall be paid by the owner. The District shall be entitled to recover costs and expenses including reasonable attorney's fees and court costs incurred in removal or salvage.

8.170 - Speed Limit

Vessels, boats and dinghies within all portions of the Harbor except the Harbor mouth area between the jetties shall not operate at a speed greater than four knots, or at a speed that creates any wake sufficient to damage vessels or other property, whether or not damage is caused. Any person operating a vessel contrary to this section shall be responsible for any damage caused by their wake, and may be cited and fined as provided by Section 20.100.

CHAPTER 10 - MOTOR VEHICLE REGULATIONS

10.100 - Motor Vehicles

It shall be unlawful for anyone to:

- A) Drive or operate any motor vehicle onto or upon any dock or launch ramp except for the purpose of loading or discharging freight or while performing necessary duties that require the vehicle on a dock or launch ramp. Any vehicle shall be subject to the provisions of this section and shall be under the constant attendance of the operator while on a dock or launch ramp. The operator shall immediately remove the vehicle from the dock or launch ramp upon completing the necessary activities on the dock or launch ramp. The General Manager shall take charge of any vehicle left upon any dock or launch ramp in violation of this rule, and shall store the vehicle at the expense of the owner. Any person violating this rule shall, in addition to the monetary penalties provided by this Code, be refused any further access to any dock without first obtaining special permission from the General Manager;
- B) Drive or operate any motor vehicle, trailer or semi-trailer from which any gasoline, oil or other liquid other than clean water is dripping;
- C) Fill the fuel tank of any motor vehicle with gasoline, or other petroleum product, or to extract such products from a vehicle while on any dock or launch ramp; or
- D) Store a motor vehicle on any District property, except in storage or parking areas designated and/or posted by the District.

10.110 - Parking Requirements

- A) **Designated parking areas.** Parking within District parking lots is by permit only. The District may identify certain spaces as “handicapped”, “loading/unloading”, “reserved” and “visitor” for which a District permit is not required. The District may limit the duration of parking allowed in certain lots or certain areas of lots.
- B) **Parking permits.** Parking is allowed in District lots only after first obtaining a parking permit, except in parking spaces designated as “Visitor” and marked with green paint. The issuance and use of parking permits is subject to the following requirements:
 - 1) **Eligibility for permits.** Parking permits shall be issued by the District as follows:
 - a) Vessels with assigned berths shall be issued one complimentary parking permit for each person or entity who assumes responsibility for payment of berthing fees according to information provided for the District’s records. A maximum of two (2) such permits shall be issued. The berth holder shall be responsible for the permits. One such permit may be replaced once without charge. The standard parking permit fees shall be charged for any subsequently replaced permits. Only two complimentary permits, including any replacements thereof, per assigned berth will be valid at any one time.

Such permits shall be valid only for vehicles capable of parking wholly within the confines of one parking stall as defined in C) 3) below. If the vehicle is not capable of parking wholly within the confines of one parking stall then, if the General Manager issues a permit in accordance with B) 1) c) below, the assigned berth

holder will pay the difference between the cost of a monthly parking permit and the cost of an oversized vehicle in accordance with the rate and fee schedule.

- b) All other vessels, crewmembers and those otherwise having business at the Harbor may purchase parking permits in accordance with the District Fee Schedule set forth in Section 20.100 as the same may be changed from time to time.
 - c) Permits may be issued for motor homes and oversized vehicles, only at the discretion of the General Manager.
 - d) Permits shall be issued to Harbor Commissioners and District employees.
 - e) Parking permits may be transferred between vehicles belonging to the same person.
 - f) Parking permits shall not be required in the parking lots adjacent to the District's offices from one-half hour before to one-half hour after the periods of scheduled meetings of the Board of Harbor Commissioners.
- 2) **Required display of stickers and permits.** Required parking authorizations must be visible at all times, with the expiration date, if any, clearly visible from the exterior of the vehicle, in compliance with the California Vehicle Code, and positioned so that the Vehicle Identification Number is not obstructed. Hanging permits shall be displayed on the driver's side dash or from the rear view mirror. Adhesive permits shall be displayed on the lower left driver's side of the windshield. All other permits shall be displayed on the driver's side dash.
- 3) **Revocation.** The District may, at its discretion, revoke any privileges authorized under this section.
- 4) **Violation.** Violation of this Section is an infraction
- C) **Use of District parking lots.**
- 1) **Overnight parking.** No person shall leave a motor vehicle or trailer on any District parking lot between the hours of 12:00 P.M. midnight and 3:00 A.M. without first securing permission from the District. Any person whose berthing fees are paid may have permission for overnight parking on a District lot with a valid permit, however, occupied vehicles shall be subject to additional fees.
 - 2) **No parking areas.** No person shall, at any time, park a motor vehicle or trailer on any District parking lot in an area designated "No Parking" except for emergency purposes.
 - 3) **Parking in stall required.** Unless authorized by the District, no person shall park a motor vehicle, trailer or oversized vehicle on any District parking lot or roadway except within a stall marked for parking. All motor vehicles, trailers or oversized vehicles must be parked wholly within the confines of one parking stall, allowing for the appropriate entry and exit of the subject vehicle as well as adjacent vehicles. Any oversized motor vehicles or trailers that cannot be parked entirely within one stall shall park, after first obtaining a permit in accordance with B) 1) c) above from the District and payment of appropriate fees, in the area, if any, designated by the District for parking oversized vehicles.

- D) **Operable, registered vehicles required.** All private vehicles parked in a parking lot owned, maintained, or leased by the District shall be operable and shall be currently registered with the Department of Motor Vehicles. Failure to maintain an operable, registered vehicle in a District parking lot shall cause the District to revoke the vehicle owner's Permit and the vehicle shall be removed at owner's expense.
- E) **Citation and/or removal for unauthorized parking.** Unauthorized parking in the Permit area, or extended parking in a limited duration parking area, can result in a citation or the removal of the vehicle at owner's expense. Vehicles parking with expired or revoked permits shall be considered unauthorized-parked vehicles.
- F) **Speed limit.** The speed limit for motor vehicles in District parking lots is 15 miles per hour.
- G) **Trailer parking.** No boat trailer or other trailer parking shall be allowed without a permit issued by the District.
- H) **Vehicle Code requirements.** All applicable provisions of the California Vehicle Code shall apply to vehicles operated on District property.

10.200 - Vehicle Repairs

No person other than a District employee working on a District-owned vehicle shall repair a vehicle in the Harbor area without the General Manager's express authorization.

CHAPTER 12 - DISTRICT PROPERTY REGULATIONS

12.010 - Purpose and Applicability

The purpose of this chapter is to provide regulations for the use of District-owned properties by the public, vendors, concessionaires, renters or lessees. These regulations apply to the specific properties covered by this chapter in addition to all other applicable provisions of this Code.

12.100 –District Property Generally

- A) **Aircraft.** It shall be unlawful for any aircraft to land, taxi, park or take off on any District property, including beaches, roads, parking lots and other open areas, except for county, state or federal aircraft in the performance of official duty or in an emergency.
- B) **Public Intoxication .** It is unlawful for any person in an intoxicated condition to remain or be on any District property, regardless of whether such person is in or upon any vehicle or conveyance.
- C) **Fires and firearms:**
- 1) No person shall light, use or maintain a fire on any District property except in a fireplace or containment vessel. No person shall abandon any fire without first having completely extinguished it with water; no fire, coals or ashes shall be covered with sand. Open fires are not permitted on any vessel in Moss Landing Harbor.
 - 2) No person shall fire or discharge any rifle, pistol or other firearm on District property without first having obtained permission in writing from the General Manager or the sheriff.
- D) **Public peace.** Disturbance of the peace by any person on any District property shall be prohibited.
- E) **Play, games and sports.** No person shall engage in any activity on District property that is likely to cause injury. The only games permitted are those which are organized so as to not cause disruption of or infringement upon other District activities or District employees.
- F) **Wheeled conveyances on docks.** It is unlawful to use rollerskates, skateboards, bicycles, scooters or other similar conveyances on District docks, floats, ramps and gangways.
- G) **Personal Floatation Devices (PFD).** All persons should, and all children under 12 years of age shall wear a PFD when on District docks, floats, ramps and gangways.
- H) **Animals.** See Section 14.100, Animal Control.
- I) **Littering.** No person shall leave, deposit, drop or scatter broken glass, ashes, waste paper, cans, animal carcasses or any other rubbish, refuse or other discarded material in any location other than an approved District trash receptacle, and no person shall discard on District property or in District trash receptacles such materials that originate from places other than District property.
- J) **Launching.** Launching from Harbor District property is authorized at launch ramps and areas designated accordingly by posted signage. A launch permit is required to launch in any authorized location on District property.

- K) **Permit Required.** Using, accessing, trespassing and encroaching on the banks owned or controlled by the Harbor is strictly prohibited without a facilities use permit (see Chapter 26).

12.200 - District Beaches

The requirements of this section apply to all public use of beaches owned or controlled by the District.

- A) **Alcoholic beverages.** The possession or consumption of any alcoholic beverage is prohibited on any District beach. It is unlawful for any person in an intoxicated condition to remain or be on any District beach, regardless of whether such person is in or upon any vehicle or conveyance.
- B) **Camping.** Beach camping or overnight sleeping is prohibited.
- C) **Closed areas.** No person shall enter any portion of beach posted by the District as being closed to public access.
- D) **Glass containers.** Glass containers are prohibited on all District beaches.
- E) **Restoration areas.** Interference with or damage to areas being revegetated or otherwise restored is prohibited.
- F) **Swimming areas.** Surfing, windsurfing, and the use of other watercraft is prohibited in waters adjacent to beaches designated and posted by the District for swimming only.

12.300 - Dry Storage Area

- A) **Authorization for use required.** Use of the District dry storage area is allowed only with the permission of the General Manager, and only for the purpose of storing vessels and related personal property after assignment of an individual storage space and paying the fee required by Section 20.100. Applications for storage space shall be on the form provided by the District. Assigned berth permittees with vessels on extended trips may store their motor vehicles in the dry storage area for a period approved by the General Manager without a fee. No major repairs or work are allowed in the District dry storage area without permission of the General Manager.
- B) **Identification required.** All vehicles, vessels and equipment in the dry storage area shall have current registration. License numbers and Permits or other suitable identification shall be affixed and visible.
- C) **Movement of stored materials.** All vehicles, vessels and equipment placed in the dry storage area shall be moved by their owner as required by the General Manager.

12.400 - Kirby Park

- A) General rules and regulations for park use. Within Kirby Park, no person shall:
- 1) Operate a vehicle of any type outside the designated driveway and parking area;
 - 2) Light, use, or maintain a fire, except in a fireplace or containment vessel;
 - 3) Camp or sleep overnight;
 - 4) Discharge a firearm;

- 5) Litter; or
 - 6) Violate any other law, ordinance, rule, or regulation of the District, County, or State.
- B) **Use of boat launch ramp.** All persons using the boat launch ramp shall obey all District, County, and State laws and regulations regarding boat safety and courtesy.

12.500 – Elkhorn Slough

All commercial vessels using Elkhorn Slough shall be clearly marked with letters and numbers at least four (4) inches high on each side of the vessel which identify the commercial entity owning or operating the vessel and the individual vessel within the fleet. The District shall be provided with a list of all such commercial vessels operating on Elkhorn Slough.

All persons operating commercial vessels on Elkhorn Slough shall have a permit issued by the District for such operation.

12.600 – Recreational Vehicle Park

- A) **Check Out Time.** The check out time shall be 12:00 noon. Any vehicle parked after that time shall be billed for an additional day.
- A) **Speed Limit.** The speed limit shall be 5 miles per hour at all times.
- B) **Quiet Hours.** Quiet must be maintained between the hours of 10:00 p.m. and 6:00 a.m. During these hours the playing of music, loud conversation, and other such noises are prohibited. Vehicles may not run generators during these hours.
- C) **Tent Campers.** Tent campers are welcome on a space-available basis.
- D) **Children.** Children must be supervised by parents at all times. Small children must be accompanied by an adult at all times in restrooms, laundry, tot-park, parking lots, docks, floats and wharves.
- E) **Clotheslines.** Clotheslines are prohibited.
- F) **Drain Hoses.** Drain hoses to the ground are prohibited. All sewage, grey water, and any other discharge from the recreational vehicle must be to the designated dump station.
- G) **Sites.** All sites must be kept clean and free of debris. No repairs, oil changes, or washing of vehicles is allowed in the Recreational Vehicle Lot.
- H) **Parking.** One vehicle is allowed at each site. All extra vehicles must be parked in the District's parking lot.
- I) **Pets.** Pets are welcome, however they must be on a leash not to exceed 6 feet at all times when outside the recreational vehicle. Please exercise all pets in the area provided. Clean up after your pet.
- J) **Trash.** All trash must be deposited in appropriate receptacles. Do not leave trash in the site areas.
- K) **Operating Hours.** The recreational vehicle park is operated 24 hours per day. It is the responsibility of the recreational vehicle owner to assure that all rules and regulations are complied with.

- L) Fees.** Fees are payable in advance. Failure to pay fees will result in penalties described elsewhere in this Ordinance Code.
- M) Length of Stay.** No recreational vehicle may occupy a site for more than 30 consecutive days. At the end of 30 days any person desiring to stay longer must remove the recreational vehicle, and all appurtenances and accessories thereto, from the recreational vehicle park for a period of at least 6 hours, after which such recreational vehicle may occupy another site, if available.
- N) Reservations.** Reservations may be accepted in conjunction with berthing inquiries. All reservations require prepayment for the length of stay desired.

12.700 – Fisherman’s Memorial Park

This section is reserved for future use.

CHAPTER 14 - GENERAL HEALTH AND SAFETY REGULATIONS

14.100 - Animal Control

- A) **Leashes.** It shall be unlawful for pet owners to allow their pets to roam freely anywhere on District property. When not confined to a vessel, vehicle or building, the animal must be on a leash no more than six feet long.
- B) **Strays.** Any animal found running loose may be taken up by authorized District personnel and delivered to the Monterey County Department of Animal Regulation, provided that District personnel will attempt to locate the owners of licensed animals before impounding.
- C) **Cleanup.** No person shall allow their animal to defecate on any District property without the person properly depositing the waste in a receptacle designated for trash disposal.
- D) **Noise.** It shall be unlawful for pets to cause excessive noise or disturb the peace. Pets are not to be allowed or placed on private property within the Harbor without the express permission of the property owner.
- E) **Licensing.** All persons owning, caring for, or controlling any pet shall comply with all applicable rules, regulations, laws or statutes requiring licensing, tagging, and vaccinating of pets.

14.110 - Explosives, Acids, Flammable Liquids

- A) **General requirement.** Except as expressly authorized by the General Manager, explosives, acids, and containers that have been used for the storage or transportation of diesel, oil, gasoline, distillate, kerosene, or other flammable products or toxic chemicals, shall not be permitted to remain overnight in the Harbor.
- B) **Explosives.** It shall be unlawful for any person to store, place, or handle within the Harbor Class "A", "B" and certain Class "C" explosives as defined in Title 49, U.S. Code of Federal Regulations. Small arms ammunition is permitted, provided it does not violate any Federal, State or local laws or ordinances that may apply, and provided it is not loaded in a weapon. State-approved seal bombs, or equal, may be stored and handled but not detonated in the Harbor. Coast Guard approved flares may be stored and handled but not fired (except in emergencies) in the Harbor.
- C) **Flammable liquids.** No person shall handle or store more than one gallon of any Class I flammable liquid, (excluding Coast Guard-approved liquids in Coast Guard approved fuel tanks, and No. 2 diesel oil in approved type drums or tanks) on the docks or waters of the Harbor, or on vessels docked or berthed at the Harbor.

14.120 - Fire-Fighting Apparatus

It shall be unlawful for any person to obstruct or interfere with the free and easy use of fire lanes or access thereto, or to use, remove or in any manner disturb, any fire extinguisher, fire hose, fire hydrant, or any part of any fire sprinkler system or any other fire fighting appliances or apparatus installed in or upon any dock, warehouse or other building, structure or premises under the jurisdiction of the District except for the prevention of or suppression of fire; provided, however, that nothing herein contained shall prevent the making of necessary repairs or tests by any person duly authorized to do so.

14.130 - Fishing from Docks and Bridges

Fishing from docks, bridges, wharves, piers and promenades of the Harbor is prohibited, except in specific areas posted by the District to permit fishing.

14.140 - Flames, Fire, and Welding

- A) Fire shall not be used on board any vessel to heat pitch, tar or other flammable substances, while such vessel is in any slip, basin, channel, or canal, or moored to any dock or other vessel; however, fire may be used for such purposes on boats or floating stages provided that sufficient emergency fire fighting equipment and fire watchmen, to the satisfaction of the General Manager, are present at all times.
- B) No bonfire or open fire for the burning of rubbish or refuse materials, or for any other purpose, shall be allowed on any of the property under the jurisdiction of the District, except as otherwise provided by this section.
- C) No welding or open fire shall be allowed on any dock, or upon any vessel in any slip, channel, basin, or canal, until and unless the General Manager determines that sufficient emergency fire fighting equipment, properly manned, is present and ready for immediate use.
- D) When a vessel is taking on or discharging fuel, petroleum products through a pipeline, or otherwise transferring fuel or petroleum products, all fires including fires in boilers, shall be extinguished, and no gas or electric welding shall be performed on or within 20 feet of the vessel. At least one Coast Guard approved fire extinguisher shall be present and ready for use at all times when fueling or transferring fuel or petroleum products.

14.150 - Refuse Disposal

The following provisions address refuse disposal within the Harbor.

- A) It shall be unlawful to discharge or deposit or cause the discharge or deposit, either from any vessel, or from the shore, dock, or other facility, any meat, fruit, vegetable, dead animal or putrefying matter, garbage, tires, paper, litter, waste, or any rubbish or refuse of any kind, in or upon the waters of the District, or on the land adjacent to any navigable water, either by ordinary or high tides, or by storms or floods or otherwise.
- B) All refuse shall be disposed of only in approved refuse containers that are regularly serviced and removed from the Harbor and dumped in approved disposal areas. The General Manager is authorized to order any person violating this section to immediately clean up and remove such refuse.
- C) In the event of failure by any such person to immediately remove refuse, the General Manager shall remove the refuse at the expense of such person. Failure to remove and properly dispose of refuse and/or failure to pay for the expense of removal and disposal shall be grounds for revocation of permits. All such charges for removal and disposal shall remain due until paid, notwithstanding revocation of permits.
- D) It shall be unlawful for any person to enter into any trash or rubbish receptacle, or recycling container for purpose of scavenging, collecting, reclaiming or recovering materials deposited in such receptacle or container by others. The practice of "dumpster diving" is not allowed on District property.

14.160 - Refueling Limited

No vessel shall be refueled at any Harbor berthing dock, and no fuel pipeline or hoseline shall be maintained or used on the property of the District. This section shall not prohibit the use of Coast Guard-approved closed systems and automatic coupler devices for portable fuel tanks, and shall not prohibit shifting fuel between tanks on the same vessel by a closed system. Fueling of vessels at any location other than the fueling dock shall require a permit issued by the District.

14.170 - Smoking

It shall be unlawful for any person to smoke, or to light, use, or carry any match, open flame or lighted lantern, upon any dock in the District where a "No Smoking" notice is displayed.

14.180 - Transfer of Hazardous Substances

No person without a permit shall cause the open transfer of any gasoline, fuel, or other toxic substance from one container or vessel to another, including but not limited to fuel tank of a vessel, within the Harbor other than at an authorized dock for the transfer of such substance. See also Harbors and Navigation Code Sections 135 and 293.

14.190 – Safety Equipment

It shall be unlawful for any person to tamper with, alter, modify or otherwise disturb any piece of safety equipment or safety system installed by the District or upon District property. This section does not apply to authorized persons engaged in repairs or installation of said equipment. Violation of this section is a misdemeanor.

14.200 – Backflow Devices

It shall be unlawful to connect to any hose connection on any dock unless such connection is fitted with a back flow device.

18.010 - Purpose

This chapter provides regulations to implement the policies of the Moss Landing Harbor District Master Plan addressing the protection of the natural resources under the stewardship of the District. Specific regulations will be incorporated into this chapter through amendment of this Code as applicable provisions of the District Master Plan are completed and adopted.

18.100 - Motorized Vessels in Elkhorn Slough

Motorized vessels operating within Elkhorn Slough shall be limited to a speed of four knots, or otherwise produces no wake. Vessels in Elkhorn Slough shall not approach seal haulout areas or otters and shall avoid harassment of birds in wetland areas. Damage to vegetation or soil while accessing and departing the waterway is prohibited.

18.200 - Surface Runoff Regulations

- A) **Purpose.** The purpose of this section is to provide regulations to protect the water quality of the Harbor and waterways under the jurisdiction of the District by implementing the provisions of the *Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters* and other applicable regulations published by the U.S. Environmental Protection Agency, to the extent that such implementation is within the authority and responsibility of the District rather than the State of California.
- B) **Boat cleaning and maintenance.** In order to minimize the introduction of pollutants into the Harbor from boat cleaning and maintenance activities, the following cleaning and maintenance practices are required for all boats moored in the Harbor, to ensure the proper disposal of solid and liquid wastes.
 - 1) **Hull cleaning and maintenance.** Hull cleaning and maintenance shall be performed to avoid the release to surface waters of harmful cleaners and solvents, and paint from in-water hull cleaning. Detergents and cleaning compounds used for washing boats should be phosphate-free and biodegradable, and amounts used should be minimized. The use of detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye should be avoided.
 - 2) **Hull painting.** The application of any paint containing any form of tributyl tin (TBT) to any vessel in the Harbor is prohibited.

CHAPTER 20 - FEES AND CHARGES

20.010 - General Rules for Fees and Charges

- A) **Fees and charges, when due.** All fees and charges established by Section 20.100 or other District ordinance are payable in advance of the service rendered, and shall be paid whether or not a statement is provided by the District. Berthing permit fees are due on the first day of the first month of any renewal period when paid annually. Utility Surcharge fees contained in Table 20.100(A)(5) shall be billed and payable with the berth rental fees for the month following the month in which the Utility Surcharge was incurred, with the exception of the Utility Surcharge fee for vessels that have persons living aboard, in which case the Utility Surcharge fee shall be billed and payable in advance with the berthing rental fees.
- B) **Personal checks.** The District may accept personal checks drawn in its favor for any license, permit, fee, charge or fine, or in payment of any obligation owing to it, or any trust deposit, if the person issuing the check furnishes to the authorized representative of the District satisfactory proof of identification by drivers license, or if the person issuing the check has his/her driver's license number on file with the District.
- 1) If any personal check is returned to the District without payment, for any reason, the District may impose a return check charge and may thereafter prescribe a different method of payment for that payment and future payments made by such person.
 - 2) The acceptance of a personal check constitutes payment of the obligation owed to the District to the extent of the amount of the check as of the date of acceptance when, but not before, the check is duly paid.
 - 3) The dishonor of any check received shall be grounds for the District to terminate the provisions of any service or facility to the person whose check is returned.
- C) **Late payment:**
- 1) **Interest.** Any amount remaining due and unpaid to the District 30 days after the payment was due shall accrue interest from the due date to the date of payment at the rate of 1 percent per month.
 - 2) **Late fee.** In addition to the interest accrued on late payment, any person who fails to pay an amount due to the District within 10 days of its due date will be subject to a late fee handling charge to cover the costs incurred for additional staff time, accounting work, and other expenses reasonably incurred in collection of overdue accounts, as provided by Section 20.100.
 - 3) **Collections.** The District may refer any overdue account to a collection agency, at the discretion of the General Manager, or may pursue collection by civil suit, which shall include the amount due, together with a penalty of 10 percent and an amount equal to court costs, and reasonable attorney's fees incurred in the suit.

- 4) **Guarantees from persons owning past due charges.**
- a) Prior to granting a permit or performing a service for a person owning past due charges to the District, the General Manager or Board may require from such person deposits or prepayment of charges in amounts greater than those set by Section 20.100, up to and including the amount reasonably necessary to protect the District against future financial loss occasioned by the applicant. In processing permit applications by persons owning past due charges to the District, the District shall be guided by the confidentiality provisions of applicable law.
 - b) Persons owing money to the District shall not be entitled to continuing use of the facilities or services of the District except on a “cash” basis, payment of which shall include an amount agreed to by the General Manager that shall be applied to satisfaction of the prior debt. Persons having a judgment against them in favor of the Moss Landing Harbor District issued by a court of competent authority shall not be entitled to use of the facilities or services of the District until such time as said judgment is satisfied. This section shall not apply to the use of facilities or services of the District that are available to members of the general public such as meeting attendance, public parking, shoreline access, etc., but does include each and every use of the facilities or services that requires a permit from the District.
- 5) **Installment Payments.** The District may, at the discretion of the General Manager, enter into an installment agreement for overdue charges due the District. Such agreement shall be negotiated between the General Manager and the responsible party for the overdue charges, and shall contain at a minimum, the following provisions:
- a) The annual rate of interest shall be at the prime lending rate, plus 2 percent.
 - b) The amount owing under the installment agreement shall be secured by a maritime lien on the vessel.
 - c) The responsible party shall agree to be personally responsible for the amount owed or accruing under the installment agreement.
 - d) The responsible party shall agree to pay all attorneys fees which may be incurred should responsible party fail to comply with the terms and conditions of the installment agreement.
 - e) The responsible party shall agree to maintain the underlying account current. The installment agreement shall become due and payable on demand immediately if the underlying account goes into arrears.
- D) **Sale for charges due the District.** See Harbors and Navigation Code Sections 500 through 505 and 522.
- E) **Penalty for Failure to Pay Dockage.** Any vessel which leaves any wharf, thoroughfare, slip, dock, or basin, unless forced to do so by stress of weather or by order of the Harbormaster, without first paying the dockage due is liable to pay double the regular rates plus the sum of Twenty Five Dollars.

20.100 - District Fee Schedule

Fee Schedule. The Board of Commissioners of the Moss Landing Harbor District hereby establishes the fees and charges for services provided by the District as set forth in Table 20.100 attached to this Chapter.

20.210 - Service Fee to Retrieve or Copy Public Records

A request to the District for copies of public records must be accompanied by payment of the fee established under Section 20.100.

20.240 - Service fee for CEQA Compliance

A) **CEQA compliance costs.** A permit application subject to review under the California Environmental Quality Act (CEQA) shall be accompanied by the CEQA review deposit established under Section 20.100, or such greater amount of deposit which the Environmental Coordinator estimates as the cost of environmental review. Should the deposit be expended conducting environmental review, the applicant shall be liable to the District for additional fees and costs in the amount actually incurred by the District for the consultant and studies, and for the costs to publish and distribute public notices related to the application. Failure to pay environmental review costs within 30 days after receiving the bill shall constitute an unreasonable delay by the applicant in the environmental review process and shall result in cessation by the District of the environmental review process until billing is made current.

B) **Exceptions.** Applications for District permits to carry out activities listed in Section 22.040.A.2 are not subject to this Section.

**Table 20.100 - District Fee Schedule
Revised July 1, 2019**

The fees and charges for services established by the Board under Section 20.100 of the Moss Landing Harbor District Ordinance Code for (A) berth rental fees, (B) District permits, and (C) services and equipment, are set forth below:

A) Berth rental fees. Berth rental fees for assigned, temporary, and transient berths, and for mooring in designated locations, are in the amounts set forth. Exceptions to assigned berth fees may be granted by the Board when the Board determines that conditions may warrant the suspension of the assigned berth charge or assessing a different charge against the government of the United States, or of any other nation, or otherwise is in the interest of public welfare.

1) **Assigned Berth Permit Fees** - Calculated on a monthly basis of \$ 8.15/foot. All vessels holding an assigned berth permit will be billed on the basis of vessel length over-all, or berth length, whichever is the greater for the berth to which the vessel is assigned. This is irrespective of the actual berth held by the vessel. Persons having an Assigned Berth shall be entitled to the following discounts:

a) **Annual Payment Discount** - A discount of 3% off the regular fee for payment of one year in advance. All such annual fees are due on October 1st of each year.

Should an assigned berth permit be issued subsequent to October 1st of any year, and the permittee wishes to pay the slip fee annually, a discount of 3% off the regular fee will be applied for the remaining months thru the following September 30th.

Existing annual assigned berth permittees will be entitled to a 3% discount until all annual accounts expire on September 30th, 2008.

In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without the advance payment discount prior to issuing of any refund. This discount may not be taken in addition to the Quarterly Payment Discount.

b) **Quarterly Payment Discount** - A discount of 3% off the regular fee for payment of 3 months in advance. In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without advance payment discount prior to issuing of any refund. This discount may not be taken in addition to the Annual Payment Discount.

c) **Commercial Vessel Discount** - A discount of \$.50/foot for commercial vessels defined as follows provided the owner's account is paid current:

(i) **Commercial Fishing Vessel** - A vessel currently licensed by the California Department of Fish and Game for commercial fishing, and currently documented by the United States Coast Guard as a fishing vessel or licensed by a state, and having landing receipts dated not more than one year prior to the date of application for commercial discount. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.

- (ii) The \$5,000 landing receipt requirement is suspended during any closure of any given fishery for which the assigned slipholder has a valid permit and on which the slipholder has relied in the past to meet the provisions of this section. The suspension is valid until the fishery reopens, the slipholder allows the fishing permit to lapse, or for a period of two years, whichever first occurs. Nothing contained herein shall prohibit the District from discontinuing or reducing the discount at any time.
 - (iii) Notwithstanding the foregoing, unless the vessel provides \$5,000 worth of landing receipts, no persons will be allowed to stay on board the vessel without a liveaboard permit applied for and issued in accordance with §6.110.
 - (iv) Commercial Passenger Vessel - A vessel currently documented by the United States Coast Guard for the carriage of passengers or licensed by a state, and having proof of commercial service in the form of receipts or IRS Form 1040, Schedule C or other such proof acceptable to the Harbormaster, and whose owner holds a current Facilities Use Permit issued by the Moss Landing Harbor District permitting the commercial use of the vessel in or from Moss Landing Harbor. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.
 - (v) Other Commercial Vessel - A vessel currently documented by the United States Coast Guard or licensed by a state, and having proof of commercial status acceptable to the Harbormaster, and whose owner holds a current Facilities Use Permit issued by the Moss Landing Harbor District permitting the commercial use of the vessel in or from Moss Landing Harbor. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.
- d) Offloading Commercial Vessel Discount – a discounted berth fee of 50¢/foot per day will be charged to commercial vessels that are not subject to an existing berthing agreement with Moss Landing Harbor that offload fish in an established commercial fish offloading facility in the Harbor, subject to providing a landing receipt for such service to the Harbor upon check-in. Such discounted fee shall be in effect for a maximum of 48 hours. Thereafter, the vessel shall be subject to standard berthing fees established by the District's fee schedule.
 - e) Traveling Vessel Discount - A discount of \$1.00/foot for each full calendar month that the vessel is away from Moss Landing Harbor. This discount may only be taken if the owner or operator of the vessel notifies the harbor office on or before the 1st day of the month that the vessel will be absent for the month following. Except as otherwise provided for in this section the definition of "Commercial Vessel" contained in Section 2.200 remains in effect.
- 2) Temporary Berth Permit Fees - Calculated on a monthly basis of \$ 12.15/foot. All vessels holding a temporary berth permit will be billed on the basis of the berth size appropriate to the length of their vessel over-all. Fees apply whether vessel is side-tied, end-tied, in a berth or rafted. Fees apply whether or not vessel has access to utilities. Persons having a temporary berth shall be entitled to the following discount:

- a) **Quarterly Payment Discount** - A discount of 3% off the regular fee for payment of 3 months in advance. In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without advance payment discount prior to issuing of any refund.
 - 3) **Transient Berth Permit Fees** - Calculated on a daily basis of \$1.25/foot. All vessels holding a transient berth permit will be billed on the basis of boat length over-all. Fees apply whether vessel is side-tied, end-tied, in a berth or rafted. Fees apply whether or not vessel has access to utilities. The minimum daily fee shall be \$10.00. No discounts.
 - 4) **Multi-Hull Permit Fees** – Unless occupying only a single berth, catamaran type vessels shall pay 150% of the applicable berthing fees for a vessel of its length, or length of its berth, as applicable and trimaran type vessels shall pay 200% of the applicable berthing fee for a vessel of its length, or length of its berth, as applicable.
 - 5) In addition to berth rental fees specified above all Assigned Berth Permittees vessels utilizing District owned or operated facilities shall be charged an AMENITY FEE in the amount of \$53.00 per month. The AMENITY FEE shall be billed on a monthly basis only without adjustment. Failure to pay in accordance with your berthing agreement will result in disconnection of power to your vessel.
 - 6) **Liveaboard Fee:** Liveaboards, as defined by §6.110 shall pay a fee of \$155.00 per person per month.
 - 7) **Pet Fee:** Any berther or regular visitor of the Harbor District or regular visitor of a berther who brings a pet onto District property shall pay a monthly fee of \$5.00 per pet.
- B) **District permits.** Permit application fees and permit fees are in the amounts set forth below. Applications for construction permits, rental business permits, short-term facilities use permit, and special activities use permits shall be accompanied by the CEQA review deposit described in paragraph C of this Table 20.100.

Permit	Application Fee	Permit Fee
Construction Permit	Actual cost to District. Payable per application form. CEQA review fee is also required.	None. Lease or License may be required as condition of permit.
Access/Use Permit Trailered Vessels, Includes 12 hours Parking		Daily Permit - \$18.00 per In and Out. Annual Permit - \$170.00 per calendar year. Vessels – Launch Only; \$12.00
Access/Use Permit PWC and Kayaks only; Includes 12 hours Parking		\$12.00 per day (Vehicle + a PWC/Kayak) \$150.00 per calendar year. Additional PWC/ Kayak –Launch Access Only; \$7.00 Annual Launch Access Only - \$72.00

Parking Permit Assigned vessel receives one "free" Assigned Parking Permit unless owner has Handicap Placard or sticker which is automatically free.	None	Temporary and Transient Vessels and other persons having business in the Harbor or parking for any additional liveaboard - \$100.00 per month. Daily Parking \$8.00; \$15.00/24 hrs. Boat Trailer Parking overnight in certain areas as designated by General Manager - \$10.00
Living Aboard Permit Required By All Assigned Vessels With One or More Persons Living Aboard Except Commercial Fishing Vessels, Transient Vessels	\$250.00 – One time application processing fee	\$155.00 per person per month.
Recreational Vehicle Park (Only available through District if commercial RV Park is full)	None.	Self-contained vehicles only on unimproved site. \$50.00 per night. Failure to pay will result in removal of vehicle at owner's expense.
Amenity Fee		\$53.00 per month
Facilities Use Permit, including Peddlers with Principal Place of Business offsite	\$250.00 application fee \$50 annual application renewal Fee if no changes plus appropriate CEQA review fee if use is not exempt from CEQA.	\$250.00 per year issuance fee. Lease or license may be required as a condition of permit.
Special Activities Use Permit	\$250.00 application fee plus appropriate CEQA review fee if use is not exempt from CEQA.	\$250.00 issuance fee
Passenger Vessel Fee See Vessel Definition in Chapter 2 of Ordinance Code	Applies to Permittees operating Passenger Vessels.	\$100.00 annually per passenger capacity. Applicable for duration of Permit. Can be paid monthly.
Pet Permit		\$5.00 per month per pet.

- C) **District services and equipment.** Persons utilizing the below-described District services and equipment shall pay the fee shown below. Persons utilizing other District services required by this Code shall pay the amount of expenses actually incurred by the District to provide the service. Examples include but are not limited to the expense under Section 6.120.B.2 of a surveyor to determine a vessel unseaworthy, the District's costs and expenses under Section 14.150.C for refuse removal. Use of District equipment shall be in the discretion of the General Manager and persons utilizing such equipment will be required to execute a written waiver of liability in advance of such use.

Service/Equipment	Fee
Pass-through credit card transaction fee	\$7.00 per transaction added to all payments made to District using Master Charge or Visa.
Appeal to the Board (Sec. 24.100)	\$25.00 filing fee
Berth Exchange Between Two Assigned Berth Holders (Sections 6.024 and 6.026)	\$25.00 processing fee for berth exchange between two assigned berth holders to be split between applicants.
Berth Rental Security Deposit (assigned berth) (Section 6.022.B.1.a.)	\$500.00
<p>Assigned Slip and Liveboard Waiting List per §6.050.C.1 and (E)</p> <p>The \$75 assigned slip wait list application fee shall be waived in the event slips in the size category required are available immediately. Notwithstanding the foregoing fee waiver, the applicant will be required to complete the wait list application for administrative and documentary tracking purposes.</p>	<p>\$75.00 waiting list fee payable annually in January. An assigned vessel that intends to be away for one year or greater may give up its berth and be assigned to the highest position on the waiting list by payment of an annual fee equal to one month's berthing fee in advance and without discount. In the case of multiple vessels utilizing this provision Section 6.050(B) shall apply.</p>
CEQA Review - Sections 20.240 and 22.220	<p>\$75.00 deposit for project application subject to review by General Manager. \$500 deposit for project application subject to review by Board. Additional fees in amount actually incurred by the District for consultant, studies, public notices, etc. (See Section 20.240.)</p>
Copies of Code Amendments – §1.200(B)(9) & and Copies of Public Records – §20.210	\$1.00 for first page, \$0.15 for each additional page. Fees waived for official distribution copies per Ordinance Code.
Dry Storage Space Rental – Section 12.300	<p>Palletized or Unitized storage of materials or gear. Loose gear or materials must be secured on pallets and stacked not more than 8 feet high. Vehicles including boats on trailers; current registration required. Inoperable vehicle registration or immobile vehicles not allowed.</p> <p>10' X 20' = \$90.00 10' X 30' = \$100.00 10' X 40' = \$110.00</p>
Dry Storage Space – North Harbor	<p>Boats on trailers only; current registration required</p> <p>10' X 20' = \$140.00 10' X 30' = \$160.00 10' X 40' = \$180.00</p>
Small Barge	\$115.00 per hour or fraction thereof for equipment and 1 employee, 1 hour minimum.
Skiff	\$150.00 per hour or fraction thereof for equipment and 1 employee, 1 hour minimum.

Service/Equipment	Fee
Forklift	\$75.00 per hour or fraction thereof including 1 employee, 1 hour minimum.
Truck	\$200.00 per hour or fraction thereof for equipment and 2 employees, 1 hour minimum.
Floating Barge/Crane (Requires skiff at separate skiff fee)	\$200.00 per hour or fraction thereof for equipment and 2 employees (skiff separate), 1 hour minimum.
Miscellaneous Equipment	As determined by the General Manager.
Pumpout	\$200.00 per hour or fraction thereof for 1 pump and 1 employee; \$100.00 per hour or fraction thereof for each additional pump with employee, 1 hour minimum.
Refloating of Sunken Vessel	The greater of \$800 or actual costs.
Towing Outside the Harbor (for non-emergency in Elkhorn Slough)	\$250.00 per hour or fraction thereof for one boat and two employees. Time begins when boat leaves berth. Time ends when boat returns to berth. 2 hour minimum.
Towing Within the Harbor	\$150.00 one way - includes 1 boat and two employees. \$100.00 per hour for each additional boat with employee, 1 hour minimum.
District Vehicle	\$75.00 per hour or fraction thereof for vehicle and 1 employee, 1 hour minimum.
District Personnel	\$70.00 per hour or fraction thereof per employee during normal business hours; \$100.00 per overtime hour or fraction thereof per employee, 1 hour minimum.
Phone Installation	\$90.00 flat fee (installation only, any repairs refer to above to District personnel for hourly rate)
Inoperable Vessel Mooring Surcharge - Sec. 6.120.C	\$175.00 per month until the vessel is made operable, or is removed from the Harbor, pro-rated for periods less than 1 month. Surcharge begins at the expiration of the 30-day period.
Key Issuance	Metal keys - \$25.00 per key deposit. Deposit will be forfeited if key not returned within 60 days of departure. Magnetic keys - \$10 per key purchase price. District may repurchase in its discretion in an amount based on condition. Magnetic key fobs - \$12 per fob purchase price. District may repurchase in its discretion in an amount based on condition.
Returned Check, Non-Sufficient Funds	\$25.00 per check.

Service/Equipment	Fee
Late Payment Handling Charge - Section 20.010(C)(2)	\$30.00 per occurrence on balances of \$90.00 or more.
Mailed Notices - Chapter 24.200 A) 2) a) (ii)	\$5.00 per individual notice; Fees waived for official distribution required by Brown Act, or to other agencies, or committee members.

CHAPTER 22 - ENVIRONMENTAL REVIEW PROCEDURES

22.010 - Purpose and Applicability

This chapter identifies the roles and responsibilities of the District in implementing the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines. The District is responsible under CEQA for acting as lead agency with respect to: all District projects within Monterey County jurisdiction; and all private and District projects within its granted State-owned tidelands. The District is also responsible under CEQA for acting as a responsible agency for projects undertaken by another agency but requiring District action. The intent of these regulations and procedures is to establish a systematic review process, equitable fees, and suitable definitions and criteria for District use. In the event that the provisions of this chapter are inconsistent with those of CEQA, the provisions of CEQA shall control.

22.020 - CEQA Guidelines Incorporated by Reference

The CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et. seq.), including definitions and appendices, as adopted and amended, are hereby incorporated by reference as though fully set forth here. The criteria, purpose, and objectives of the CEQA Guidelines shall apply to activities undertaken by the District that are subject to CEQA, with respect to the review of projects and preparation of environmental documents (exemptions, initial studies, negative declarations, and draft and final environmental impact reports (EIR's)).

22.030 - Determination of CEQA Applicability

Whenever the District proposes to carry out or approve an activity that may constitute a project as defined by the CEQA or the Guidelines, the Environmental Coordinator shall review the activity to determine whether:

- A) It is not a project as defined by Section 21056 of the Act or Section 15378 of the Guidelines; or
- B) It is a project, but is exempt from CEQA because it is either:
 - 1) Statutorily exempt pursuant to CEQA Section 21080(b) and Article 18 of the Guidelines; or
 - 2) Categorically exempt pursuant to Section 21084 of CEQA and Article 19 of the Guidelines; or
- C) It is a project that is not exempt, but the environmental coordinator can determine with certainty that there is no possibility that the activity in question may have a significant effect on the environment; or
- D) It is a project that requires an Initial Study and/or an EIR in compliance with this chapter. When it can be seen clearly that an EIR will be required for the project, the Environmental Coordinator may proceed according to Section 22.200 without further review.

22.040 - Exemptions from CEQA

This section identifies the types of projects undertaken by the District that normally are exempt from CEQA, and the nature of their exemptions. Activities of the District not listed in this section shall be subject to an environmental determination, unless the Environmental

Coordinator determines that an activity not listed here is substantially similar to an activity that is categorically exempt under the CEQA Guidelines.

A) **Statutory exemptions.** The following activities of the District are deemed to be statutorily exempt from the provisions of CEQA, pursuant to CEQA Section 21080(b) and Article 18 of the Guidelines:

- 1) **Emergency projects:** Emergency projects as defined by Guidelines Section 15269:
 - a) Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster, where the Governor has proclaimed a state of emergency; or
 - b) Emergency repairs to public service facilities necessary to maintain service; or
 - c) Specific actions determined by the General Manager to be necessary to prevent or mitigate an emergency.
- 2) **Ministerial acts.** The following approvals and entitlements granted by the District are considered ministerial actions pursuant to CEQA Section 21080(b)(1) and Guidelines Section 15268:
 - a) Berthing Permits.
 - b) Dry Storage Permits for boats, gear, and construction equipment.
 - c) General work orders.
 - d) Launch Ramp Permits.
 - e) Recreational Vehicle Permits.
 - f) Parking Permits.
 - g) Live-Aboard and Living Aboard Permits.
- 3) **Projects that are disapproved.** Projects that are denied, disapproved, or otherwise rejected by the Harbor District.
- 4) **Setting of fees.** District ordinances or resolutions setting fees for District services are statutorily exempt if the fees and the action adopting them satisfy the provisions of CEQA Section 21080(b)(8) (Rates, Tolls, Fares).
- 5) **Feasibility and planning studies.** A project involving feasibility or planning studies for possible future actions which the District has not approved, adopted, or funded as defined by Guidelines Section 15262. Consideration shall be given to environmental factors, but the preparation of an EIR or Negative Declaration is not required. This exemption is inapplicable to the adoption of a plan that will have a legally binding effect on later activities.

B) **Categorical exemptions.** The following activities of the District (including the approval of permits allowing such activities by private parties) are deemed to be categorically exempt from the provisions of CEQA, pursuant to CEQA Section 21080(b)(10) and Article 19 of the Guidelines:

- 1) **Existing facilities.** As provided by Guidelines Section 15301 for Class 1 exemptions, the operation, repair, maintenance, or minor alteration of or additions to existing

- structures, facilities, mechanical equipment, topographical features, or landscaping, involving negligible or no expansion of use beyond that previously existing.
- 2) **Replacement or reconstruction.** As provided by Guidelines Section 15302 for Class 2 exemptions, the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.
 - 3) **New construction.** As provided by Guidelines Section 15303 for Class 3 exemptions, construction or location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure; the limited extension of utility services to serve such construction; and related accessory structures. For the purposes of this exemption, small structures mean those designed for an occupant load of 10 persons or less.
 - 4) **Minor alterations to land and temporary uses.** As provided by Guidelines Section 15304 for Class 4 exemptions, minor alterations in the condition of land, water, and/or vegetation that do not involve the removal of mature, scenic trees. Examples include but are not limited to new landscaping, minor temporary uses of land having negligible or no permanent effects on the environment, minor trenching and backfilling where the surface is restored, and maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies.
 - 5) **Land use limitations, protective actions.** As provided by Guidelines Sections 15305, 15307 and 15308 for Class 5, 7 and 8 exemptions, minor alterations in land use limitations in areas with average slopes less than 20 percent which do not result in any changes in land use or density, and other actions taken by the District to assure the maintenance, restoration, or enhancement of a natural resource or the environment where the regulatory process involves procedures for protection of the environment.
 - 6) **Minor accessory structures.** As provided by Guidelines Section 15311 for Class 11 exemptions, construction or placement of minor structures accessory to existing facilities, including but not limited to on-premise signs, small parking lots, and the placement of seasonal or temporary use items such as lifeguard towers, mobile food units, portable restrooms or similar items in generally the same locations from time to time.
 - 7) **Normal operations of facilities for public gatherings.** As provided by Guidelines Section 15323 for Class 23 exemptions, projects involving the normal operations of existing facilities for public gatherings for which the facilities were designed where there is a history of the same or similar kind of activity occurring for at least three years without the activities causing a foreseeable change in the operation of the facility. Examples are fishing derbies, organized boating races, and mass parking for short-term facilities use activities described in Section 26.200.A.
 - 8) **Other exempt activities.** Categorically exempt activities of the District also include any other activities listed as exempt by Article 19 of the Guidelines.
- C) **Exceptions.** Notwithstanding a designation of exempt, activities where there is a reasonable possibility of significant effect on the environment due to unusual

circumstances, or where the activity presents a potential interference with the promotion and accommodation of commerce and navigation within the Harbor, shall not be exempt.

- D) **Notice of Exemption.** When the Environmental Coordinator determines that an activity is exempt from CEQA, and after the project is approved or the District determines to carry it out, the Environmental Coordinator may file a Notice of Exemption with the County Clerk and may post the Notice of Exemption at the District offices for public review. The posting of the Notice of Exemption commences a 35-day statute of limitations period on legal challenges to the District's decision that the project is exempt from CEQA.

22.100 - Initial Studies and Negative Declarations

- A) **Purpose.** This section provides procedures for Initial Studies, and issuing negative declarations. An initial study is intended to determine whether a project that is not exempt from CEQA as set forth in Section 22.040 may have a significant effect on the environment and, thus, whether an EIR or a negative declaration must be prepared.
- B) **District projects.** When a non-exempt project is to be carried out by the District, the General Manager shall designate a staff member other than the Environmental Coordinator to complete the Environmental Information Form for the project. The Environmental Coordinator shall prepare such information as may be needed to constitute an initial study pursuant to State CEQA Guidelines Section 15063.
- C) **Private projects - Waiver of initial study.** An applicant may waive the initial study process where it is agreed that the project may have a potential significant effect on the environment. A written waiver shall be submitted using the form provided by the General Manager, which constitutes the applicant's agreement to proceed with preparation of an EIR without an initial study or environmental determination.
- D) **Conduct of initial study, time limits.** An initial study shall be conducted as set forth in Guidelines Section 15063, and as provided by this section. The District shall determine whether to prepare a negative declaration or an environmental impact report within 30 days of acceptance of an application as complete. A negative declaration must be approved within 105 days after acceptance of an application as complete, provided that such time limit may be extended an additional 90 days with the mutual consent of the General Manager and the applicant where compelling circumstances justify additional time.
- E) **Public review of proposed negative declaration.** When the Environmental Coordinator prepares a proposed negative declaration pursuant to Guidelines Sections 15070 and 15071 after conducting an initial study, the Environmental Coordinator shall provide public notice of the intention of the District to adopt a negative declaration as follows:
- 1) A copy of the proposed negative declaration shall be sent to the applicant, to every responsible agency and trustee agency concerned with the project, and every other public agency with jurisdiction by law over resources affected by the project; and
 - 2) Notice shall be given to all persons who have previously requested such notice; and
 - 3) Notice shall be either published at least one time by the District in a newspaper of general circulation in the area affected by the proposed project (such notice may be combined with any other public notice required by law), posted by the District on and off site in the area where the project is to be located, or mailed directly to owners of

property continuous to the project area as such owners are shown on the latest equalized assessment roll; and

- 4) The agenda in which the Board or the General Manager considers the project shall contain a notice of the proposed negative declaration.

The notice required by this section shall be provided at least 21 days before adoption of the negative declaration by the District or approval of the discretionary permit or other action that is the subject of the negative declaration. Where notice is provided to a state agency pursuant to paragraph (E)1 above, the notice shall be provided at least 30 days before the item is scheduled for consideration by the Board unless a 21-day period is approved by the State Clearinghouse.

- F) **Determining significant effect.** A determination of whether a project may have a significant effect on the environment shall be made by the Board where a discretionary action or permit is to be approved by the Board, and by the General Manager, where a discretionary action or permit is to be approved by the General Manager. The Board may adopt in whole or in part, modify, or reject the recommendation of the Environmental Coordinator and any Committee.

- 1) When the Board or General Manager determines that a project will not have a significant effect pursuant to CEQA and the Guidelines, a proposed negative declaration shall be adopted pursuant to subsection (G), below.
- 2) When the Board or General Manager finds that a project may have a significant effect, an EIR shall be prepared pursuant to Section 22.200, provided that where the General Manager finds that a project may have a significant effect, he or she shall refer a recommendation to the Board that preparation of an EIR be required, and the decision whether to require an EIR shall be by the Board.

- G) **Issuance of negative declaration.** The Board or General Manager shall adopt the negative declaration if it finds that there is no substantial evidence that the project may have a significant effect on the environment. The negative declaration shall be prepared for filing, and a copy of the negative declaration, including the initial study, shall be posted for at least 10 days in a public place in the District's offices at Moss Landing. If the Board modifies any part of the Environmental Coordinator's recommendations, the modified negative declaration shall be sent to all persons previously receiving the recommendation pursuant to subsection (E) of this section.

- H) **Notice of Determination, statute of limitations.** Within five days after the approval or determination to carry out a project for which a negative declaration has been adopted, the Environmental Coordinator shall file a Notice of Determination with the County Clerk. Such Notice shall also be filed with the California Governor's Office of Planning and Research (OPR) if the project requires discretionary approval from any State agencies. Filing the notice with the County Clerk (and with OPR where a State agency has discretionary approval power over the project) begins a 30-day statute of limitations pursuant to Section 15075 of the Guidelines and Section 21152 of CEQA.

22.200 - Environmental Impact Report Process

- A) **EIR Process initiation.** Where it is determined that an EIR shall be prepared in compliance with subsection 22.200, the Environmental Coordinator shall prepare a

recommended scope of work for the EIR. Where requested by any Commissioner or at the discretion of the Environmental Coordinator, the scope of work may be reviewed and approved by the Board prior to completion. For any private project, the applicant shall be consulted in preparing the scope of work. An applicant may, or if required by the Environmental Coordinator shall, submit additional information to aid in the preparation of the EIR. The Environmental Coordinator shall determine how and to what extent the applicant's information will be used.

- B) **Notice of Preparation.** When the scope of work is completed, the Environmental Coordinator shall complete a Notice of Preparation and attach the scope of work, and distribute the Notice of Preparation to all responsible agencies, trustee agencies, and federal agencies involved in funding or approving the project, the applicant, and any person who has requested such notice. The contents of the notice shall be as provided in Section 15082 of the Guidelines. When one or more state agencies are identified as responsible or trustee agencies, the Environmental Coordinator shall send the Notice of Preparation to the State Clearinghouse. The scope of work may be revised based upon comments from such agencies, or from the public.
- C) **EIR scoping process.** The EIR shall be prepared either by District staff or by a consultant under contract with the District. After receiving comments from the responsible or trustee agencies or any Federal agency, or not later than 30 days after issuing the Notice of Preparation, the Environmental Coordinator shall either initiate preparation of the EIR or engage a consultant to perform the work.
- D) **Consultant selection.** The General Manager shall maintain a list of qualified consultants for preparation of environmental documents. Where a consultant is to be selected, the General Manager may issue requests for proposals to qualified consultants and obtain estimates of fees and time for completion of the EIR, as well as technical approach to the work required. For any private project requiring an environmental impact report, the applicant shall be consulted as to any preference among the qualified consultants submitting estimates, and the General Manager shall give substantial weight to such preferences. The General Manager shall recommend to the Board the consultant who represents the best combination of reasonable fees and qualified performance. Consultant contracts shall require that the consultant and the consultant's subcontractors not have any conflict of interest. The General Manager or his designee shall exercise independent judgment on the draft environmental documents before they are circulated for review.
- E) **EIR contents.** The content of an EIR shall be as required by CEQA and the Guidelines.
- F) **Notice of Completion, public review.** A Notice of Completion of a Draft EIR shall be provided pursuant to Section 15085 of the Guidelines. The District shall provide public notice and a public review period pursuant to Section 15087 of the Guidelines.
- G) **Public Hearing, Draft EIR.** The District may hold a public hearing on any project for which a Draft EIR has been prepared in order to obtain public comment of the adequacy of the Draft EIR. The Environmental Coordinator shall respond to comments in the manner required by CEQA, and shall prepare a Final EIR pursuant to Section 15088 and 15089 of the Guidelines.

- H) **Certification of Final EIR.** The final EIR shall be considered by the Board and any Committee reviewing the project, and shall be certified by the Board prior to approval of the project pursuant to Sections 15090-15093 of the Guidelines.
- I) **Notice of Determination.** Within five business days after the District approves or determines to carry out a project for which a Final EIR is certified, the Environmental Coordinator shall file a Notice of Determination with the County Clerk and, where the project required review by a state agency, with the Office of Planning and Research, pursuant to Section 15094 of the Guidelines.

22.210 - Combined Hearings

The public hearings required by this article for adoption of a negative declaration or for consideration of a Draft EIR and certification of a Final EIR may be combined with any other public hearing conducted by the Board to consider the approval of the subject project.

22.220 - Fees for CEQA Review

Fees for CEQA review shall be paid by project applicants as required by Sections 20.100 and 20.240.

CHAPTER 24 - HEARINGS AND APPEALS

24.050 - Public Hearings; Procedures and Exceptions

The provisions of this Section shall apply to public hearings by the Board and meetings of standing committees, except as provided in Sections 24.055, 24.100, and 24.200 of this Code, or otherwise required by State Law.

- A) **Notice.** The District shall give notice of the time, place, and subject matter of public hearings and meetings of standing committees by posting the agenda for the meeting at which the hearing will be held in the office of the General Manager at least 72 hours in advance, and mailing notices to persons who have paid the fees required by Section 20.100.
- B) **Conduct of hearing.** At the time and place set for the hearing or meeting, the Board shall hear all persons wishing to be heard in accordance with the Ralph M. Brown Act (Government Code § 54950 et seq.), as amended from time to time.
- C) **Hearings on Board-reviewed permit applications.** At hearings on permit applications required by this Code to be reviewed by the Board, the Board shall receive all pertinent evidence in connection with the application. At the conclusion of the hearing, the Board shall make such findings of fact as appear from the evidence, and shall grant, conditionally grant, or deny the application. Examples of permit applications required to be heard by the Board are applications for construction permits for structures affixed to the land (Section 26.300) and special activities use permits (Section 26.200).
- D) **Appeals of Manager-reviewed permit applications.** Appeals of the General Manager's decisions on permit applications shall be heard in accordance with Sections 24.100 and 24.200. Examples of permit applications required by this Code to be heard by the General Manager include applications for: live-aboard permits (Section 6.110), construction permits for structures not affixed to the land (Section 26.300), short-term activities using District facilities (Section 26.100), rental business permits (Section 4.040), commercial vessel facilities use permits (Section 26.100), and peddling permits (Section 4.020).

24.055 - Public Hearings on Proposed Ordinances

Prior to adopting ordinances, the District shall give notice concerning the proposed ordinances in accordance with Harbors and Navigation Code Section 6070.2. At the time and place set for the hearing, the Board shall hear all persons wishing to be heard, in accordance with the Ralph M. Brown Act (Government Code, § 54950 et seq.), as amended from time to time.

24.100 - Public Hearings on Appeals of the Manager's Decisions

Decisions or interpretations of the General Manager pursuant to this Code may be appealed to the Board by an applicant or any aggrieved person as provided by this section.

- A) **Timing and form of appeal.** An appeal shall be filed within 10 business days of the decision that is the subject of the appeal, using the form provided by the General Manager in addition to any other supporting materials the appellant may wish to furnish. An appeal shall be filed with the General Manager, who shall process the appeal pursuant to this section.

- B) **Report and hearing.** When an appeal has been filed, the General Manager will prepare a report on the matter, and cause the appeal to be scheduled for consideration by the Board at its next available meeting.
- C) **Action and findings.** After holding a public hearing in compliance with Section 24.200, the Board may affirm, affirm in part, or reverse the action, decision or determination that is the subject of the appeal. The Board shall make findings stating the reasons for the action on the appeal, and verify the compliance or noncompliance of the subject of the appeal with the provisions of this Code.
- D) **Filing fee.** At the time of the filing of the appeal the appellant shall pay the required filing fee as established under Section 20.100 and the cost of publishing the public notice required under Section 24.200(A)(2)(c).
- E) **Appeals of the General Manger's decision on permit applications.** The General Manager's decisions on permit applications required by this Code to be reviewed by the General Manager shall be heard in accordance with this Section and Section 24.200.

**24.200 - Public Hearings on Appeals and Matters under Harbors and Navigation Code
Section 72.2**

Public hearings on appeals under Section 24.100 shall be conducted as provided by this section. Where applicable, the public hearing required by this section shall also serve as the public hearing required by Harbors and Navigation Code Section 72.2.

- A) **Notice of hearing.** Notice of a public hearing under Section 24.100 or Harbors and Navigation Code Section 72.2 shall be given as follows:
- 1) **Content of notice.** The hearing notice shall include the date, time and place of the public hearing, describe the matter to be considered, and explain how interested persons may obtain additional information.
 - 2) **Method of notice distribution.** Notice of public hearings under Section 24.200 or Harbors and Navigation Code Section 72.2 shall be given not less than 10 days before the hearing, as follows:
 - a) **Mailed notice.** Notice shall be mailed to:
 - (i) The appellant when Section 24.100 applied, or the prospective lessee when Harbors and Navigation Code Section 72.2 applies;
 - (ii) Each person who has requested notice and has paid the fee for mailing notices established under Section 20.100;
 - (iii) **Posted notice.** Notice shall be posted at the site of a proposed permit if a permit application is involved in the appeal or at the site of the proposed leasing if Harbors and Navigation Code Section 72.2 applies, or at the office of the General Manager if posting the site is impractical.
 - b) **Published notice.** Notice shall be published in a newspaper of general circulation published within the County of Monterey.
 - c) **Additional notice.** Any notice in addition to that required above may be provided at the discretion of the General Manager.

- 3) **Scheduling of hearing.** Appeals shall be scheduled for public hearing on the next available Board meeting scheduled for at least 72 hours after the appeal is filed. Leases under Harbors and Navigation Code Section 72.2 shall be scheduled for hearing in accordance with the requirements of that Section. At the discretion of the Board, a public hearing may be continued from time to time.
- B) **Notice of action when hearing continued.** If a decision is continued by the Board to a time that is neither previously stated in the notice provided pursuant to subsection (A) above, nor announced at the hearing as being continued to a time certain, the General Manager shall provide notice of the further hearings or action in the same manner and within the same time limits as provided by subsection (A).
- C) **Conduct of hearing.** At the public hearing, interested persons may present information and testimony relevant to a decision on the matter being discussed.

CHAPTER 26 - PERMIT REQUIREMENTS AND PROCEDURES

26.000 - Purposes, Conditions, and Limitations of District Permits

District permits are required for the activities described in Section 26.010 insofar as the activities are not otherwise regulated by federal, State, or County agencies, and insofar as the conditions of the permits are required for the safety and protection of persons or the property of persons using District facilities or the waters subject to the jurisdiction of the District.

26.010 - Permits Required

- A) **Permit requirement.** No person shall conduct any of the following activities within the harbor area or from the properties of the Moss Landing Harbor District without first obtaining the permit required by the District.
- 1) Berthing or mooring at any District berth or designated mooring area described in Chapter 6 of this Code.
 - 2) Construction or repairs of structures in, on, or over lands or waters under District jurisdiction described in Section 26.300, including pipelines.
 - 3) Living aboard a vessel berthed within the Harbor described in Section 6.110.
 - 4) All special activities described in Section 26.200.
 - 5) All short-term activities using District facilities described in Section 26.100.
 - 6) Use of the District's dry storage area described in Section 12.300.
 - 7) Use of the District facilities by for-hire vessels described in Section 26.100.
 - 8) Peddling within the District described in Section 4.020.
 - 9) Parking a vehicle within the District described in Section 4.070(A).
 - 10) Recreational Vehicle use as provided in Section 12.600.
 - 11) Launching of vessels from District owned or operated launch ramps and other areas designated accordingly by posted signage.
 - 12) The retail sale of fish to the public from or on District property.
- B) **Accident Waiver and Release of Liability.** Permittees assume liability to the maximum extent permissible under applicable law for activities carried out pursuant to District permits. The conditions of waiver and release are set forth in the District application form entitled "Agreement for Accident Waiver and Release of Liability".
- C) **Activities allowed without District permit.** Activities allowed without District permits include activities not described in paragraph A, or have no potential to interfere with the safety and protection of persons or the property of persons using District facilities or the waters subject to the jurisdiction of the District, or have no potential to interfere with public use of the Harbor area for all purposes of commerce and navigation, or with the right of the public to fish or navigate in Harbor waters.

26.020 - Application Requirements

All applications for permits required by this Code shall be filed using the forms provided by the District, including any additional materials required by the General Manager, and accompanied by the fees required by Chapter 20 of this Code (Fees and Charges).

26.030 - Modifications to Permit Language or Conditions. Should a permit applicant or permittee request modification of, or amendment to any of the District's standard Permit language or conditions, such applicant or permittee shall be required to pay the District the actual cost of any expenses incurred for reviewing that request (i.e., attorney fees, consultant fees, Committee fees, etc.), regardless of whether or not the request is granted after such review. An advance deposit against such expenses, in a reasonable amount to be determined by the General Manager, will be required before any action is taken on applicant's or permittee's request.

26.100 - Facilities Use Permit

- A) **Permit.** Owners of vessels operated for hire in District waters and using District facilities and persons who desire to use District waters or facilities for any of the following purposes shall first obtain a Facilities Use Permit. The General Manager may grant the Permit for a maximum of one year, or for the duration of the event, and may renew the permit.
- 1) Organized fishing derbies involving 10 or more persons or vessels, except for derbies requiring a Special Activities Use Permit under Section 26.200;
 - 2) Organized boating races, competitions, or regattas involving 10 or more persons or vessel, except for those requiring a Special Activities Use Permit under Section 26.200;
 - 3) Other organized activities deemed by the General Manager to have little or no potential for restricting harbor operations. Examples might include mass parking for vehicles in connection with events in Moss Landing lasting less than 12 hours, events with less than 100 participants lasting less than 12 hours, or non-intrusive scientific experiments in District waters having a duration of less than 3 months.
 - 4) Peddler's as described in Section 2.200 and 4.020.
- B) **Permit application.** Applications for a Short-term Facilities use Permit shall include the same information required for a Special Activities Use Permit under Section 26.200(B).
- C) **Time of filing application.** Applications for a Short-term Facilities Use Permit shall be filed within the same timelines as a Special Activities Use Permit under Section 26.200(C).
- D) **Application review and approval.** Applications for a Short-term Facilities Use Permit shall be reviewed by the General Manager, who may then approve the Facilities Use Permit if such permit is categorically exempt from CEQA. The General Manager shall then report out the issuance of the permit at the next regular meeting of the Board, who may then ratify or modify the permit. If, in the opinion of the General Manager the Facilities Use Permit is not exempt from CEQA, the application shall be referred to the Board at the next regularly scheduled meeting for further review and determination under the CEQA process. The General Manager's decision is appealable in accordance with Sections 24.100 and 24.200. The General Manager may issue the Short-term Facilities Use Permit upon the same findings specified for a Special Activities Use Permit (Section 26.200(D))

- E) **Notification.** The General Manager shall act upon the application within 14 days after the application is deemed complete, or 14 days after completion of CEQA review. The General Manager shall, if disapproving the application, mail the applicant a notice of the decision, stating the reasons for denial, within five days after the application was denied.
- F) **Duration of permit.** Facilities Use Permits will be issued for a maximum of one year, or for the duration of the event or activity, whichever is longer. Extensions of permit shall be reported to the Board at its next regular meeting in the same manner as original permits.
- G) **Conditions of permit.** A Facilities Use Permit issued as provided by this section shall include conditions of approval covering the same requirements specified for a Special Activities Use Permit in Section 26.200(G).
- H) **Conduct of permittee.** A person who is granted a Facilities Use Permit shall ensure that persons using District facilities under the permit comply with all terms, conditions and provisions of the Permit, with all applicable laws of the state of California, and with this Code. Data accumulated through scientific experiments or tests conducted in District waters shall be released to the District for its review.
- I) **Revocation of permit.** The General Manager shall have the authority to revoke a Short-term Facilities Use Permit if the General Manager finds that any term, condition, restriction or limitation of the Permit has been violated or is being violated.
- J) **Fee.** The permit fee shall be in the amount established under Section 20.100.

26.200 - Special Activities Use Permits

- A) **Special Activities Use Permit required.** No person shall use District waters for any of the following purposes without a Special Activities Use Permit:
 - 1) Organized fishing derbies lasting over 12 hours and/or having over 100 participants;
 - 2) Organized boating races, competitions, or regattas lasting over 12 hours and/or having over 100 vessels;
 - 3) Mariculture operations;
 - 4) Any other organized activity (including scientific experiments) with the potential for restricting Harbor operations, public fishing, commercial or recreational navigation, public access and recreation on District land or waters.
- B) **Permit application.** Applications for a Special Activities Use Permit shall be filed as provided by Section 26.020, and shall also include the following information:
 - 1) The name, address and telephone number of the person seeking the Special Activities Use Permit and identifying the specific proposed use.
 - 2) If the Special Activities Use Permit is to be held by an organization, the name, address and telephone number of the organization, and of its officers.
 - 3) The date when the activity will be held.
 - 4) A description of the specific area(s) to be used (i.e., location within the Harbor, route to be used including starting and termination points, etc.).

- 5) The approximate number of people and vessels or vehicles, and the kinds and types of vessels/vehicles that will participate in the activity.
 - 6) The approximate times of day when the activity will start and end.
 - 7) The location of any assembly areas for people participating in the activity.
 - 8) A copy of the insurance policy to be used by the applicant for coverage of the activity.
 - 9) Any additional information deemed necessary in determining whether the Permit shall be issued.
- C) **Time of filing application.** An application for a Special Activities Use Permit shall be filed with the District at least 90 days before the event. An application requiring a negative declaration or EIR shall be filed within the timelines for CEQA review described in Chapter 22 of this Code. An application shall not be deemed complete until the Harbor District has received all required information.
- D) **Application review and approval.** All Special Activities Use Permit applications shall be reviewed by the Board at a public hearing. Notice of the Board's review shall be posted outside the District office at least 72 hours before such review. The Board's decision is final and there shall be no right of appeal. The Board may issue the Special Activities Use Permit upon finding that:
- 1) The conduct of the activity will not interrupt the safe and orderly movement of vessels in Harbor waters.
 - 2) The conduct of the activity is not reasonably likely to cause injury to persons or property, provoke disorderly conduct, or create a disturbance.
 - 3) The conduct of the activity will not prevent the normal activities of District employees.
 - 4) If the activity is one which shall move from place to place within the Harbor, it will do so expeditiously and without unreasonable delays en route.
 - 5) The activity is not to be held for the principal purpose of advertising any product, goods, or event, and is not designed to be held principally for private profit.
- E) **Notification.** The Board shall act upon the application for a Special Activities Use Permit within 45 days after completion of environmental review. If the Board disapproves the application, it shall mail the applicant a notice of its action, stating the reasons for denial of the Permit, within five days after the denial is final.
- F) **Duration of permit.** Special Activities Use Permits will be issued for a fixed time period, up to a maximum of one year. Continuation of approved activities for more than one year may be approved by the Board as an extension of the permit.
- G) **Conditions of permit.** A Special Activities Use Permit issued as provided by this section shall include conditions of approval covering the following, where applicable:
- 1) The starting time of the activity.
 - 2) The minimum and maximum speeds to be maintained by vessels, if any.
 - 3) The maximum length of components of the activity in miles or fractions of miles.

- 4) The safe and appropriate separation distance to be maintained between people or vessels participating in the activity.
 - 5) The specific areas of the Harbor that may be utilized or occupied by the activity.
 - 6) Mitigation measures recommended by the negative declaration or final EIR for the activity shall be a condition of the Permit, unless otherwise specified.
 - 7) Any other restrictions, conditions or limitations that the General Manager may find necessary.
- H) **Conduct of permittee.** A person who is granted a Permit by the Board shall comply with all terms, conditions and provisions of the Permit, with all applicable laws of the State of California, and with this Code. Data accumulated through scientific experiments or tests conducted in District waters shall be released to the District for its review.
- I) **Revocation of permit.** The Board shall have the authority to revoke a Special Activities Use Permit if it determines that any term, condition, restriction or limitation of the Permit has been violated or is being violated.

26.300 - Construction Permit

A Construction Permit shall be obtained prior to commencing construction in, upon or under any of the lands, marshes, tidelands, and submerged lands, including but not limited to the "Old Salinas River Channel," from the northerly extremity to its mouth southernly to the county road across said channel south of the existing bridge of Moss Landing, and lands within the Bennett Slough, Elkhorn Slough and Moro Cojo Slough, held in trust by the District. The permit shall be obtained by filing an application as provided by Section 26.020. For purposes of this section, "construction" shall include, but not be limited to, work to construct or repair structures affixed to real property and submerged lands, repair work conducted in waters under District jurisdiction, and infill and restoration projects conducted on, in or staged from lands and waters under District jurisdiction.

- A) **Review of application.** Applications to construct or repair structures affixed to real property, including submerged lands, and infill and restoration projects, shall be reviewed by the Board at a public meeting. Examples include, but are not limited to, the installation or repair of pipelines, pilings and seawalls, and wetlands infill and restoration projects. Applications to construct or repair hulls and other structures not affixed to real property shall be reviewed by the General Manager. The General Manager's decision is appealable to the Board in accordance with Sections 24.100 and 24.200.
- B) **Permit Conditions.** Construction permits shall be conditioned in a manner to enforce the Resources Protection standards established in Chapter 18, to ensure that the use of public trust lands and waters is not significantly impeded either on a temporary basis during construction activities or on a permanent basis after construction has been completed, to ensure that the use of public trust lands and waters are not conveyed without appropriate compensation to the public, and to protect the ongoing right of fishing and navigation held by the people of the State of California:
- 1) **Construction affixed to public trust lands in District waters.** Permits to construct structures on public trust lands shall be conditioned on a lease or agreement between the applicant, the State Lands Commission, and/or the Harbor District for the

affected area. The permit shall be conditioned on the permittee posting a bond to ensure removal of the construction. The bond shall be of a type and in an amount approved by the General Manager.

- 2) **Pipeline discharge.** To the extent pipelines are likely to contaminate the Harbor in a manner not otherwise regulated by State or federal agencies, the permit shall be conditioned on the permittee paying the reasonable cost to clean-up the contamination, as determined by the Board.
 - 3) **Chapter 18.** Compliance with the Resources Protection Standards of Chapter 18 is a condition of a Construction Permit.
 - 4) **Mitigation measures.** Mitigation measures recommended by the negative declaration or final EIR (if any) for the Construction Permit shall be a condition of the permit, unless otherwise specified.
 - 5) **Expiration date.** Construction permits may be conditioned to expire on a specific date, determined by the Board or General Manager as applicable.
 - 6) **Other.** Any other restrictions, conditions or limitations that the Board or General Manager may find necessary.
- C) **Pipelines.** A Construction Permit for a pipeline gives the permittee the privilege of running a pipeline in, under, or over District waters and gives the permittee the use of the pipeline(s) for the period stated in the permit subject to the limitations of paragraph A, payment of the fees required by this Code, and compliance with the requirements of this Code and other applicable law.
- 1) **Board approval.** Installation of the pipeline(s) will be at the expense of the permittee and the location and manner of installation shall be approved by the Board.
 - 2) **Maintenance.** The permittee shall at all times maintain the pipeline(s) in good condition and in a manner satisfactory to the Board.
 - 3) **Fish receiving hoppers exempt.** The construction and operation of fish receiving hoppers does not require a permit.
 - 4) **Termination of permit.** In the event of cancellation or termination of the permit, the pipeline(s) shall become the property of the District, or the permittee shall be required to remove the pipeline(s) at their own expense, at the option of the Board.
- D) **Permit and application fees.** The permit fee shall be in the amount established under Section 20.100. It shall be in addition to the application fee and other rates, tolls and charges required by this Code.
- E) **Permit renewals.** Renewal of a Construction Permit shall be consistent with requirements of this Code applicable at the time of the renewal.

F) **Exceptions.** At the General Manager's discretion, applications to construct, repair, or establish structures may be exempted from the requirement for a construction permit provided the construction is (1) exempt from CEQA, (2) located on lands for which no lease or franchise is required from the State Lands Commission, (3) has no potential whatsoever to interfere with commerce, navigation or fishing, either during the construction period or as a result of the proposed construction activity, (4) is not affixed to structures affixed to land, located in, under, or above District waters, and (5) has no potential whatsoever to adversely affect the physical environment. Examples include the minor alteration of existing structures or replacement of existing structures on lands owned or leased by the applicant, minor trenching and backfilling on lands owned or leased by the applicant where the surface will be restored and where it is determined that such work will have no negative impact on adjacent lands or waterways, and the placement on dry land of temporary use items such as tents or mobile food units in connection with activities at Kirby Park. The General Manager's decision to exempt the construction from the requirement for a construction permit shall not be final until reported to the Board at the next available meeting. The decision may be appealed by any aggrieved person in accordance with Section 24.100 and 24.200, or appealed by a majority vote of the Board at the meeting of where it is reported, in which case it shall be set for hearing at a special meeting of the Board, or at the next regularly-scheduled meeting.

CHAPTER 28 - VIOLATIONS AND ENFORCEMENT

28.100 - Violation of Ordinance Code - Policies and Procedures

It is unlawful for any person to violate or otherwise fail to comply with all applicable provisions of this Code. The General Manager or his/her duly authorized representative shall have the power to issue citations for violations in the manner provided by Chapter 5c, commencing with Section 853.6 of Title 3, Part 2, of the Penal Code.

- A) **Misdemeanor violations.** As provided by Section 6070.4 of the Harbors and Navigation Code, anyone who violates any provision of this Code is guilty of a misdemeanor, subject to fine of up to \$1,000 and/or imprisonment for six months. (Penal Code 19).
 - B) **Revocation of Berthing Permits.** Section 6.028 of this Code (Revocation of Berthing Permit and Removal of Vessel) establishes requirements and procedures for the revocation of berthing permits.
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AB 691 Sea-Level Rise Assessment

Moss Landing Harbor Sea Level Rise Vulnerability and Adaptation Strategy Report



June 2019

Prepared for the Moss Landing Harbor District

Prepared by the Central Coast Wetlands Group



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1. Introduction

Report Goals

This project will achieve four objectives (as defined by the State Lands Commission) intended to further regional planning for the inevitable impacts associated with predicted Sea Level Rise (SLR) on the Moss Landing Harbor, Elkhorn Slough and adjacent beach areas within the properties in and adjacent to the state lands granted to the Moss Landing Harbor District. Goals include:

- Identify what critical coastal infrastructure would be compromised due to predicted SLR for time horizons 2030, 2060¹, and 2100 and for extreme SLR scenarios (H++).
- Identify what critical coastal subtidal habitats would be compromised due to predicted SLR for time horizons 2030, 2060, and 2100 and for extreme SLR scenarios (H++).
- Identify appropriate response strategies for these risks and discuss the programmatic and policy options that can be adopted to address these risks.
- Quantify the potential financial losses of infrastructure within the predicted hazard zones and the costs of adaptation alternatives.

Products of this report include:

1. An assessment of the impact of SLR on granted public trust lands, as described in the Resolution of the California Ocean Protection Council on Sea-level Rise and the latest version of the State of California Sea-Level Rise Guidance Document.
2. Maps showing the areas that may be affected by SLR in the years 2030, 2060, and 2100. These maps shall include the potential impacts of 100-year storm events. A local trustee may rely on appropriate maps generated by other entities.
3. An estimate of the financial cost of the impact of SLR on granted public trust lands. The estimate considers, but is not limited to, the potential cost of repair of damage to, and the value of, lost use of improvements and land, and the anticipated cost to prevent or mitigate potential damage.
4. A description of how the local trustee proposes to protect and preserve natural and manmade resources and facilities located, or proposed to be located, on trust lands and operated in connection with the use of the trust lands. The description shall include, but is not limited to, how wetlands restoration and habitat preservation might mitigate impacts of SLR.

¹ In 2014 local SLR models were developed for the Monterey Bay and 2060 hazard predictions were selected instead of 2050 values. This decision has been determined by the State to meet state planning guidelines.

Background Vulnerability Assessments

In 2013 the State of California adopted policy requiring all entities with granted public trust lands to draft sea level rise vulnerability plans for resources within the jurisdictional boundaries of their State lands.

In 2017, the Central Coast Wetlands Group at Moss Landing Marine Labs (CCWG) completed a community-wide sea level rise vulnerability analysis for the Moss Landing Community.² The resulting report was funded by The Ocean Protection Council through the Local Coastal Program Sea Level Rise Adaptation Grant Program. This grant program is focused on providing resources to local governments to support the update to Local Coastal Programs (LCPs), and other plans authorized under the Coastal Act³ such as Port Master Plans, Long Range Development Plans and Public Works Plans (other Coastal Act authorized plans) to address sea-level rise and climate change impacts, recognizing them as fundamental planning documents for the California coast.

The County of Monterey developed and adopted a Local Hazard Mitigation Plan in 2014. This plan works to “identify and profile natural hazards [storm surge, coastal erosion, earthquake, expansive soils, flood, and tsunami] and to lesser extent manmade hazards; assess vulnerability; set local hazard mitigation goals and strategies; and plan for future maintenance of the Local Hazard Mitigation Plan.”⁴ Sea level rise is not explicitly addressed by the plan, though increased intensity of coastal erosion and storm flooding due to sea level rise are discussed. The plan explores integrated mitigation strategies, which include actions to reduce vulnerability from erosion, flooding, and other natural and human hazards.

The Moss Landing Community Plan⁵ discusses sea level rise and the importance of armoring the coastline in order to protect the harbor and its related coastal uses. This vulnerability report is intended to aid future planning to increase resiliency and provide greater detail on the risks to the Moss Landing area from coastal climate change during three future time horizons (2030, 2060 and 2100). Risks to properties were identified using the ESA PWA Monterey Bay Sea Level Rise Vulnerability Study⁶ layers developed in 2014 using funding from the California Coastal Conservancy.

² Moss Landing Coastal Climate Change Vulnerability Report (2016)

³ State of California. *California Coastal Act of 1976*. <http://www.coastal.ca.gov/coastact.pdf>

⁴ Monterey Multi-Jurisdictional Hazard Mitigation Plan, 2014, ch 2, pg 3

⁵ Moss Landing Community Plan, Revised Draft 2014

⁶ ESA PWA. 2014. *Monterey Bay Sea Level Rise Vulnerability Study: Technical Methods Report Monterey Bay Sea Level Rise Vulnerability Study*. Prepared for The Monterey Bay Sanctuary Foundation, ESA PWA project number D211906.00, June 16, 2014

2. Sea-level Rise Vulnerability Assessment

Inventory of Vulnerable Natural and Built Resources and Facilities

State Grant Tide and Submerged Lands Description

In 1947 the State of California granted the Moss Landing Harbor District the Submerged and Tide lands of the Old Salinas River channel below the Potrero and Moss Landing tide gates and includes the main channel of Elkhorn and Bennet sloughs and the coastal tide lands to the north and south of the Moss Landing Harbor entrance (Figure 1). Within this area are significant natural habitat features, historical infrastructure (in various stages of disrepair) and currently operating infrastructure managed by the Harbor District, the Moss Landing power plant, the County, and by adjacent private land owners. Portions of the submerged lands of Elkhorn Slough are designated as Marine Protected Areas and managed by the Department of Fish and Wildlife and the Elkhorn Slough National Estuary Research Reserve.

The Moss Landing Harbor is the number one commercial fishing harbor in the Monterey Bay with 600+ slips for recreational boaters and commercial vessels. Partnering with marine research and education institutions, the Moss Landing Harbor District (MLHD) provides full public access to the marine environment. Designated as a year-round port of safe refuge, Moss Landing Harbor provides safe, reliable marine refuge and services to members of the boating public. Moss Landing Harbor supports the research and educational endeavors of the Monterey Bay Aquarium Research Institute and Moss Landing Marine Laboratories.

More than 100 active fishing vessels can be berthed in Moss Landing at any time along with 7 research and government vessels. Two eco-tour pontoon boats are docked here as well as charter fishing boats, whale watching vessels, and numerous kayak rentals and ecotourism businesses. The harbor supports commercial fishing and recreational boating as well as restaurants. The Jetty Road sand spit is located along the northeast side of the harbor. The Moss Landing Harbor provides parking and other harbor and beach access facilities which are located within both the north and south harbor areas (north and south of the main harbor entrance).

Moss Landing Harbor properties are surrounded by water—the ocean, Elkhorn Slough, Moro Cojo Slough, and the nearby Salinas River. The proximity to the Monterey Bay National Marine Sanctuary and the open ocean makes Moss Landing Harbor a valuable maritime resource that is also vulnerable to periodic impacts from ocean storms that will be exacerbated by sea level rise. Storm events have impacted the community in the past; including the 1995 flood and the 1982 and 1998 El Nino events. Each of these climatic events has damaged infrastructure and properties.

This map was prepared by the staff of the California State Lands Commission. The map was based upon information available to the staff at the time of the survey. It does not reflect legislation, court decisions, or other information unavailable to staff at the time of the survey. Therefore, while useful for general grant administration purposes, the true boundaries may not be those depicted.

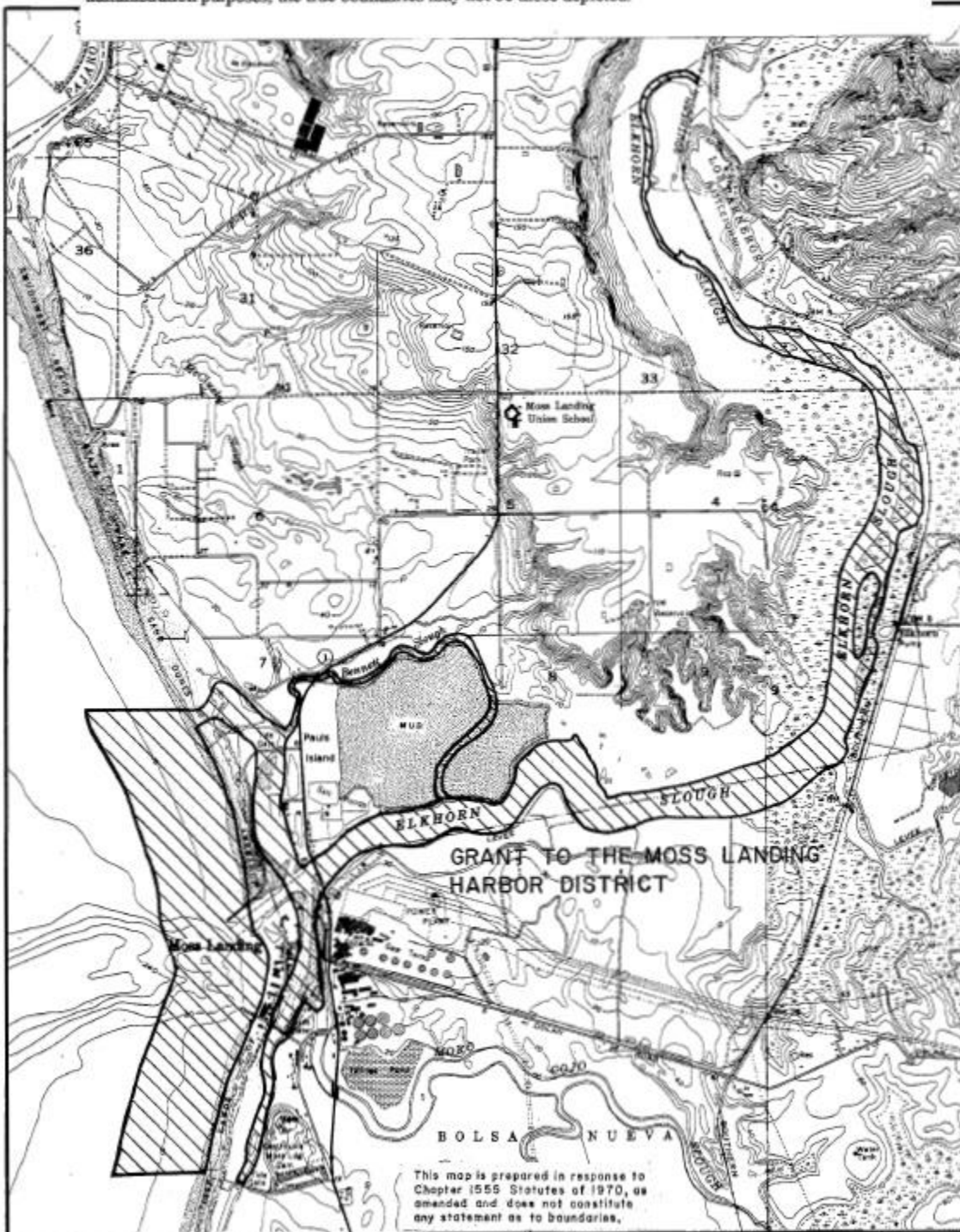


Figure 1. Submerged lands granted to Moss Landing Harbor District

Harbor Shoreline Structures

Much of the Moss Landing Harbor is developed for commercial and recreational boating with shoreline edges comprised of a mix of rip-rap and concrete sea walls. A large amount of harbor related infrastructure was built within the footprint of the historical Old Salinas River. The Harbor entrance is maintained by two large rock jetties that reach more than 1,500 feet out from the main harbor channel into the open Monterey Bay (Figure 2). The harbor mouth and main harbor channel are dredged periodically to maintain operational depth. While the jetties remain in good condition, the sand behind the inland end of structures has eroded by tidal eddies that scour sand and deposit those sediments elsewhere (in the north harbor area). Most of the 2.5 km of the south harbor waterfront is man-made and or hardened with rip-rap or concrete. Only one quarter (0.5km) of the north harbor waterfront is protected or hardened.

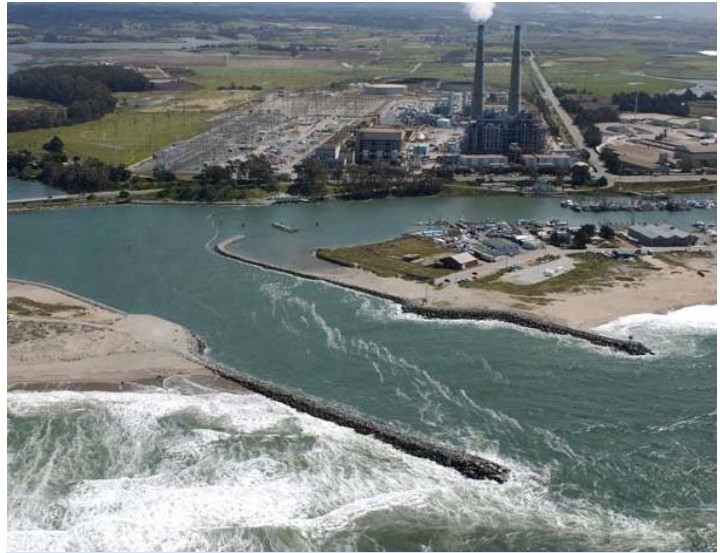


Figure 2. Moss Landing Harbor levees

(Image: Copyright 2002-2017 Kenneth & Gabrielle Adelman, California Coastal Records Project, www.Californiacoastline.org)

Tidal Management Structures

A number of tide gates, culverts and other water control structures have been installed, replaced, and upgraded since the late 1800s. Many of the structures were installed when the harbor was created to reduce erosion, lessen inland saltwater migration, and control tidal action. Many of these structures are in disrepair and maintenance responsibilities are not well defined and distributed among a number of state and county agencies. The Harbor District staff notes that the loss of wetlands in portions of Elkhorn Slough and the Bennett Slough have been intensified by the breaching (in the 1980s) of the original protective levees (which were installed when the harbor mouth was opened) in the eastern areas of the Elkhorn Slough, and the opening of the Bennett Slough to tidal scour when Jetty Road was rebuilt after the 1989 earthquake.

Moss Landing Village

The community of Moss Landing is a small fishing village with restaurants, antique stores, and galleries, best known for its working harbor and proximity to Elkhorn Slough and the productive fisheries of the Monterey Bay.

Elkhorn Yacht Club

Elkhorn Yacht Club was founded in 1946. The Elkhorn Yacht Club Mission Statement is: "A safe, family friendly, thriving entity providing our members with a social environment focused on ocean sports, environmental footprints and lifelong friendships." The club supports expansive facilities overlooking the

channel leading to the Elkhorn Slough. It hosts a bar, waterfront patio with fire rings, a garden courtyard, hearth room, dining hall, and kitchen.

Recreation and Public Access

Beaches, Parks, and Reserves: Moss Landing State Beach, Salinas River State Beach (part of which is designated as the Salinas River Dunes Natural Preserve), and Zmudowski State Beach Park, located to the north and south of the harbor entrance, offer great places for surfing, horseback riding, surf fishing, windsurfing, hiking, and wildlife-watching.

The Elkhorn Slough National Estuarine Research Reserve, the Elkhorn Slough State Marine Reserve, and the Moss Landing State Wildlife Area (limited recreation access), encapsulate Elkhorn Slough and its many surrounding wetlands, while also providing more than five miles of hiking and boardwalk trails, and a visitor center with restrooms and a paved overlook road. The slough is also accessible by kayak or small boat from the harbor, allowing up-close viewing of the incredible biodiversity.

The Monterey Bay Marine Sanctuary Scenic Trail runs through Moss Landing, helping link the Santa Cruz and Monterey County coastal access infrastructure.

Coastal Access and Public Parking: Boats within the harbor offer tours of Elkhorn Slough and the Monterey Bay National Marine Sanctuary to observe local wildlife. There are public parking lots and street parking on Jetty Road, just off of Highway 1, to provide easy access to the beach. There is a parking lot at Elkhorn Yacht Club, and there are parking lots around the harbor providing access to the Slough and the ocean. Access and parking to Salinas River State Beach is provided at the ends of Sandholdt, Potrero and Molera roads.

Transportation

Highway 1: Highway 1 runs through Moss Landing with a bridge crossing Elkhorn Slough. There are three locations along the highway where motorists can exit the highway and access the Harbor.

Rail: The rail line transects the Moss Landing area passing through Elkhorn and Moro Cojo sloughs. The rail line is operated by Southern Pacific for both commercial and passenger service.

Bridges: There are a number of bridges and roads that overpass the complex network of creek and wetland features within Moss Landing.

Moss Landing and Sandholdt Roads: Moss Landing and Sandholdt roads provide access to much of the Harbor Districts infrastructure and maritime access.

Natural Resources

Wetlands: Elkhorn Slough's tidal salt marsh provides critical habitats for many species, including more than 135 species of aquatic birds, 550 species of marine invertebrates, and 102 fish species, as well as sea otters, sea lions, and harbor seals. Surrounding wetlands including the Moro Cojo Slough and Old Salinas River provide important habitats for threatened species and flood attenuation during winter storms.

Dunes: The beach dunes along Moss Landing State Beach and Salinas River State Beach provide important habitat for many native plants and animals, including the western snowy plover, the white-tailed kite, western fence lizard, beach wild rye, beach bur, yellow sand verbena, and many more species.

Protected Habitats: Monterey Bay National Marine Sanctuary, Elkhorn Slough State Marine Conservation Area, Elkhorn Slough State Marine Reserve, Elkhorn Slough National Estuarine Research Reserve, Moss Landing State Wildlife Area, Moro Cojo State Marine Reserve, Salinas River Dunes Natural Preserve, and California State Beaches support special status species and their habitats.

Assets Used in Study

To meet AB 691 guidelines, this vulnerability assessment evaluates: 1) harbor infrastructure within the harbor public trust lands that are vulnerable to SLR and Climate Change impacts, 2) natural resources within areas vulnerable to SLR directly associated with harbor operations, 3) protective infrastructure (and associated development on those properties) that provide a buffer/boundary from ocean impacts, 4) Public access points and county roads needed to provide access to harbor infrastructure and properties, and 5) infrastructure and properties that are outside the public trust boundaries that are vulnerable to projected hazards and are vital to the continued operations of the harbor (Table 1).

Table 1. List of Assets Used in Analysis

ASSET CATEGORY	ASSET
Harbor Infrastructure	Harbor buildings
	Docks and entranceways to docks
	Electric meters
	Storm drains
	Trash enclosures
	Lift stations
	Parks
Access	Bathrooms
	Roads and parking
	Coastal access points
Natural Resources	Wetlands (NWI)
	Eelgrass beds
	Marine mammal haul-out areas
	Beaches and dunes
Protective Infrastructure	Coastal armoring
	Harbor jetties
	Culverts and tide gates
Infrastructure Outside of State Granted Lands	Buildings and parking lots

Current State Sea Level Rise Policy Guidance

Coastal Hazard Models

State guidance suggests that “a Bayesian probabilistic framework can support improved decision making and easily integrate new lines of scientific evidence but may under- or overestimate sea-level rise contributions beyond 2050 and could lead to confusion if decision makers are unclear about the difference between Bayesian and frequentist probabilities. Nonetheless, probabilistic projections represent consensus on the best available science for sea-level rise projections through 2150. With continued advances in sea-level rise science, it is expected that probabilistic projections will change in the future. However, the evolving nature of sea level rise projections does not merit taking a ‘wait and see’ approach. Acting now is critical to safeguard the people and resources of California.”

However, within the Monterey Bay, probabilistic models are not yet available. Therefore, this study uses scenario-based models developed in 2014 which follow previous State guidance and crosswalks them with the most recent guidance. Previous guidance from The California Coastal Commission guidance document⁷ recommends communities evaluate the impacts from sea level rise on various land use categories using a method called “scenario-based analysis” (described in Chapter 3 of the Guidance). Since sea level rise projections are not exact, but rather presented in ranges, scenario-based planning includes examining the consequences of multiple rates of sea level rise, plus extreme water levels from storms and El Niño events. As recommended in the guidance, this report uses sea level rise projections outlined in the 2012 NRC Report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*⁸ (Figure 3).

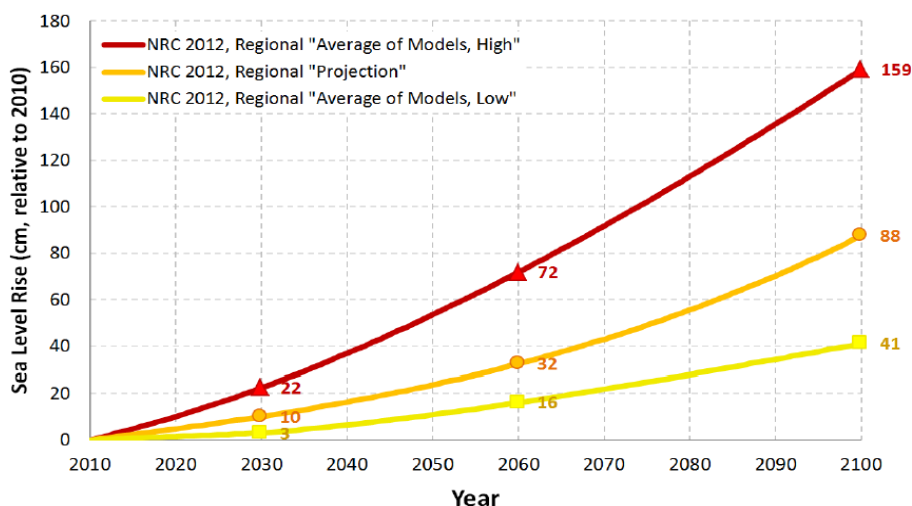


Figure 3. Sea level rise scenarios for each time horizon (Source: ESA 2014)

⁷ California Coastal Commission. 2015. *California Coastal Commission Sea Level Rise Policy Guidance: Interpretative Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development Permits*. Adopted August 12, 2015.

⁸ National Research Council (NRC). 2012. *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*. Report by the Committee on Sea Level Rise in California, Oregon, and Washington. National Academies Press, Washington, DC. 250 pp.

The goal of scenario-based analysis for sea level rise is to understand where and at what point sea level rise and the combination of sea level rise and storms, pose risks to coastal resources or threaten the health and safety of developed and natural areas. This approach allows planners to understand the full range of possible impacts that can be reasonably expected based on the best available science, and build an understanding of the overall risk posed by potential future sea level rise.

The guidance recommended evaluating the impacts of the highest water level conditions that are projected to occur in the planning area. In addition to evaluating the worst-case scenario, planners need to understand the minimum amount of sea level rise that may cause impacts for their community, and how these impacts may change over time, with different amounts of sea level rise.

The climate vulnerability maps used for this study identify hazard zones for each climate scenario for each of the three planning horizons. For clarity, this report focuses the hazard analysis on a subset of those scenarios, that can be cross-walked with the probabilistic based-scenario (Table 2).

Table 2. Comparison of OPC 2013 Guidance Document and 2018 Update’s Probabilistic SLR projections

SCENARIO BASED PROJECTION: TIME HORIZON	SCENARIO BASED PROJECTION: EMISSIONS SCENARIO	SCENARIO BASED PROJECTION: SLR ⁹	PROBABILISTIC PROJECTION: EMISSIONS SCENARIO	PROBABILISTIC PROJECTION: LIKELY RANGE*: 66% PROBABILITY SLR IS BETWEEN...	PROBABILISTIC PROJECTION: 1-IN-200 CHANCE**: 0.5% PROBABILITY SLR MEETS OR EXCEEDS...	H++ SCENARIO***
2030	Med	4 in	High	3.6 – 6 in	9.6 in	12 in
2060	High	28 in	Low	6 – 14.4 in	27.6 in	45.6
			High	8.4 – 16.8 in	31.2 in	
2100	High	63 in	Low	10.8 – 27.6 in	66 in	121.2
			High	18 – 39.6 in	82.8 in	

*Notes: * low risk aversion projection, **Medium-high risk aversion projection, ***Extreme risk aversion projection*

For management of ongoing harbor operations, considerations regarding predicted time horizons should be taken when decisions as to if and how to adapt are made. Specifically, new infrastructure built within hazard zones should be designed to withstand the predicted hazards while accommodating the appropriate level of uncertainty regarding the scale of the hazard (i.e. water elevation) and the predicted time horizon when these hazards will occur (i.e. 2030 through 2060). Red text highlights corresponding probabilistic sea level rise predictions with those used for modeling of Moss Landing Harbor hazards (scenario-based model). Because such probabilistic projections have not yet been integrated with predictions for storm intensity and wave height and for changes in rainfall, and future

⁹ Erosion projections: 2030: Includes long-term erosion and the potential erosion of a large storm event (e.g. 100-year storm), 2060 and 2100: Includes long-term erosion and the potential erosion of a large storm event (e.g. 100-year storm). Future erosion scenario: Increased storminess (doubling of El Niño storm impacts in a decade).

emissions scenarios are extremely uncertain, it is likely inaccurate to assume the predicted impacts have less than a 1% chance of occurrence by 2060.

Impacts of Storms and Extreme Events

This sea level rise vulnerability analysis uses hazard layers developed by ESA in 2014 and modified by CCWG in 2016 to account for currently existing coastal armoring and other protective structures. The ESA coastal hazard modeling and mapping effort¹⁰ led to a set of maps that integrate the multiple coastal hazards projected for the assessment area (i.e. hazards of coastal climate change). There is however a benefit to evaluating each hazard (or coastal process) separately. The hazard layers are available for further investigation through the online mapping viewer at www.coastalresilience.org.

Two important limitations of the original hazard maps were addressed within this focus effort for Moss Landing. ESA was contracted for this project to model the impacts of flooding from the combined effects of rising seas and changes in rainfall leading to an increase in winter stream flows. CCWG staff post-processed the 2030 hazard layers to account for reductions in potential hazards provided by current coastal protection infrastructure (tide gates, etc.). This refinement of coastal hazard mapping helped to better understand the future risks Moss Landing may face for each coastal hazard process.

It is understood that each modeled coastal process will impact various coastal resources and structures differently. This report evaluates the risks to infrastructure from each coastal hazard for each time horizon. This analysis helps to link risks with appropriate adaptation alternatives. The following is a description of the hazard zones that were used for this analysis. For more information on the coastal processes and the methodology used to create the hazard zones please see the Monterey Bay SLR Vulnerability Assessment Technical Methods Report.¹⁰

Combined Hazards

CCWG merged the coastal hazard layers (for the specific scenarios¹¹ as modified to account for structures) to create a new combined hazard layer for each planning horizon (2030, 2060 and 2100). These merged layers represent the combined vulnerability zone for “Coastal Climate Change” for each time horizon. Projections of the combined hazards of Coastal Climate Change are intended to help estimate the cumulative effects on the community and help identify areas where revised building guidelines or other adaptation strategies may be appropriate. Combined hazards however, do not provide municipal staff with the necessary information to select specific structural adaptation responses. Therefore, this study also evaluates the risks associated with each individual coastal hazard.

Rising Tides

These hazard zones show the area and depth of inundation caused simply by rising tide and ground water levels (not considering storms, erosion, or river discharge). The water level mapped in these inundation areas is the Extreme Monthly High Water (EMHW) level, which is the high water level reached approximately once a month. There are two types of inundation areas: (1) areas that are clearly connected over the existing digital elevation through low topography, (2) and other low-lying areas that

¹⁰ ESA PWA. 2014. *Monterey Bay Sea Level Rise Vulnerability Assessment Technical Methods Report*

¹¹ See the 2017 Santa Cruz County Coastal Climate Change Vulnerability Report for the discussion on scenario selection

don't have an apparent connection, as indicated by the digital elevation model, but are low-lying and flood prone from groundwater levels and any connections (culverts, storm drains and underpasses) that are not captured by the digital elevation model. This difference is captured in the "Connection" attribute (either "connected to ocean over topography" or "connectivity uncertain") in each Rising Tides dataset. These zones do not, however, consider coastal erosion or wave overtopping, which may change the extent and depth of regular tidal flooding in the future. Projected risks from rising tides lead to reoccurring flooding hazards during monthly high tide events.

Coastal Storm Flooding

These hazard zones depict the predicted flooding caused by future coastal storms. The processes that drive these hazards include (1) storm surge (a rise in the ocean water level caused by waves and atmospheric pressure changes during a storm), (2) wave overtopping (waves running up over the beach and flowing into low-lying areas, calculated using the maximum predicted wave conditions), and (3) additional flooding caused when rising sea levels exacerbate storm surge and wave overtopping. These hazard zones also take into account areas that are projected to erode, sometimes leading to additional flooding through new hydraulic connections between the ocean and low-lying areas. Storm flood risks represent periodic wave impact and flooding. These hazard zones DO NOT consider upland fluvial (river) flooding and local rain/run-off drainage, which likely play a large part in coastal flooding, especially around coastal confluences where creeks meet the ocean (analyzed separately for the Moss Landing area).

Changing Shorelines: Beach and Dune Erosion

These layers represent future dune (sandy beach) erosion hazard zones, incorporating site-specific historic trends in erosion, additional erosion caused by accelerating sea level rise and (in the case of the storm erosion hazard zones) the potential erosion impact of a large storm wave event. The inland extent of the hazard zones represents projections of the future crest of the dunes for a given sea level rise scenario and planning horizon. Erosion can lead to a complete loss of habitat, infrastructure and/or use of properties.

River Flooding

A river flooding vulnerability analysis was completed specifically for this study area to evaluate the cumulative impacts of rising seas and future changes in fluvial discharge within the Gabilan Watershed. The fluvial model estimates localized flooding along the Reclamation Ditch/Gabilan Creek when discharge is restricted behind the Potrero tide gates during high tides. The model results are presented here and the methodology is described within the separate Fluvial Report by ESA.¹²

The future hazards of river flooding due to the predicted increase in fluvial discharge, higher ocean elevations during storms and higher sea level elevations were evaluated for Moss Landing and the Lower Salinas Valley.¹³ The predicted increase in fluvial discharge within the Gabilan/Rec Ditch due to more intense rainfall during storms used for this analysis is outlined in Table 3 .

¹² ESA. 2016. *Climate Change Impacts to Combined Fluvial and Coastal Hazards*. May 13, 2016.

¹³ ESA. 2016. *Climate Change Impacts to Combined Fluvial and Coastal Hazards*. May 13, 2016.

Table 3. Increases in 100-year Discharge for the Reclamation Ditch System Relative to Historic Period (1950-2000)

EMMISSIONS SCENARIO	2030	2060	2100
Medium (RCP 4.5 5 th percentile)	20% Increase	40% Increase	60% Increase
High (RCP 8.5 90 th percentile)	140% Increase	210% Increase	275% Increase

CoSMoS and H++

The Coastal Storm Modeling System (CoSMoS) is a dynamic modeling approach that has been developed by the United States Geological Survey in order to allow more detailed predictions of coastal flooding due to both future sea level rise and storms integrated with long-term coastal evolution (i.e., beach changes and cliff/bluff retreat) over large geographic areas (100s of kilometers). CoSMoS models all the relevant physics of a coastal storm (e.g. tides, waves, and storm surge), which are then scaled down to local flood projections for use in community-level coastal planning and decision-making. Rather than relying on historic storm records, CoSMoS uses wind and pressure from global climate models to project coastal storms under changing climatic conditions during the 21st century.

Projections of multiple storm scenarios (daily conditions, annual storm, 20-year- and 100-year-return intervals) are provided under a suite of sea-level rise scenarios ranging from 0 to 2 meters (0 to 6.6 feet), along with an extreme 5-meter (16-foot) scenario. This allows users to manage and meet their own planning horizons and specify degrees of risk tolerance. Currently CoSMoS is not available for the study area.

To note, the ESA 2014 models used similar approaches and successfully integrated wave run up, local ocean level changes and sea level rise into their projections and further integrated fluvial discharge from the adjacent watershed. CoSMoS is not yet available for the study area but we assume that the CoSMoS hazard layers will suggest similar vulnerabilities to those documented here under the same climatic assumptions and time horizons.

An extreme scenario called the H++ has also been recommended for evaluation by the Ocean Protection Council. The probability of this scenario is currently unknown, but its consideration is important, particularly for high stakes, long-term decisions. Under the extreme H++ scenario, rapid ice sheet loss on Antarctica could drive rates of sea level rise in California above 50 mm/year (2 inches/year) by the end of the century, leading to potential sea level rise exceeding 10 feet. This rate of sea level rise would be about 30-40 times faster than the sea level rise experienced over the last century.

Since Moss Landing Harbor will likely no longer function under predicted 2100 sea levels of 6.9 feet (due to the loss of the barrier beach), estimating impacts from higher rates of sea level rise (10 feet - i.e. H++ SLR scenario) are not necessary or useful for planning purposes (Figure 4). Also, most adaptation measures identified within this document support the incremental resiliency of in-place harbor infrastructure rather than the development of new coastal amenities and therefore may not be classified as high stakes or long term.

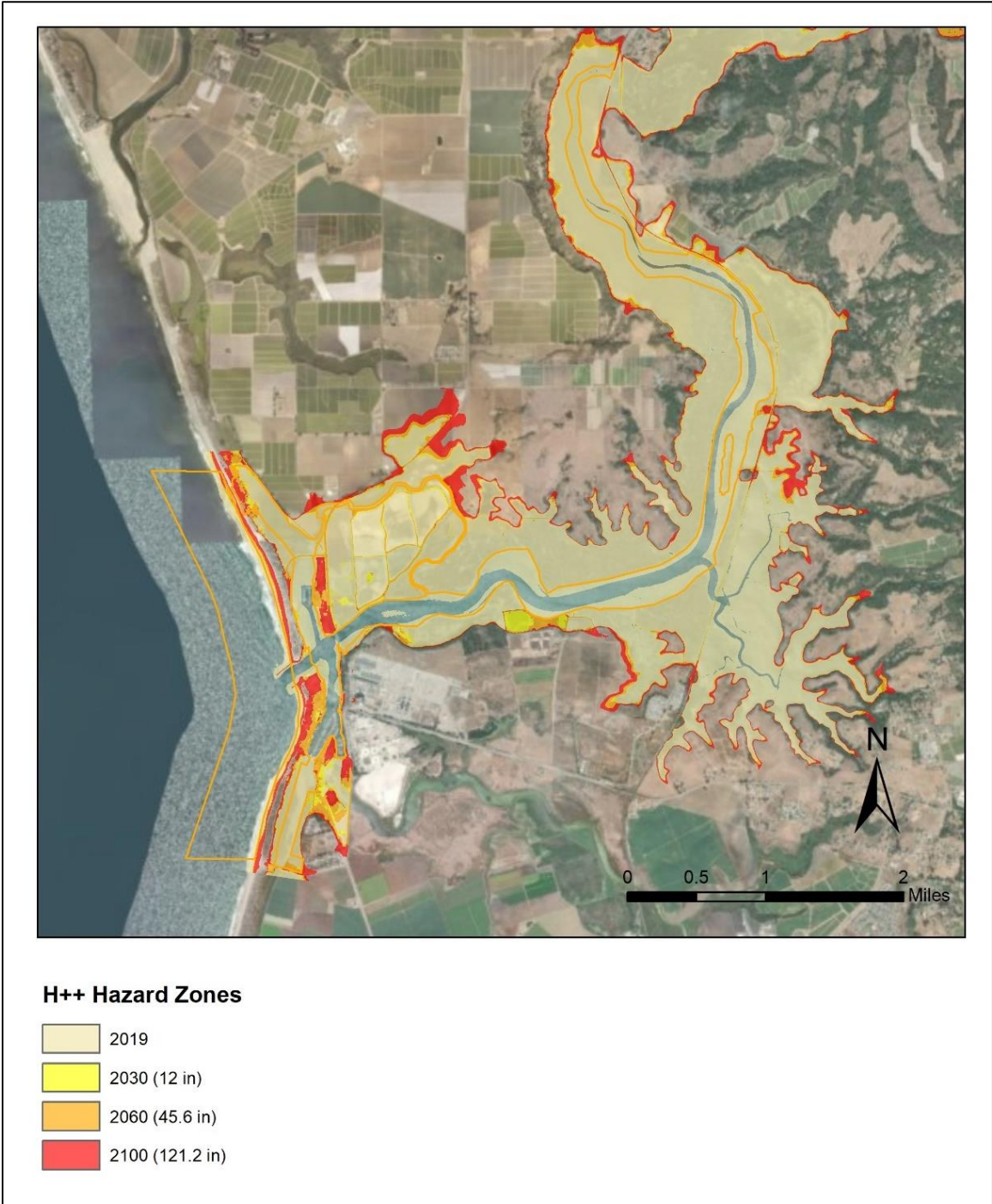


Figure 4. Flooding predicted using extreme rates of sea level rise (H++) for future time horizons.

Moss Landing Harbor Predicted Hazards for 2030

Tidal flooding

Flooding will occur in areas close to current high water (+4 inches) leading to a reduction in service and possible impacts from salt water flooding. Greatest tidal flooding impacts will occur during high tides (king tides) during storms that increase wave energy, local ocean levels, and increased river discharge (Figure 5).



Figure 5. Flooding associated with 2030 increases in sea level (0.3ft)

Storm Flooding

Flooding risks during winter storm events is predicted to increase significantly and lead to the greatest 2030 vulnerabilities. Flooding of the parking areas of South and North Harbor is predicted. Access to the island during storms will be reduced.

Coastal Erosion

Coastal erosion of the sandspit that protects Moss Landing Harbor from ocean waves is predicted to be significant unless protective/adaptive actions are taken. Wave impacts along the beach are predicted to compromise dunes and coastal structures and reduce the long term protection to the harbor.

River/Fluvial Flooding

River discharge during winter storms is predicted to increase. These increases in river flows are predicted to cause localized flooding as stormwater from the watershed meets higher winter ocean elevations in the harbor. Greater velocity discharge from the Old Salinas River into the harbor is likely and may impact infrastructure in its path. Greater sedimentation of the harbor due to greater erosion in the watershed is likely.

Moss Landing Harbor Predicted Hazards for 2060

2060 Rising Tides

Flooding will occur monthly or daily in low-lying areas throughout the harbor leading to a reduction in service and possible impacts from salt water flooding (Figure 6). High tides are predicted to flood various harbor infrastructure and restrict access to docks if adaptive actions are not taken. Flooding of portions of Moss Landing and Sandholdt roads are predicted and will limit access to the harbor and harbor infrastructure on the “island” often. Tidal flooding across harbor granted lands is predicted to lead to inland flooding of the Moss Landing “downtown” area.

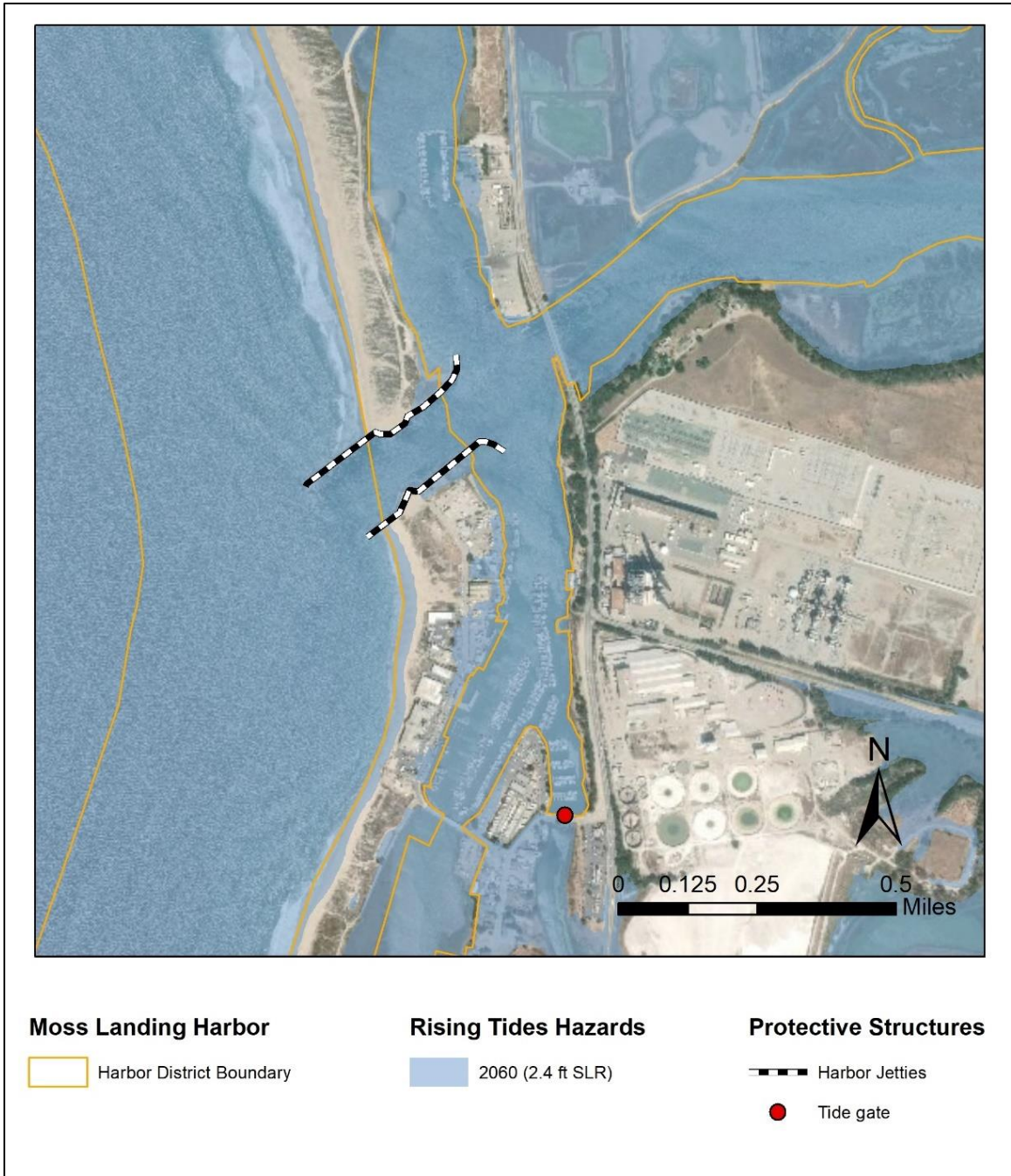


Figure 6. Flooding associated with 2060 increases in sea level (2.4 ft) including access roads to harbor infrastructure and Moss Landing community.

2060 Storm Flooding

Flooding risks during winter storm events is predicted to be significant (Figure 7). Flooding of more than half of the North Harbor land areas is predicted. Wave overtopping of the Island beach/dunes is predicted to be possible, leading to ocean waves (and sand) draining into Moss Landing Harbor. Access to the island during storms will be extremely limited and dangerous.

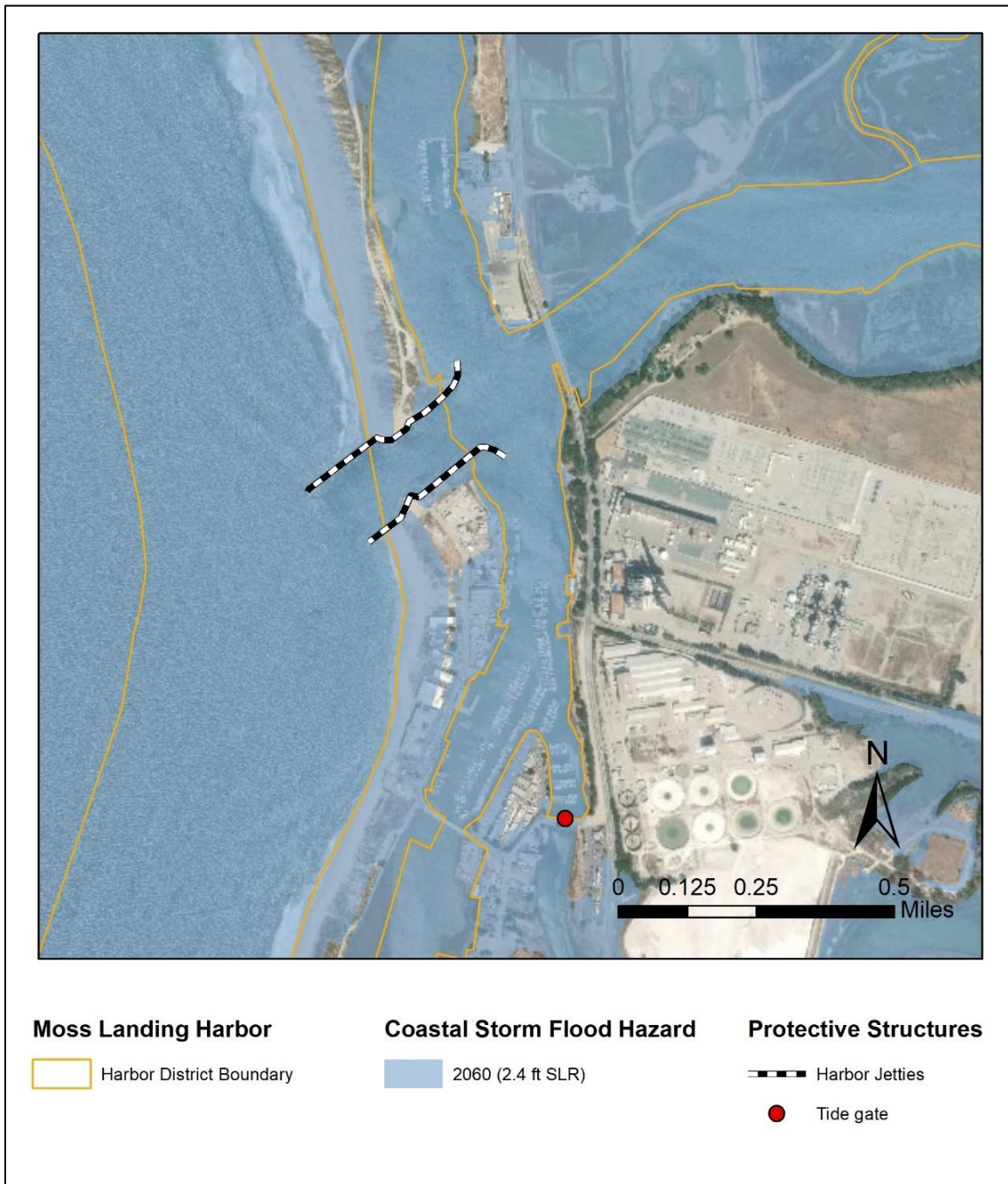


Figure 7. Flooding associated with 2060 storm surge.

2060 Coastal Erosion

By 2060, coastal erosion of the sandspit that protects Moss Landing Harbor from ocean waves is predicted to be significant and possibly jeopardize the harbor unless protective/adaptive actions are taken (Figure 8). Erosion of the dune barrier will likely lead to wave overtopping of the remaining dunes, allowing waves to enter the harbor, leading to vessel and dock damage and significant sedimentation. Failure of dunes are predicted along the entire stretch that parallels the harbor. Dunes adjacent to north harbor and dunes south of Sandholdt road have no structures or coastal armoring to reduce erosion, but also retain some natural dune building and migration capacity lost to development along Sandholdt Road. If dunes are allowed to migrate inland, these areas may retain their protective service.

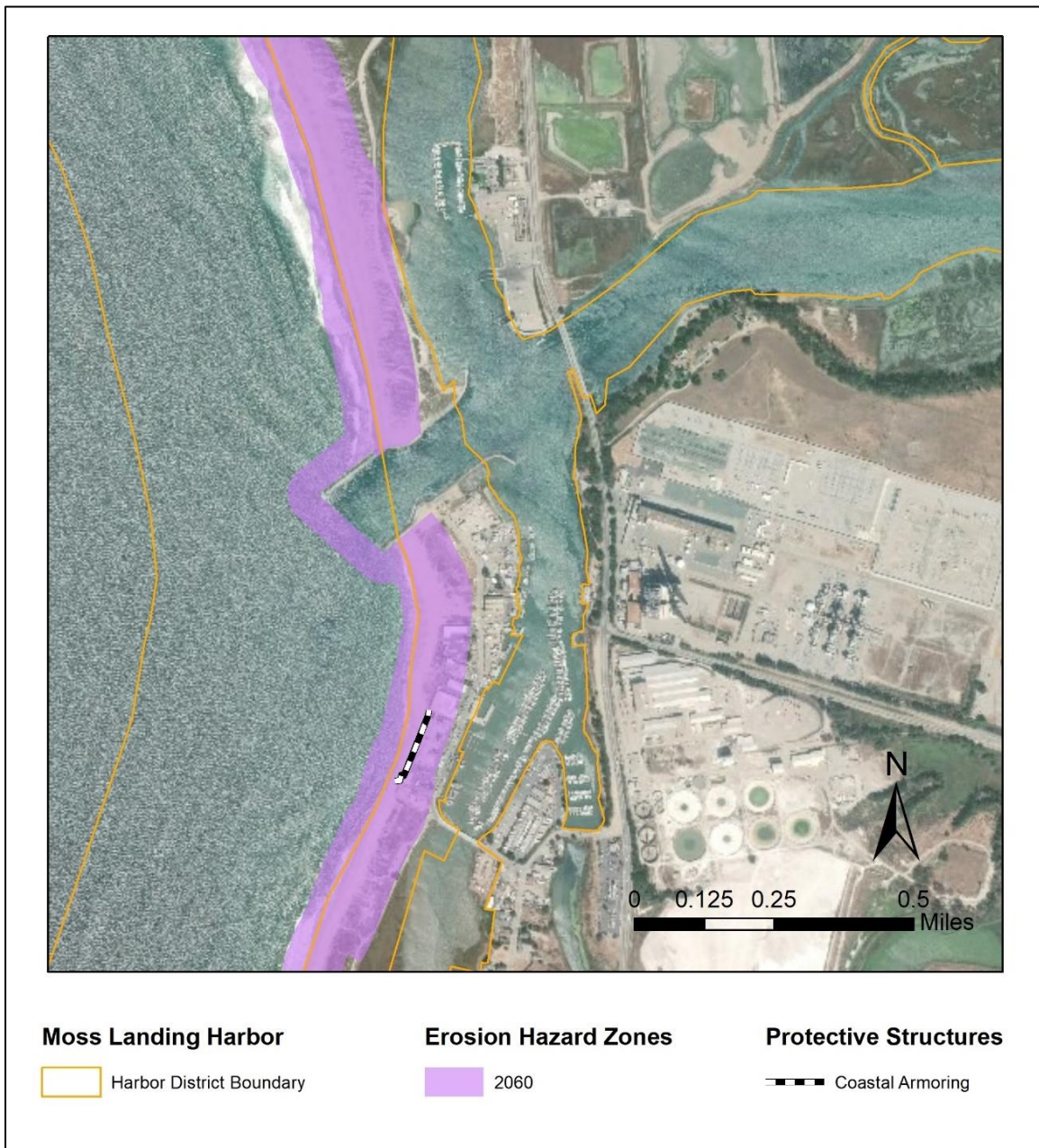


Figure 8. Inland erosion of coastline and loss of beach and dune habitat along the natural and developed sections of the sand spit, jeopardizing future harbor operations.

2060 River/Fluvial Flooding

River discharge during winter storms is predicted to increase. These increases in river flows are predicted to cause localized flooding as stormwater from the watershed meets higher winter ocean elevations in the harbor. Sedimentation of the harbor is also likely to increase due to increased erosion within the watershed during high flow events. Increased discharge velocity under Sandholdt Bridge may impact vessels and harbor infrastructure in south harbor.

Assets at Risk by 2030 and 2060

Public Access

2030: Moss Landing Harbor District provides the public with many unique opportunities to access and enjoy Elkhorn Slough and the Monterey Bay National Marine Sanctuary. Public trust lands granted to the Harbor District include much of Moss Landing tidal beach lands which provides lateral access along the coast between the harbor mouth and Salinas River State Beach. Visitors enjoy spectacular views, fishing opportunities, dog walking, surfing and small boat launching opportunities. The harbor district provides the public with access to 1) recreational fishing and whale watching boats from several public docks, 2) small boat launching for power boats and numerous self-propelled boats, 3) safe harbor berthing for traveling vessels, and 4) marine life viewing from restaurants and public viewing areas. The Harbor also provides private slips for resident vessels of all types.

Of the 11 designated public access areas within the Moss Landing Harbor and Elkhorn Slough, 2 of those access areas are located within the State granted lands. All 11 access areas however do provide public access to the granted lands.

The flooding extent from the combined effects of 2030 sea level rise and coastal storm flooding are predicted to restrict public access to numerous portions of the Moss Landing Harbor District Infrastructure (Figure 9). Specifically, portions of the main parking lot are predicted to be flooded during storms and restrict access to Docks A and B as well as adjacent parking. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded. While access needs of the public will be limited during storm events, access to boat owners with slips in the harbor may be compromised.

Access to some of the harbor infrastructure via the low lying Moss Landing Road (figure 2) will be periodically restricted if the Moss Landing tide gates fail to mute tides to the Moro Cojo Slough. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to 2030 SLR (Figure 3).

2060: Monthly tidal flooding is predicted to be significant by 2060. Access to much of State granted lands managed by the Harbor District will be restricted during high tides (Figure 9). Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.

Lands along the Moss Landing “island” will be lost as the ocean migrates inland (caused by sea level rise and associated storm waves and coastal erosion) and come into contact with current development,

limiting lateral access along the beach. This “coastal squeeze” will likely limit lateral access along the beach between the harbor mouth and Salinas River State Beach.

Access to State granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas. Tidal flooding of the small boat launch ramp and areas around the Elkhorn Yacht club are predicted. Access to north harbor docks is predicted to be restricted.

Public access to the beach and waterways will be compromised due to direct impacts to access locations and from flooding of roads to those locations. Dunes and Moss Landing Beach are predicted to be reduced in width unless they are enabled to migrate inland.

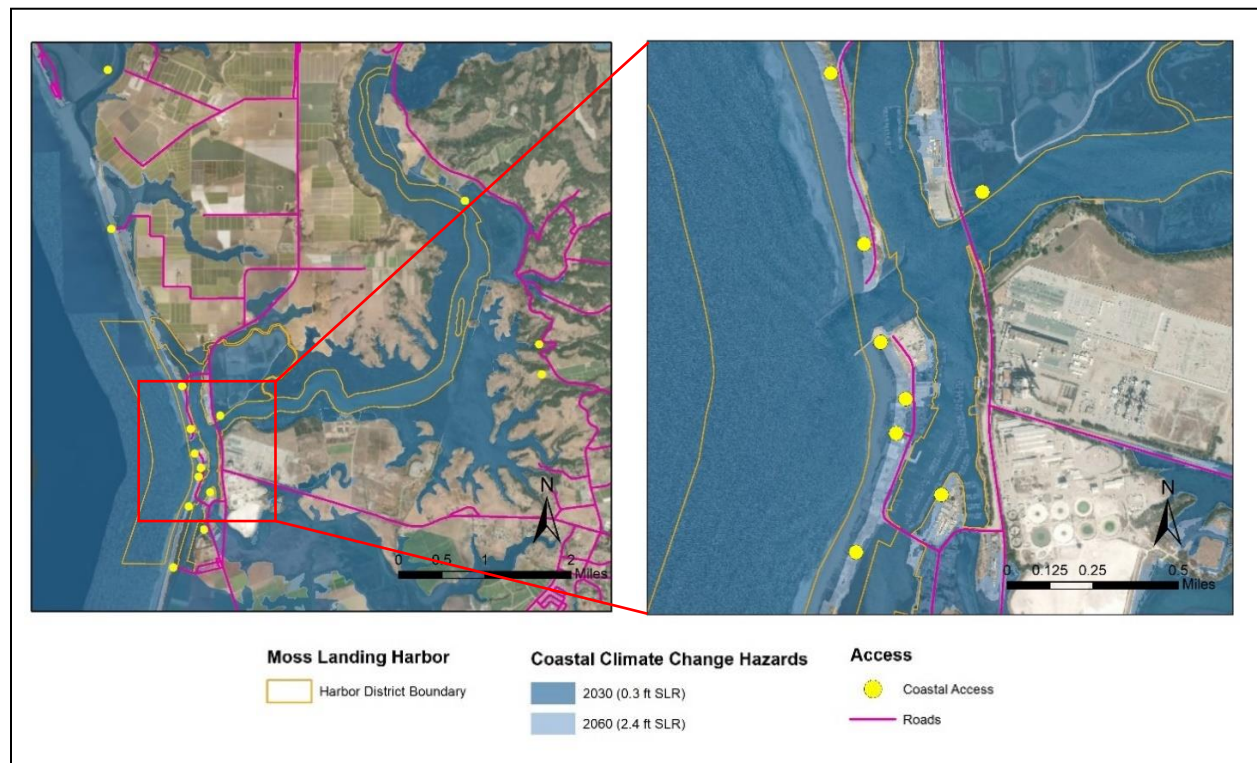


Figure 9. Coastal Access locations restricted by predicted future flooding.

Infrastructure

2030: Three storm drains and two electric meter junction boxes are within the cumulative flood risk areas for 2030. Trash enclosure 32 is located within the flood areas (Table 4, Figure 10 & Figure 11).

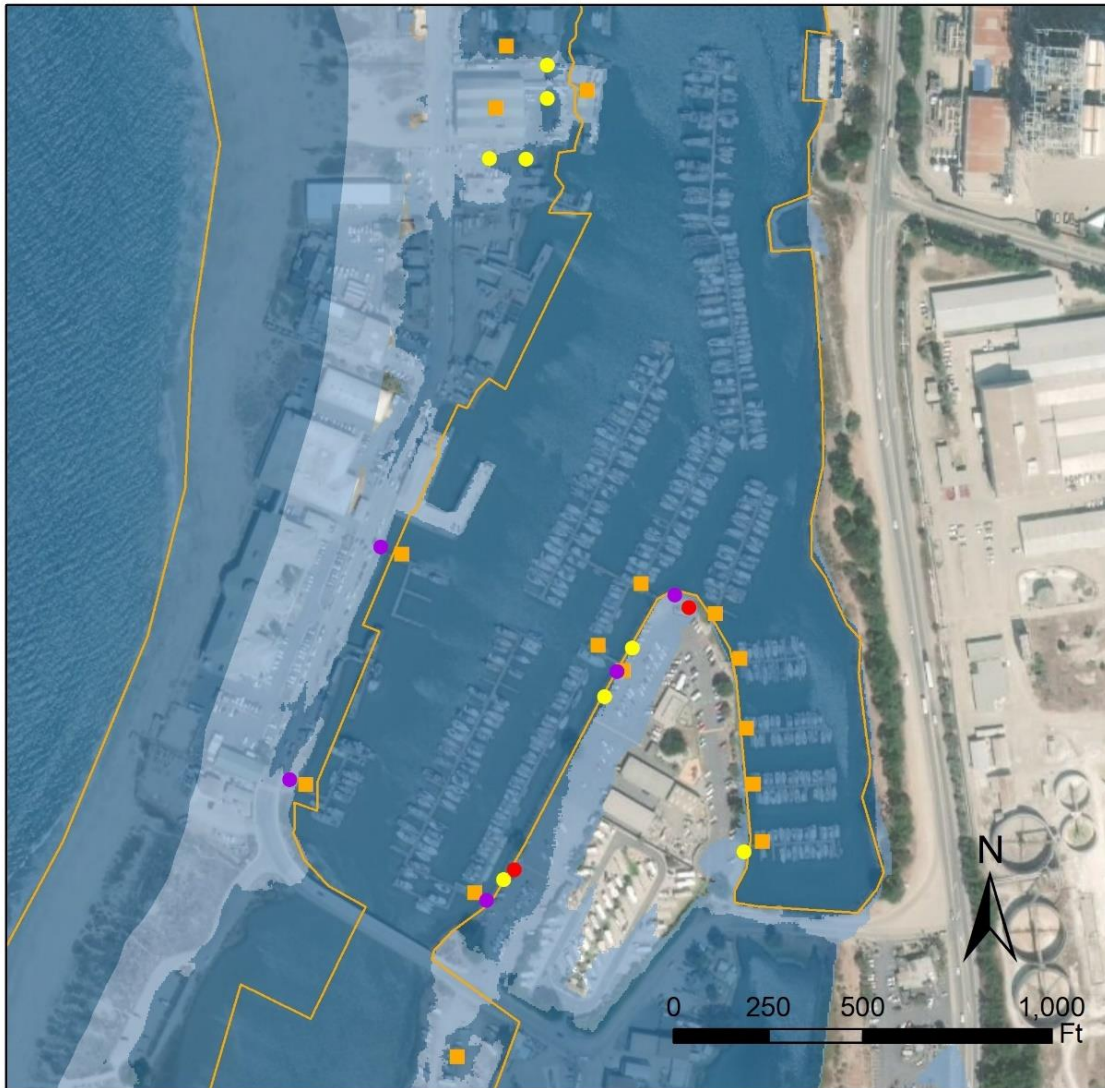
2060: 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings (Cannery Building and Monterey Kayak), half of the storm drains, access to all docks and the used oil containment facility. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding. Numerous dock pilings on Dock A are too short to retain floating docks during high tides and winter storms (Table 4, Figure 10 & Figure 11).

Table 4. Harbor infrastructure identified (noted with a number 1) as vulnerable to various SLR hazards during future time horizons

(ER= Erosion, CSF= Coastal Storm Flooding, RT= Rising Tides, TG=Tide Gate)

STRUCTURE	TYPE	ER 2030 (armor)	ER 2060	ER 2100	CSF 2030 (TG)	CSF 2060	CSF 2100	RT 2030 (TG)	RT 2060	RT 2100	FL 2030	FL 2060	FL 2100
Harbor Office	Building						1			1			1
Public Restrooms	Building						1			1			1
Boaters restrooms/laundry	Building						1			1			1
Maintenance Shop	Building						1			1			1
Cannery Building	Building					1	1			1		1	1
ML Storage	Building						1			1			1
ML Storage	Building						1			1			1
Sea Harvest	Building					1	1			1			
North Harbor Building site	Building						1			1			
Old Pot Stop Building	Building						1			1			
MB Kayak	Building					1	1			1			
Restroom Building	Building						1			1			
used oil containment facility	Building/Structure					1	1			1		1	1
Trash Enclosure	Structure					1	1			1			1
Trash Enclosure	Structure				1	1	1		1	1	1	1	1
Launch Ramps	Launch Ramp				1	1	1	1	1	1			
Old Launch Ramps	Launch Ramp				1	1	1	1	1	1			
Electric/ Sewer Lift Station	Lift Station						1						
Sewer Lift Station	Lift Station						1			1			1
Dry Storage	Lot					1	1		1	1		1	1
Maintenance Yard	Lot						1			1			1
Unimproved parking lot	Lot				1	1	1		1	1		1	1
Unimproved lot	Lot						1			1			
Moss Landing Community Park	Park						1			1			1
pier	Pier				1	1	1	1	1	1			
Storm Drain (total)	Storm Drain	0	0	0	7	12	16	2	7	15	2	8	8
Docks (total)	Dock	0	0	1	12	13	13	12	13	13	10	10	11
Electric Meter (total)	Electric Meter	0	0	2	3	6	7	1	5	7	2	5	6

Moss Landing South Harbor Impacted Infrastructure



Moss Landing Harbor

 Harbor District Boundary

Impacted Infrastructure

-  Structure
-  Storm Drain
-  Trash Enclosure
-  Electric Meter

Coastal Climate Change Hazards

 2030 (0.3 ft SLR)

 2060 (2.4 ft SLR)

Figure 10. South Harbor infrastructure vulnerable to 2030 and 2060 climate hazards.

Moss Landing North Harbor Impacted Infrastructure



Moss Landing Harbor

 Harbor District Boundary

Impacted Infrastructure

-  Structure
-  Storm Drain
-  Trash Enclosure
-  Electric Meter

Coastal Climate Change Hazards



-  2030 (0.3 ft SLR)
-  2060 (2.4 ft SLR)

Figure 11. North Harbor infrastructure vulnerable to 2030 and 2060 climate hazards.

Commercial Area Adjacent to Harbor

2030: Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events coinciding with high or king tides.

2060: Commercial operations that serve visitors to the Harbor are predicted to be impacted by winter storm flooding. The Elkhorn Yacht Club is estimated to be within tidal and storm flooding elevations. Much of downtown Moss Landing will be flooded if the Moss Landing Tide gates are compromised and across the dry storage area next to the Old Salinas River during winter storms with high river discharge. Commercial, research and industrial infrastructure on Moss Landing Island are vulnerable to frequent flooding and coastal erosion.

Natural Resources/Coastal Habitats

2030: Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds, tidal beaches and marine mammal haul out areas. These areas are likely resilient to 2030 predicted sea level rise. Adjacent tidal marsh habitat, however, will be submerged by 3-6 inches of additional tidal water, likely leading to the die off of lower portions of the estuarine marsh plain (Figure 12).

Coastal dunes and beaches within and adjacent to Moss Landing Harbor granted lands are predicted to be impacted by greater intensity winter storms that coincide with higher ocean levels. Portions of the beach in front of the Moss Landing sandspit are predicted to have limited lateral access except at low tides (Figure 8). Dune habitat south of Sandholdt Road are similarly likely to see erosion and a reduction in width if the dunes do not migrate inland.

2060: By 2060, lands that are currently intertidal marsh and beach habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding. Sand dunes and beach areas will be lost to erosion and flooding.

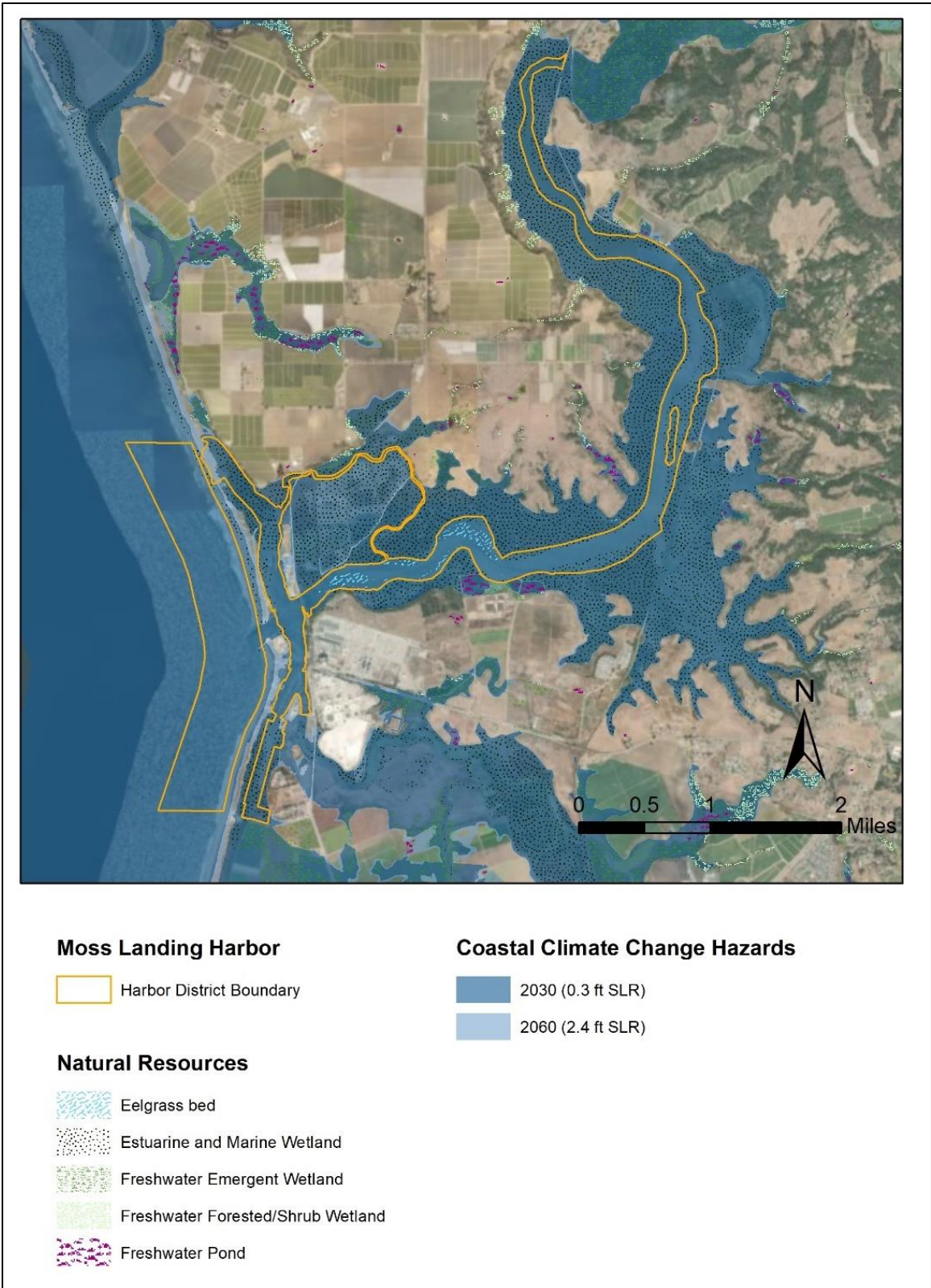


Figure 12. Natural habitats located within the granted lands that may be impacted by changes in water elevation and salinity.

Navigability

2030: Impacts of predicted 2030 risks are anticipated to be associated with restrictions of vessels to land during flooding of harbor parking lots. Some potential limitations to small boat launching are likely during storms. Increased sedimentation of the main channel is likely as tidal marsh transitions to subtidal habitat.

2060: Navigability will be compromised due to loss of access between tidal lands and adjacent public access lands. The harbor mouth jetty is predicted to be overtopped by winter waves. Increased sedimentation from the loss of tidal marshes of Elkhorn Slough and increased flooding in the Salinas Valley will likely lead to increased rates of sedimentation within the harbor. Dock infrastructure will be compromised by higher tides (overtopping older pilings), greater river discharge, and possible dune migration within the north harbor.

Critical Coastal Infrastructure at Risk by 2030, 2060, and 2100

2030 Risks of Coastal Climate Change

1. The flooding extent from the combined effects of 2030 SLR and coastal storm flooding are predicted to restrict access to portions of the main parking lot and restrict access to Docks A and B.
2. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded.
3. Some periodic flooding is predicted for some low lying areas adjacent to the State tidal lands.
4. Access to some of the harbor infrastructure via the low lying Moss Landing Road will be compromised if the Moss Landing tide gates fail to restrict high tides to the Moro Cojo Slough.
5. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to SLR.
6. Impacts of SLR may lead to significant erosion to Kirby Park launch ramp and parking area.
7. Three storm drains and two electric meters are within the cumulative flood risk areas for 2030. Trash enclosure 32 is located within the flood areas.
8. Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events.
9. Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds and marine mammal haul out areas.
10. 2030 risks are anticipated to cause restrictions of vessels to land during flooding of harbor parking lots.
11. Limitations to small boat launching are likely during storms.

2060 Risks of Coastal Climate Change

1. Access to much of State granted lands managed by the Harbor District will be restricted during high tides.
2. Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.

3. Lands along the Moss Landing “island” will be lost as the ocean migrates inland (caused by sea level rise and associated coastal erosion) and meet current development, limiting lateral access along the beach.
4. Access to granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas.
5. Access to north harbor docks is predicted to be restricted.
6. Flooding risks during winter storm events is predicted to be significant.
7. Flooding of more than half of the North Harbor land areas is predicted.
8. Wave overtopping of the Island beach/dunes is predicted to be possible leading to ocean waves (and sand) draining into Moss Landing Harbor.
9. Access to the island during storms will be extremely limited.
10. 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings, half of the storm drains, most electrical meters, access to all docks and the used oil containment facility.
11. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding.
12. By 2060, lands that are currently intertidal marsh habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding.
13. Navigability will be compromised due to loss of access between tidal lands and adjacent public lands.
14. The harbor mouth jetty is predicted to be overtopped by winter waves.
15. Increases of sedimentation from the loss of tidal marshes of Elkhorn Slough will likely lead to increased rates of sedimentation within the harbor.

2100 Risks of Coastal Climate Change

1. By 2100, access to all Harbor District infrastructure will be restricted/flooded during daily high tides.
2. Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.
3. The community of Moss Landing and Highway 1 will most likely need to be moved out of harm’s way.

The cumulative impacts of sea level rise to harbor infrastructure are shown below in Table 5.

Table 5. Quantification of assets and infrastructure at risk for three time horizons.

STRUCTURE	2030 CUMULATIVE IMPACTS	2060 CUMULATIVE IMPACTS	2100 CUMULATIVE IMPACTS
Harbor Office	0	0	1
Maintenance Shop	0	1	1
Cannery Building	0	1	1
ML Storage	0	0	1
ML Storage	0	0	1
Sea Harvest	0	0	1
North Harbor Building site	0	0	1
Old Pot Stop Building	0	0	1
MB Kayak	0	0	1
Restroom Building	0	0	1
Electric Meters	2	6	7
Storm Drains	3	8	15
Dock Landings	11	12	12
Hazardous Waste	1	2	4
Public Services	0	0	1
Paved Areas	4	6	8

Prioritizing Assets for Adaptation

Considerations for determining adaptive capacity include: 1) continued functionality of infrastructure when not flooded, 2) duration of projected impact (infrequent/short period, monthly, frequent/ongoing), 3) feasibility to increase resiliency of current infrastructure, and 4) functionality of infrastructure given potential loss of access. Adaptations were prioritized based on costs to implement action and continued level of service once adaptation is complete. Adaptive capacity was therefore defined as 1) high if adaptation was cost effective and retained needed level of service, 2) medium if costs were higher but resulting infrastructure was resilient to predicted hazards through 2060, and 3) low if costs were significant and resulting level of service was reduced or impacted by other external hazards (Table 6).

Table 6. Adaptive capacity of various climate risks for 2030, 2060, and 2100.

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
2030 Risks of Coastal Climate Change				
1. The flooding extent from the combined effects of 2030 SLR and coastal storm flooding are predicted to restrict access to portions of the main parking lot and restrict access to Docks A and B.	Infrequent	Temporary	High	High
2. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded.	Infrequent	Temporary	NA	High
3. Some periodic flooding is predicted for some low lying areas (parking) adjacent to the State tidal lands.	Infrequent	Temporary	Moderate	Moderate
4. Access to some of the harbor infrastructure via the low lying Moss Landing Road (figure 2) will be compromised if the Moss Landing tide gates fail to restrict high tides to the Moro Cojo Slough.	Monthly	Perpetual	Moderate	Moderate
5. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to SLR (figure 3).	NA			
6. Impacts of SLR have already led to significant erosion to Kirby Park launch ramp and parking area.	Frequent	Perpetual	Moderate	Moderate
7. Three storm drains (7, 11,30) and two electric meters (36 & 37) are within the cumulative flood risk areas for 2030. Trash enclosures 32 is located within the flood areas.	Monthly	Temporary	Low	High
8. Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events.	Infrequent	Temporary	Moderate	Moderate or Low

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
9. Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds and marine mammal haul out areas.	NA			
10. 2030 risks are anticipated to cause restrictions of vessels to land during flooding of harbor parking lots.	Infrequent	Temporary	High	High
11. Limitations to small boat launching are likely during storms.	Infrequent	Temporary	High	High
2060 Risks of Coastal Climate Change				
1. Access to much of State granted lands managed by the Harbor District will be restricted during high tides.	Frequent	Temporary	Moderate	Moderate
2. Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.	Frequent	Temporary	Moderate	Moderate
3. Lands along the Moss Landing "island" will be lost as the ocean migrates inland (caused by sea level rise and associated coastal erosion) and meet current development, limiting lateral access along the beach.	Frequent	Perpetual	Low	Low
4. Access to granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas.	Frequent	Temporary	Moderate	Moderate
5. Access to north harbor docks is predicted to be restricted.	Frequent	Temporary	Moderate	Moderate
6. Flooding risks during winter storm events is predicted to be significant.	Frequent	Temporary	Moderate	Moderate
7. Flooding of more than half of the North Harbor land areas is predicted.	Frequent	Temporary	Moderate	Moderate

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
8. Wave overtopping of the Island beach/dunes is predicted to be possible leading to ocean waves (and sand) draining into Moss Landing Harbor.	Infrequent	Perpetual	Moderate	Low
9. Access to the island during storms will be extremely limited.	NA			
10. 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings, half of the storm drains, most electrical meters, access to all docks and the used oil containment facility.	Frequent	Perpetual	Moderate	Moderate
11. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding.	Frequent	Perpetual	Moderate	Low
12. By 2060, lands that are currently intertidal marsh habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding.	Frequent	Perpetual	Low	Low
13. Navigability will be compromised due to loss of access between tidal lands and adjacent public lands.	Frequent	Temporary	High	Moderate
14. The harbor mouth jetty is predicted to be overtopped by winter waves.	Infrequent	Temporary	Moderate	Low
15. Increases of sedimentation from the loss of tidal marshes of Elkhorn Slough will likely lead to increased rates of sedimentation within the harbor.	Frequent	Perpetual	Moderate	Moderate
2100 Risks of Coastal Climate Change				
1. By 2100, access to all Harbor District infrastructure will be restricted/flooded during daily high tides.	Frequent	Perpetual	Low	Low

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
2. Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.	Frequent	Perpetual	Low	Low
3. The community of Moss Landing and Highway 1 will most likely need to be moved out of harm's way.	Frequent	Perpetual	Low	Low

3. Financial Loss Associated with Sea-level Rise Impacts

Direct Loss of Economic Benefits with Loss of Harbor Services

Several economic studies of the Elkhorn Slough and Moss Landing Harbor have been done that help to characterize the economic benefits provided by the harbor infrastructure and the associated access to coastal and marine environments (Table 7). Pomeroy and Dalton estimated the direct economic value of commercial fishing in Moss Landing to be between \$18 million and \$25 million per year (based on data from 1999-2001).¹⁴ Six vessels were noted as retaining home port in Moss Landing as commercial passenger fishing vessels in 2007, reported to service just over 100 vessel trips annually with approximately 1000 anglers (2007 data) with adjusted value of approximately \$100 per angler trip, or around \$1 million.¹⁵

Table 7. Annual market and non-market valuation of various visitor related access uses of Moss Landing Harbor

ECONOMIC ACTIVITY (2007 DATA)	ECONOMIC VALUE	NON-MARKET VALUE
Commercial Fishing (Landed Value)	\$ 24,000,000	N/A
Commercial Passenger Fishing Vessels (Charter Boats)	\$ 1,000,000	\$ 100,000
Nature-based Recreation (Kayaking & Whale Watching)	\$ 7,000,000	\$ 5,000,000
Beach going	\$ 7,000,000	N/A
Recreational Boating	\$ 7,000,000	\$ 4,000,000
Boating and vessel related fees	\$ 2,000,000	N/A
Research and Conservation (operating budgets)	\$ 70,000,000	\$ 10,000,000
Total	\$ 118,000,000	\$ 19,100,000

While commercial and charter boat fishing have been the long term centers of the local economy, recent studies suggest that research and conservation focused activities likely generate more to the economy currently in terms of gross revenues.¹⁶ The harbor currently supports two highly respected research institutions: Moss Landing Marine Laboratories and the Monterey Bay Aquarium Research

¹⁴ Pomeroy, C. and M. Dalton. 2003. Socio-Economic of the Moss Landing Commercial Fishing Industry. Report to the Monterey County Office of Economic Development.

¹⁵ Miller, N. and J. Kildow. 2007. The Economic Contribution of Marine Science and Education Institutions in the Monterey Bay Crescent. National Ocean Economics Program.

¹⁶ Kildow, J. and L. Pendleton, 2010, Elkhorn Slough Restoration: Policy & Economic Report. National Ocean Economics Program (NOEP). www.oceaneconomics.org

Institute, which combined support more than 420 jobs with annual budgets of more than \$67 million. In total, our summary of economic benefits associated with the services and public access provided by the Harbor District through State granted lands is over \$118 million annually (Table 7).

Indirect Loss (Non-market Values) of Recreation and Ecosystem Services

In a 2007 study, researchers found that Moss Landing State Beach hosted 200,000 visits annually and attendance at the Salinas River State Beach was approximately 250,000 annually (in 2007).¹⁷ The authors find that beach goers tend to enjoy an average non-market value of roughly \$15 per beach visit (year 2006 dollars) which would suggest that the non-market value of beach going at Moss Landing and Salinas River State Beaches could generate on the order of \$7 million annually in economic value to beach goers. In another study, estimates that whale watching alone in the state generates more than \$40 million in non-market value which can equate to more than \$4 million in personal experience value for whale watching from Moss Landing alone.¹⁸

Table 8. Visitation records for various locations within and around State Granted Lands. (Source: Kildow and Pendleton 2010)

SITE	TOTAL NUMBER OF VISITS	PERCENT VISITATION
Bennet Slough	7	2.3%
Moss Landing North	133	42.9%
Moss Landing South	142	45.8%
Moro Cojo Slough	5	1.6%
SDFP Wildlife Area	63	20.3%
Seal Bend/Rubis Creek	58	18.7%
Moon Glow Dairy	20	6.5%
ESNERR North	35	11.3%
South March	35	11.3%
Visitors Center	67	21.6%
ESNERR North	47	15.2%
North Marsh	5	1.6%
Kirby Park	65	21.0%
Hudson's Landing	5	1.6%

¹⁷ Kildow, J. and L. Pendleton, 2010, Elkhorn Slough Restoration: Policy & Economic Report. National Ocean Economics Program (NOEP). www.oceaneconomics.org

¹⁸ Pendleton, L. 2005. Understanding the Potential Economic Value of Marine Wildlife Viewing and Whale Watching in California. California Marine Life Protection Act Initiative.

Impacts to Recreation

Impacts to coastal access and harbor related recreation were estimated for the two planning horizons of 2030 and 2060 (Table 9). Predicted flooding for the 2030 time horizon will lead to periodic and seasonal restrictions to public access to harbor infrastructure and estuarine and marine areas. Because most flooding impacts will occur during winter storm events and during some non-storm king tide events, restrictions to public access will be limited in numbers and duration (we estimate 15% maximum reduction in public use of beaches). We also anticipate a small reduction in demand for slips due to reductions in level of service during flood events (maximum of 10%). We do anticipate that the loss of estuarine habitat within Elkhorn Slough may lead to a reduction in ecotourism visitation (20%) to the kayak renters located in North Harbor area. Off shore kayak trips should not be impacted. Fishing within the harbor (no non-market valuation data available) was assumed to be unaffected.

By 2060, reduction in the level of service capacity of existing infrastructure is predicted to be significant and may lead to weekly or daily reductions in access to coastal and harbor resources. Unless upgrades are completed, we anticipate a 50% reduction in access and use of the harbor by commercial and privately owned vessels and a 40% reduction in ecotourism related use (because of the variability in access restricted by tidal flooding). Some of these reductions in access can be mitigated through upgrades to existing infrastructure (discussed below).

Impacts to Ecosystem Services

The predicted loss of estuarine marsh habitat due to submergence is expected to have a significant impact on some threatened and endangered species and the loss of important ecological habitat types within Elkhorn Slough. Loss of dune habitat (and resulting adaptive capacity of harbor resources) is also predicted but may be mitigated if coastal dunes are allowed or encouraged to migrate inland. Previous studies suggest that recreation is concentrated in coastal areas near Highway 1 (Moss Landing Harbor and the beaches, Table 8) which are less vulnerable to 2030 hazards.

By 2060 much of Elkhorn Slough will likely transition to a subtidal embayment which may lead to a reduction in ecotourism visitation to the Slough. Similarly, daily flooding of beaches and other natural coastline amenities will reduce visitation to the harbor and adjacent coastline.

Financial Loss of Recreation and Ecosystem Services

Based on our market and non-market resource valuations of the Moss Landing Harbor (\$137 million (2007 dollars)) we anticipate a small but real (\$3.6 million) impact to the recreation and ecotourism economy by 2030 due to predicted hazards if no adaptation measures are implemented. By 2060 approximately half of the estimated economic valuation will be lost due to the predicted impacts to ecosystem services and daily restrictions in access. Ecosystem and infrastructure vulnerabilities can be mitigated or made more resilient and regional and state partners should work with the Harbor District to prioritize long term management objectives for the harbor (See Table 11 in Section 4). Long term risks (2100) to infrastructure and coastal beaches and dunes will likely make protection of the harbor through the end of the century infeasible and adaptive strategies and retreat plans should be developed to relocate harbor infrastructure inland as needed to provide the necessary level of safe harbor infrastructure in Moss Landing for future boaters.

Table 9. Market and non-market cost implications of reduced level of service and access from predicted climate hazards.

VALUATION	ECONOMIC VALUATION (MARKET AND NON-MARKET)	2030 % SERVICE LOSS	2030 ECONOMIC LOSS	2060 % SERVICE LOSS	2060 ECONOMIC LOSS
Commercial Fishing (Landed Value)	\$ 24,000,000	0%	\$ -	50%	\$ 12,000,000
Commercial Passenger Fishing Vessels (Charter Boats)	\$ 1,100,000	0%	\$ -	50%	\$550,000
Nature-based Recreation (Kayaking & Whale Watching)	\$ 12,000,000	20%	\$ 2,400,000	40%	\$ 4,800,000
Beach going	\$ 7,000,000	15%	\$ 1,050,000	50%	\$ 3,500,000
Recreational Boating	\$ 11,000,000	0%	\$ -	50%	\$ 5,500,000
Boating and vessel related fees	\$ 2,000,000	10%	\$ 200,000	50%	\$ 1,000,000
Research and Conservation (operating budgets)	\$ 80,000,000	0%	\$ -	50%	\$ 40,000,000
Total	\$ 137,100,000		\$ 3,650,000		\$67,350,000

4. Adaptation Opportunities

Proposed Moss Landing Harbor Adaptation Strategies

Below is a description of proposed mitigation/adaptation measures which are intended to address vulnerabilities to existing harbor infrastructure from specific climate risks described in Section 2.

1. Do not build new infrastructure within projected hazard zones that will not be resilient (for the expected life of the infrastructure) to the predicted impacts of that hazard.
2. Upgrade Harbor infrastructure within and adjacent to tidelands to be resilient to 2060 predicted tidal range (>2.6-3.8ft).
 - a. Harbor pilings in some areas that have not been upgraded will need to be replaced with taller posts to ensure that tides do not lead to docks overtopping pilings.
 - b. Raise or relocate pedestrian walkways, dock access ramps (areas 1, 2 &3) and adjacent infrastructure (oil collection system, garbage enclosure).
3. Raise public parking and access areas of Harbor District property to above the predicted 2060 tidal range.
 - a. Raise parking lot areas to above the predicted 2060 tidal range (>2.6-3.8ft). (See Figure 13)
 - b. Access/launch ramps and other infrastructure should be upgraded in coordination with adjacent efforts to raise parking and access areas above 2060 tides.
4. Design and build low relief berms (with drainage infrastructure) along harbor waterfront and restore coastal beach and dunes to help reduce winter storm flooding to Harbor district property and adjacent roads and infrastructure.
 - a. Design and construct (in partnership with the Monterey County, CalTrans and Moss Landing Community) low relief berms along waterfront areas where storm flooding is predicted to overtop and flood inland low-lying roads and properties. (See Figure 13)
 - b. Upgrade storm drains to enhance drainage during rainstorms with high tides (king tides).
 - c. Work with US Army Corps of Engineers and Monterey Bay National Marine Sanctuary (and other regulatory agencies) to investigate beach and dune nourishment opportunities for harbor dredge materials to increase SLR resiliency.
 - d. Continue to support dune restoration and resiliency efforts on Salinas River State Beach sand dunes (Figure 13).
 - e. Define inland zones to support dune migration (while maintaining harbor channel functions) needed to maintain a minimum dune barrier width (Figure 14a).

5. Work with Monterey County and Moss Landing Community to ensure road access to harbor infrastructure and docks.
 - a. Continue to participate in the Moss Landing Community Plan development process and ensure that County services including roads and bridges and utilities are maintained, upgraded or relocated in ways that ensure continued access to and use of harbor infrastructure through 2060.
 - b. Upgrade Moss Landing Road tide gates to enhance drainage during rainstorms with high tides (king tides).

6. Draft long range plan in partnership with Monterey County to relocate the harbor infrastructure (in tandem with the Moss Landing community, local roads and highway alignment) inland to serve 2100 community needs. Negotiate modified tidal lands lease agreement with State Lands Commission.
 - a. Establish a long range planning effort within the Moss Landing Community Plan process to identify needed coastal retreat strategies and rezone areas for future development inland of mapped hazard areas (Figure 14b). Investigate new opportunities to relocate Moss Landing Harbor inland along the Elkhorn or Moro Cojo sloughs as coastal dunes fail or migrate inland.
 - b. Ensure that County actions (road and bridge replacements) and state agency programs and policies support harbor district needs to re-locate new berthing inland within Elkhorn Slough (East of the current location of Highway 1), in order to continue safe harbor services to the citizens of California.

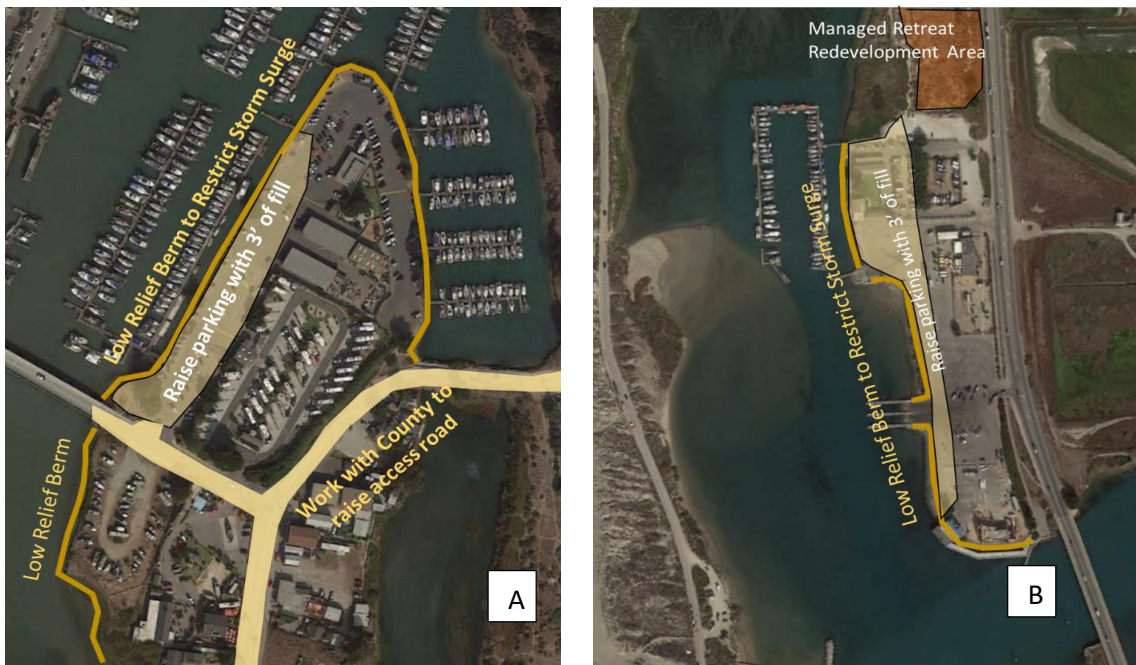


Figure 13. Maps of adaptation, resiliency and retreat planning areas including harbor berm to reduce storm related flooding and raising of parking/ public areas to reduce tidal flooding A) South Harbor, B) North Harbor.

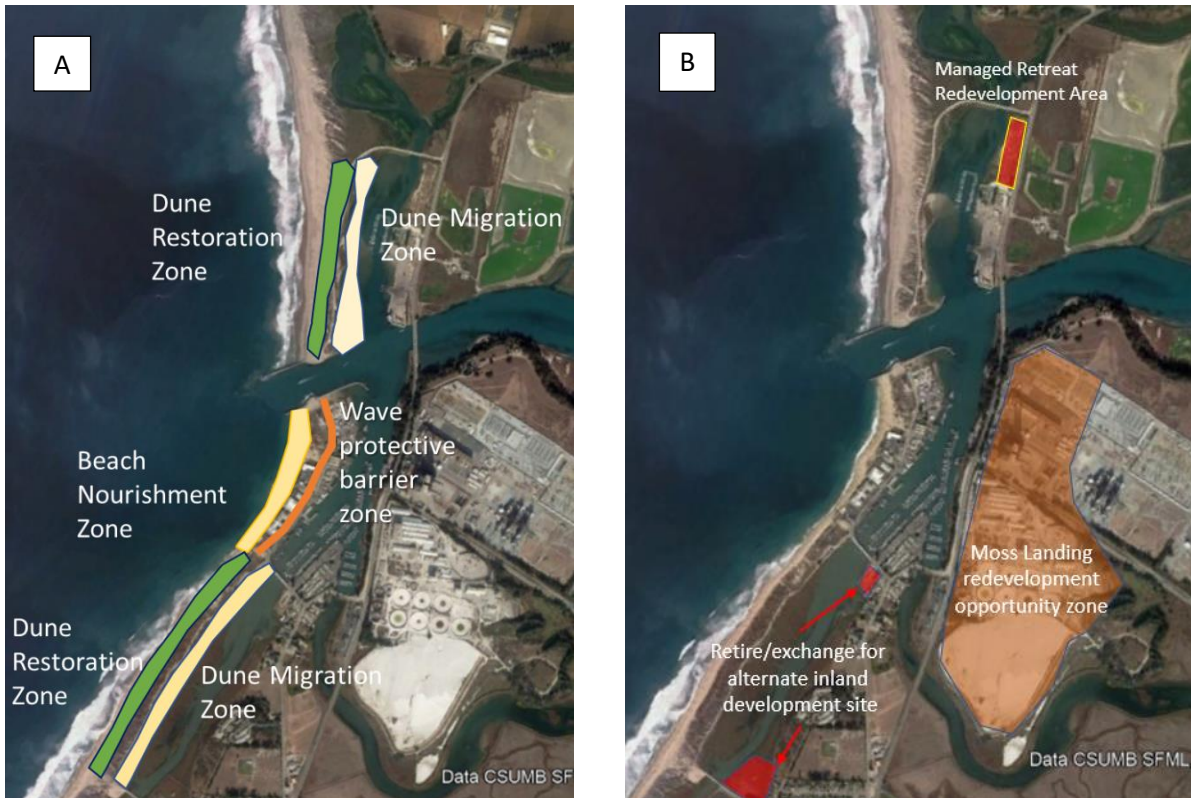


Figure 14. Maps of (A) areas for recommended coastal dune and beach management zones to increase resiliency of natural dune barrier and work with ML island property owners to develop a storm surge barrier into new and existing development and (B) possible areas in harbor ownership where development opportunities could be retired and exchanged for development in areas resilient to 2060 hazards (Moss Landing community redevelopment opportunity zone also noted although outside of harbor district control).

Timeframe of Implementation of Measures

Table 11 lists recommended timeframes for initiation and completion of various adaptation, protection and planning efforts needed to be completed by the Harbor District, Monterey County and private land owners to address predicted coastal climate hazards. Infrastructure upgrades identified within this hazard evaluation focus on increasing the elevation of parking and dock access ways (Figure 13) and the enhancement and management of coastal boundaries including dunes and beaches and harbor waterfront that provide resiliency to predicted flooding (Figure 14).

Monitoring of Sea-level Rise Impacts and Adaptation Strategies

Climate Impact Monitoring Strategy

It is recommended that the Harbor District adopt a simple tracking system to document impacts to infrastructure and reductions in levels of service associated with coastal flooding, erosion and other related coastal climate change hazards. Tracking should document 1) impacts that require replacement, repair or upgrades to harbor infrastructure and 2) flooding and other storm related events which restrict

access to harbor infrastructure and public access to the harbor, Elkhorn Slough, beaches and Monterey Bay National Marine Sanctuary.

Regional Planning in Place to Address Sea-level Rise and Climate Change

Moss Landing Community Plan

The Moss Landing Community Plan and Coastal Implementation Plan, both of which are a part of the Monterey County Local Coastal Program, are currently being updated to provide a comprehensive planning framework to improve and enhance the Moss Landing community. This plan is being prepared by the Monterey County Resource Management Agency – Planning with the input and assistance from the community, stakeholders, planning & environmental consultants and associated agencies.

Integrated Regional Water Management Program

Integrated regional water management (IRWM) is an approach to water resource management in California that is being strongly promoted by the State as a way to increase regional self-sufficiency. IRWM offers an approach for managing the uncertainties that lie ahead, particularly in light of climate change. The IRWM planning process brings together water and natural resource managers, along with other community stakeholders, to collaboratively plan for and ensure the region's continued water supply reliability, improved water quality, flood management, and healthy functioning ecosystems—allowing for creative new solutions and greater efficiencies. The Greater Monterey IRWM Plan has been developed to fulfill the goals of IRWM planning in this region and to provide eligibility for State IRWM grant funds.

Elkhorn Slough Tidal Wetland Recovery Plan

With fifty percent, or 1,000 acres, of Elkhorn Slough's salt marshes being lost over the past 150 years and the ongoing marsh loss and habitat erosion, the Elkhorn Slough Tidal Wetland Program was formed. This unique program is a collaborative effort to develop and implement strategies to conserve and restore estuarine habitats in the Elkhorn Slough watershed. For the past several years, stakeholders and scientists participating in the Elkhorn Slough Tidal Wetland Project (TWP) have evaluated the pros and cons of different restoration alternatives for the estuary. The main channel and tidal creeks in Elkhorn Slough have undergone extensive erosion due to tidal scour following the opening of an artificial mouth to the estuary in 1946 to accommodate Moss Landing Harbor. The larger estuarine mouth also has contributed to dieback of salt marsh habitat in the slough. Tidal Wetland Project investigations explored whether a single large fix at the mouth of the estuary, effectively shrinking the mouth size, would benefit overall ecosystem health. The decision was that no large scale action should currently be undertaken at the mouth of the estuary, because of potential risks to water quality, negative impacts to recreational boating, and uncertainty about benefits to salt marsh habitat. However, smaller scale actions have been taken including the Parson's Slough sill, and raising the elevation of the Minhoto Marsh elevation with sediment from the Pajaro River.

Estimate of Financial Costs of Sea-level Rise Adaptation

Storm Cleanup, Replacement or Repair Costs

Costs associated with future cleanup after storm events is difficult to anticipate and budget. Previous cleanup and repair efforts have been completed by the Harbor District and often include repairs to docks due to fluvial discharge and storm surge, dredging due to erosion from the watershed, and road and parking lot cleanup due to storm surge and flooding. Such costs are anticipated to increase as storm events increase in frequency and intensity.

Anticipated Costs of Adaptation/Mitigation Measures, and Potential Benefits of Such Strategies and Structures

Costs to implement the 2030 and 2060 adaptation efforts was estimated with input from Harbor District Staff (Table 10 and Table 11). Costs include design, planning, permitting and construction activities. No adaptation strategies required the purchase of new properties but many adaptation actions needed to retain operations of the harbor are the responsibility of state and county agencies. Specifically, CalTrans is responsible for continued operations of Highway 1 (and currently studying long term management of the corridor in reference to predicted SLR hazards) and Monterey County which is responsible for local roads, bridges and tide gates.

Table 10. Adaptation Costs for 2030 and 2060 time horizons.

TIME HORIZON	ADAPTATION APPROACH	ADAPTATION COSTS
2019-2030	Adapt	\$2,100,000
	Plan	\$250,000
	Protect	\$1,700,000
2030 Total		\$4,050,000
2030-2060	Adapt	\$13,000,000
	2060 Total	\$13,000,000
Total		\$17,050,000

Anticipated costs to relocate infrastructure and work with county agencies to upgrade roads is anticipated to cost approximately \$4 million (Table 10). These activities are expected to reduce loss of service of Harbor infrastructure and help maintain access to boats during flooding, and estimated market and non-market cost of approximately \$3.6 million annually or approximately ten times return on the investment to the boating community. Costs to raise parking and access ways, and construct storm surge protection around the harbor is anticipated to cost \$17 million but will reduce market and non-market losses of approximately \$67 million annually by 2060 (Table 9).

Costs to construct extensive sea walls or rip-rap needed to protect the harbor from wave overtopping of the coastal beach strand were not estimated but were assumed to be only partially effective and would

likely be cost prohibitive when compared with relocating marina boat slips inland, away from wave hazards.

Cost Savings

Much of the costs to implement the actions was attributed to permitting and planning as well as state requirements to pay prevailing wages. Significant reductions in described costs could be made if permitting costs were reduced significantly and prevailing wage requirements were suspended for SLR mitigation and adaptation activities. Integration of these identified adaptation actions could be integrated into the Moss Landing Community plan and thus integrated with the North Monterey County Local Coastal Plan. Integration into the LCP may help to reduce permitting costs if the State adopts policies that support streamline permitting of SLR adaptation strategies outlined in adopted LCPs.

Table 11. Adaptation Strategy Implementation Timeline and Cost

TIME HORIZON	ADAPTATION APPROACH	ACTION	RELATIVE COST	SIZE OF EFFORT	ESTIMATED COST
2019-2030	Adapt	Upgrade older dock pilings with taller pilings that can withstand predicted 2060 tidal range.	Mid	50 Pilings	\$700,000
		Move trash and oil recycling enclosures out of storm flood hazard area.	Low	2 enclosures	\$1,000,000
		Investigate alternative routes to north harbor docks that will provide better access during winter storm flooding.	Low	1 access location	\$400,000
	Plan	Work with Monterey County and Coastal Commission to transfer development rights to inland or more resilient areas.	Low	3 parcels	\$250,000
		Work with Monterey County and Moss Landing Marine Labs to ensure proper functionality of Moss Landing Road/Moro Cojo Slough Tide Gates to minimize flooding to "downtown".	Mid	Three culverts and tide gates with upgrades to road	County
		Work with Elkhorn Slough NERR to identify marsh plain resiliency options (possibly using appropriate dredge spoils) to retain marsh habitat areas and reduce slough erosion and harbor siltation.	Low	1,000 Acres	N/A
	Protect	Design and construct (in partnership with Monterey County, CalTrans and Moss Landing Community) low relief berms along waterfront areas where storm flooding is predicted to overtop and flood inland low-lying roads and properties. Upgrade storm drains to enhance drainage during rainstorms with high tides (king tides).	Mid	650 Linear Feet (North Harbor) 1600 Linear Feet (South Harbor) 500 Linear Feet (OSR Storage)	\$1,200,000
		Continue to support dune restoration and resiliency efforts on Salinas River State Beach sand dunes.	Low	25 acres	State Parks
		Work with Monterey County, State Lands Commission, US Army Corps of Engineers, and Monterey Bay National Marine Sanctuary to encourage beach nourishment on developed sections of the Moss Landing sandspit using appropriate harbor dredge spoils.	Low	6 acres of beach area	\$500,000

TIME HORIZON	ADAPTATION APPROACH	ACTION	RELATIVE COST	SIZE OF EFFORT	ESTIMATED COST
2030-2060	Adapt	Upgrade access ramps and other infrastructure in coordination with adjacent efforts to raise parking and access areas above the predicted 2060 tidal range (>2.6-3.8ft)	Low	12 access landings	\$1,000,000
		Raise parking lot areas, pedestrian walkways, dock access ramps (areas 1, 2 &3) and adjacent infrastructure (oil collection system, garbage enclosure) to above the predicted 2060 tidal range (>2.6-3.8ft). (See Figure 13)	High	1 Acre (North Harbor) 1.5 Acres (South Harbor) 1.25 Acres (Old Salinas Storage)	\$10,000,000
		Move vulnerable infrastructure (trash enclosures, restrooms) away from hazard areas.	Mid	10 pieces of infrastructure	\$2,000,000
		Work with Monterey County to raise Moss Landing and Sandholdt Roads to maintain access during high tides and winter storms.	High	2000 Linear Feet	County
	Plan	Ensure that County services, including roads and bridges, are maintained, upgraded or relocated in ways that ensure continued access to harbor infrastructure through 2060.	High	2000 Linear Feet	County
		Work with CalTrans to ensure highway service to Moss Landing either in current or new alignment. Investigate Dolan Road as community access road if Highway 1 is moved inland.	Very High	4 miles of highway	State
2060-2100	Adapt	Establish a long range planning effort within the Moss Landing Community Plan process to identify needed coastal retreat strategies and rezone areas for future development inland of mapped hazard areas. Investigate new opportunities to relocate Moss Landing Harbor inland along the Elkhorn or Moro Cojo Sloughs as coastal dunes fail or migrate inland.	Mid	Complete Redevelopment	N/A

5. Conclusion

To ensure continued harbor operations through 2060 CCWG, with input from the Harbor District, has identified a number of necessary adaptation actions (raising of parking and dock access) that will help increase the resiliency of infrastructure and continue to provide an expected level of service and access. The costs to build/construct these activities are expected to be spent as the reduction in service is documented (i.e. environmental triggers). By 2060 access to harbor infrastructure (and therefore State Granted Lands) will be greatly reduced due to monthly or daily tidal flooding. Adaptation and resiliency measures taken by the Harbor District will only be effective if Monterey County, CalTrans and regional utilities, California State Parks, and private land owners along the Island sandspit take concurrent actions to adapt current infrastructure and maintain resiliency. Road, bridge and tide gate infrastructure must be maintained and upgraded if the Harbor is to remain viable through 2060. Coastal resilience planning is needed to increase resilience to 2060 wave overtopping of the Island and will need to be coordinated and a plan agreed to by the County, State (specifically the Coastal Commission), and private land owners on the island.

The hazards predicted to occur sometime between 2060 and 2100 are significant and likely unsurmountable for the harbor to withstand and remain operational within its current layout. Retreat of harbor infrastructure inland within the Elkhorn and Moro Cojo sloughs is likely needed if the Moss Landing Harbor is to remain a viable California safe harbor.

State and County funding needed to retain access to Harbor infrastructure and utilities will need to be identified before the Harbor District can invest in necessary upgrades. Such retreat and relocation decisions will need to be made in consult with State Lands and California Boating and Waterways staff who will need to prioritize future expenditures needed to retain safe boating along the California Coast.



Heather Adamson, Director of Planning
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

RE: Santa Cruz County Friends of the Rail & Trail Comments on EIR Scope for 2045
Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional
Transportation Plans

Dear Ms. Adamson:

Thank you for the opportunity to comment on the scope of the Environmental Impact Report
for the 2045 Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional
Transportation Plans.

Based on our understanding of the role of the 2045 MTP/SCS vis a vis the widely-understood,
life-threatening consequences of global warming, and based on the requirements of California
statutes and other state and federal planning, this plan is key to the Monterey Bay region making
significant progress in reducing greenhouse gasses (GHG) from transportation sources over the
next twenty five years.

Sadly, there has been little if any progress toward this goal during the past few years since the
2040 Plan was adopted. An important part of the 2045 MTP/SCS will be an assessment of
performance measures for both current and projected metrics. If we are not making progress
on these measures, AMBAG should support state efforts to require local jurisdictions to better
manage land use and transportation decisions in tandem. This is the fundamental way we can
achieve a more balanced relationship between jobs and housing in our region, and thereby be
able to provide travel options that reduce GHG emissions, as required by the SCS, rather than
increasing them to our collective detriment.

Please include our organization on AMBAG's contact list for all communications about MTP/SCS
activities. Our contact information is below.

Thank you very much for your consideration.

Sincerely,

Sally Arnold

Sally Arnold
Board Chair
Santa Cruz County Friends of the Rail & Trail

George Dix

From: Heather Adamson <hadamson@ambag.org>
Sent: Thursday, January 30, 2020 11:31 AM
To: Megan Jones
Cc: George Dix
Subject: [EXT] FW: Regional Transportation Plans EIR scoping Comments

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

From: SAM TEEL [mailto:samteel@comcast.net]
Sent: Thursday, January 30, 2020 11:29 AM
To: Heather Adamson
Subject: Regional Transportation Plans EIR scoping Comments

Impacts to be addressed/resources:
Add "Possible economic impacts and support"

****Active Transportation Mode and Transit Prioritized Alternatives:**

This is a big topic. The number of individuals who actually use their bikes to commute as versus occasional recreational use as versus the vast majority of individuals who drive their cars for both should determine the percentage of projects dedicated for those uses.

It would make more sense to eliminate the fare box on public transportation. MST currently generates approximately \$4.5 million/year through their fare boxes. When they recently offered free rides to Hartnell students, they generated a 200% increase in ridership. When they offered a 50% (?) discount to MPC students, they generated only a 10% (?) increase. Increasing ridership on public transportation not only offers traffic congestion but reduces air pollution. A \$4.5 million subsidy could be justified simply through the congestion relief on overcrowded existing roads.

Sam Teel

Appendix B

2045 MTP/SCS and RTPs Transportation Project List

Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Fransiscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$100
MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$923
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	\$300
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$30
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	\$29,300
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$5
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway.	\$3,602
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC168-UM	Davis Road	Install Class II bikeway.	\$3,193
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$194
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway.	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA-PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie-install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I bike path along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57 mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500
MON-SNS138-SL	Bardin Road Safe Routes to School/ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry seal on East Alisal Street and crosswalk and ADA enhancements	\$12,000
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, Bike Lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/Class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-TAMC006-TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC010-TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28 mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011-TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016-TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017-TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018-TAMC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

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Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT011-CT	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey.	\$94,143
MON-CT022-CT	SR 156 - Expressway Conversion	Expressway to freeway conversion; Construct new 4 lane highway south of existing alignment, convert existing highway to frontage road (Related to CT023 and CT036)	\$106,225
MON-CT023-CT	State Route 156 and US 101 Interchange	Construct new interchange for SR156 and US101 (related to CT022 and CT036)	\$250,890
MON-CT030-SL	US 101 - Salinas Corridor	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible.	\$52,000
MON-CT031-CT	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings, constructing a new interchange at Harris Road, and provide necessary frontage roads to allow farmers to access their lands. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and make related intersection improvements (EA 05-OH330). These improvements will enhance bicycle and pedestrian mobility and facilitate transit access.	\$112,000
MON-CT036-CT	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	\$55,200
MON-GON015-GO	US 101/Gloria Road Interchange	US 101/Gloria Road Interchange Improvements. (EA 05-OP930) PM 68.4/70.4	\$36,000
MON-GRN008-GR	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	\$39,800
MON-KCY006-CK	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77).	\$32,580
MON-MAR136-MA	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	\$590
MON-MAR137-MA	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	\$500
MON-SOL002-SO	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	\$5,200
MON-SOL003-SO	US 101 - South Interchange	Install new interchange south of US 101 and Front Street.	\$21,760
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	\$15,589

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOLO46-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

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Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY016-CK	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	\$10,000
MON-KCY017-CK	Bypass (Lonoak Connection)	Road and Ped/Bike Construction.	\$15,000
MON-MAR077-MA	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete Streets design with the widening. Previous FORA project.	\$1,915
MON-MAR114-MA	Del Monte Boulevard Widening	Widen to 4 lanes and add Class II bike lanes. Triggered by Marina Station Subdivision	\$5,000
MON-MAR150-MA	Del Monte Blvd Extension	Construct new roadway	\$13,000
MON-MAR153-MA	Patton (Abrams) Pkwy Extension	Construct new roadway	\$1,150
MON-MAR154-MA	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$41,750
MON-MAR165-MA	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	\$2,075
MON-MRY005-MY	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	\$8,000
MON-MYC147-UM	SR 156 - Blackie Road Extension	Construct new road from Castroville Blvd to Blackie Rd.	\$18,000
MON-MYC192-UM	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	\$13,300
MON-MYC245-UM	San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpinteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.	\$71,900
MON-MYC307-UM	Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with a high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (RMA-PW&F)	\$71,742
MON-SCY015-SA	Tioga widening	Widen Tioga Ave. at Del Monte; Install Class II bike lanes and fill sidewalk gaps.	\$600
MON-SNS006-SL	US 101 - Alvin Drive Overpass/Underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	\$12,325
MON-SNS008-SL	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	\$1,647
MON-SNS012-SL	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install Class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	\$6,671
MON-SNS029-SL	John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	\$8,513
MON-SNS035-SL	Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	\$1,117

Appendix B: Project List
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS037-SL	Main Street (North) Widening	Widen to 6 lanes from Market to Casentini including bicycle and pedestrian improvements.	\$5,060
MON-SNS044-SL	Natividad Road Widening	Widen from 2 to 4 lanes	\$4,296
MON-SNS048-SL	Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	\$1,218
MON-SNS050-SL	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	\$3,078
MON-SNS052-SL	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets; accommodations for bikes and peds.	\$14,737
MON-SNS059-SL	Williams Road Widening	Widen from 2 to 4 lanes	\$5,500
MON-SNS090-SL	Russell Road Extension	Extend 4 lane arterial	\$17,557
MON-SNS092-SL	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	\$3,635
MON-SNS093-SL	Independence Boulevard Extension	Extend as 2 lane collector	\$1,374
MON-SNS094-SL	Hemingway Drive Extension	Construct 4 lane road	\$2,871
MON-SNS095-SL	Constitution Boulevard Extension	Construct 4 lane street	\$9,556
MON-SNS096-SL	Sanborn Road Extension	Construct 4 lane arterial	\$6,895
MON-SNS097-SL	Williams Russell Collector	Construct new north - south connection	\$8,115
MON-SNS098-SL	Alisal Street Extension	Extend as 2 lane collector street with bike lanes	\$5,119
MON-SNS099-SL	Moffett Street Extension	Extend as 4 lane collector	\$3,336
MON-SNS100-SL	Rossi Street Widening	Widen to 4 Lanes, install median and bike lanes	\$300
MON-SNS101-SL	Bernal Drive Extension	Extend as 4 lane arterial	\$6,976
MON-SNS102-SL	Constitution Boulevard Extension	Construct new 2 lane street	\$3,403
MON-SNS103-SL	Williams Road Widening	Widen from 3 to 4 lanes	\$2,975
MON-SNS104-SL	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.	\$2,908
MON-SNS108-SL	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	\$2,161
MON-SNS121-SL	McKinnon Street Extension	Extend as a two-lane collector from Boronda Rd to Rogge Road	\$3,710
MON-SNS279-SL	Ross Rd Extensions	Extend Rossi St as 4-lane arterial btwn Western Bypass and Davis Rd with bike lanes.	\$2,488
MON-SNS280-SL	Eastern Bypass	Construct four-lane arterial from US 101 to Williams Rd	\$17,837
MON-SNS281-SL	El Dorado Drive Extension	Extend as two-lane collector from Boronda Rd to Roggee Rd	\$2,398

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS282-SL	Abbott Street Widening	Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street	\$1,266
MON-SOL065-SO	Camphora-Gloria Road (2007 TIF R12)	Camphora-Gloria Road (2007 TIF R12); Construct to 4 lanes	\$18,617

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	\$200
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoe Road	Install two-lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US 101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or roundabout	\$2,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left-turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500
MON-MRY022-MY	Citywide Street Reconstruction	Street reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street panel replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide traffic signal pole replacement	\$20,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & geometric improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved turnouts and signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laurels Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to Grade Separation)	\$7,890
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay Existing Roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes between future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F)	\$2,968

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA-PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs/adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA-PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class 1 bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	\$1,950
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Corridor Moore Improvements	Roundabout installation intersection improvements along General Jim Moore at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median Improvements/median left turn lanes btwn Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33
MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install signal	\$546
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersecton Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800
MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/San Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/Advanced Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000
MON-TAMC003-TAMC	Rail Extension to Monterey County-Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/ Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

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Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$100,000
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a 4-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4-lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to 4-lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase 2	Convert to 4-lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000
SB-CT-A55	U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156	Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County.	\$196,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

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Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemi Street to Muckelemi Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	\$500
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 <u>\$47,048</u>
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>\$1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpenteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	\$450
SB-SJB-A03	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short and long range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

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Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$87,247

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300

Appendix B: Project List
San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$500
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$250
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$100
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$100
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	\$50

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$750
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$400
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$2,500
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$7,000
SC-CO-P46a-USC	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$3,500
SC-CO-P46b-USC	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Road to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$5,000
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02</u> Bicycle Safety Education (<u>BikeSmart</u> and <u>WalkSmart</u>)	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$440 <u>\$450</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k/yr)	\$17,000 \$25,000
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$240
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$5,500
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P123-SCR	Soquel/Branciforte/Water Bike Lane Treatments (San Lorenzo River to Branciforte) Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$1,404
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-P132-SCR</u>	<u>Swanton Blvd. Multi-Use Trail Connector</u>	<u>Install a 10-12 foot wide multi-use trail along Swanton, Delaware and Natural bridges, completing a missing link.</u>	<u>\$1,900</u>
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multimodal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$210
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications <u>improvements.</u>	\$2,070 <u>\$500</u>
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 <u>\$500</u>
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 <u>\$520</u>
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$4,000
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 <u>\$250</u>
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$2,060
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$515
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (Short term)	\$90
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$400
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$2,570
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$1,140
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$3,125
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 \$30
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 \$30
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 \$900
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$600
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 \$660
<u>SC-WAT-P71-WAT</u>	<u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	<u>Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.</u>	<u>\$3,400</u>
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches	\$5,000
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$4,000
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$700
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700

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Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California St to Pacific Ave/Wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7-Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road-Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 <u>\$4,000</u>
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

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Table 2 Highway Improvements

AMBAG ID	Project	PROJECT DESCRIPTION	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60 foot long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155
SC-RTC 24f-RTC	2 - Hwy 1: Auxiliary Lanes from 41st Ave to Soquel Ave and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. Caltrans Project ID 05-0C732	\$32,000
SC-RTC 24r-RTC	94 - Hwy 1: Northbound Auxiliary Lane from San Andreas Rd/Larkin Valley Rd to Freedom Blvd	Construct northbound auxiliary lane. [Note: This project was not included as part of Highway 1 CIP project (RTC 24a).]	\$10,000
SC-RTC-24e-RTC	3 - Hwy 1-State Park Dr-Bay/Porter Auxiliary Lanes, Bus on Shoulders, & Mar Vista Bike/Ped Crossing	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls	\$90,000
SC-RTC-24g-RTC	4 - Hwy 1 Auxiliary Lanes and Bus on Shoulders: Freedom Blvd to State Park Dr	Construct auxiliary lanes between State Park Dr-Rio Del Mar and Rio Del Mar Blvd - Freedom Blvd interchanges and modify shoulders to allow buses to use shoulders. Includes soundwalls and retaining walls; widening of the bridge over Aptos Creek/Spreckles Drive; Segment 12 of the MBSST (State Park Dr-Rio Del Mar Blvd/Sumner); and reconstruction of two railroad bridges over Highway 1, including bike/ped trail. [Part of Highway 1 CIP project (RTC 24a)]	\$102,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-25SC	Hwy 1/9 Intersection Modifications	Intersection modifications including new turn lanes, bike lanes, shoulders, lighting, sidewalks and access ramps. Includes adding second left turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right turn lane and shoulder on northbound Highway 9; through left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street	\$7,900
SC-CT-34-CT	Hwy 1 Scotts Creek Restoration and Bridge Reconstruction Coastal Resiliency Project	Replacement of bridge, road fill removal, and associated infrastructure to re-establish marsh/estuarine system currently restricted by Highway 1, benefiting multiple threatened and endangered species and resulting in a more resilient ecosystem and transportation corridor. Anticipated to be funded in-part by environmental resource/water grants. Partnership with Caltrans, CDF&W, RTC, RCD, Coastal Conservancy, and others.	\$10,000 \$3,530
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 \$274,012
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 \$291,364
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 \$3,500
SC-CT-P49-CT	Hwy 17 Access Management - Operational Improvements	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	\$10,000
SC-CT-P54-CT	Hwy 9 Viaduct Wall Extension	Construct side hill viaduct extension with cutoff retaining wall, restore roadway and facilities, and install permanent erosion control. (201.131) (Caltrans EA# 1K060 0518000115). Cost (\$1,000): CON/RW \$3,280 /\$60	\$6,910
SC-CT-P55-CT	Hwy 1 Replace Culverts	Safety updates to replace Culverts.	\$13,080
SC-CT-P56-CT	Hwy 1 Soquel Creek Scour Protection	Place Rock Slope Protection (RSP) to protect bridge foundation.	\$7,703
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P58-CT	Hwy 17 Jarvis Slide Rock Fence	Construct rock fence/barrier at Jarvis Slide.	\$7,438

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P59-CT	Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49).	\$23,210 <u>\$29,047</u>
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P66-CT	CZU August Lightning Complex Fire Recovery	Remove fire debris, burned trees, replace guardrail, drainage systems, timber wall lagging, and signs on Routes 1, 9 and 236 at various locations. (EA#1M650)	\$14,800
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563
SC-CT-P71-CT	Hwy 236 Heartwood Hill Embankment Restoration	(HMA), apply High Friction Surface Treatment (HFST), and contrasting surface treatment	\$4,855
SC-CT-P73-CT	Hwy 17 Drainage Improvements	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems. (Long Lead Project)	\$9,502
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR 9 to north of Western Drive)	Preserve pavement and replace 87 ADA ramps as needed.	\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(South of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200
SC-CT-P78-CT	Hwy 17 Capital Maintenance (SR 1 to Vine Hill School Road area)	Preserve pavement, upgrade median barrier, install 12 TMS	\$17,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	\$12,500
SC-RTC-24j-RTC	7 - Hwy 1: Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	\$14,000

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-38-SCR	Hwy 1/San Lorenzo Bridge Replacement	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	\$20,000
SC-SC-P81-SCR	Hwy 1/Mission Street at Chestnut/King/Union Intersection Modification	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,650

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	<u>Clares Street Traffic Calming: Phase I and II and Pavement Preservation</u>	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.	\$1,350
CAP 16SC	Bay Avenue/Capitola Avenue Intersection Modifications/Roundabout	Multimodal improvements to intersection. Roundabout.	\$500
<u>CAP 20SC</u>	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	<u>\$415</u>
<u>CAP 22SC</u>	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	<u>\$1,000</u>
CO-64SC	Aptos Village Plan Improvements	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Drive; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Drive/Aptos Creek Road & Soquel/Trout Gulch. Left turn lanes on Soquel at new street - Parade Street and at Aptos Creek Road. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR crossing at Parade Street. Phase 1: Trout Gulch Road improvements with traffic signal and upgraded railroad crossing at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$5,200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 66SC	East Cliff Drive Cape Seal (12th-17th)	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230
CO 82 SC	Branciforte Drive Chip Seal Project (Granite Creek Road to SC city limits - 1.91mi)	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive	\$433
<u>CO 90SC</u>	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	<u>\$2,084</u>
<u>CO 91SC</u>	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$1,863</u>
<u>CO 92SC</u>	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	<u>\$1,643</u>
<u>CO 93SC</u>	<u>Holohan Road Resurfacing</u>	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$490</u>
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC 42SC	Soquel Avenue at Frederick Street Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	<u>\$350</u> <u>\$900</u>

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP 19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P06-CAP	Citywide General Maintenance and Operations	Ongoing maintenance, repair and operation of road/street system within the City limits.	\$51,300 \$66,300
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20
SC-CAP-P55-CAP	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500
SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Cassery Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530
SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180

Appendix B: Project List
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P35-USC	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	\$415,000 \$461,200
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two-lane clear span concrete slab bridge and standard bridge approaches.	\$2,110
SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-CO-P91-USC	Larkspur Bridge @ San Lorenzo River	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane bridge and standard bridge approaches.	\$3,930
SC-CO-P97-USC	County wide guardrail	Install guardrail on County roads.	\$15,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-37-SCR	Murray Street Bridge Retrofit	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,440
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 \$600
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P07-SCR	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$79,000 \$109,000
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P109-SCR	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,150
SC-SC-P128-SCR	Citywide Street Sweeping	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	\$22,500
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona <u>Iowa/Nobel</u> Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini roundabout to replace the all-way stop to improve safety and capacity.	\$500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	\$400 <u>\$1,100</u>
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P27-SCV	Citywide General Maintenance and Operations	Ongoing maintenance, repairs and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$18,000 <u>\$23,000</u>
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P01-UC	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,070
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-UC-P66-UC	Transportation-Related Stormwater Management Projects	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	\$1,030
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000
SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800
SC-WAT-P06-WAT	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Total Need = \$2,600/year, constr=\$1500/yr)	\$54,270 <u>\$69,270</u>
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P24-WAT	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$16,200 <u>\$5,000</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/ <u>State Park Drive</u> Improvements	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800

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SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>
<u>SC-VAR-09s-VAR</u>	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
<u>SC-VAR-P50-VAR</u>	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 <u>\$140</u>
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT 43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

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Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO 50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC 02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 \$51,750
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data Terminals/Radios	Replace mobile data terminals in vehicles.	\$400
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

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Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$5,050
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$98,800
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$25,000
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640

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Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$10,000 \$25,000
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$67,200
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$4,300
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-RTC 03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal Priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alternative fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$500

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Soquel to Brommer) Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 \$16,851
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC 34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate stand-alone project (\$6.7 M)	\$1

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-SV-P42-SCV	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Appendix C

Performance Metric Data

Performance Measures for 2045 MTP/SCS Environmental Impact Report

PM ID	DESCRIPTION	2015 Existing	2020 Modeled	2035 No Project	2035 Project (Revenue Constrained)	2045 No Project	Alt 2: 2045 Alternative Transportation Modes Alternatives	Alt 3: 2045 Infill and Transit Focus Alternative	2045 Project (Revenue Constrained)
1	Percent of work trips that are 30 minutes or less by mode peak period (Percent)								
1a	SOV/Drive alone	85.1%	85.1%	84.7%	84.4%	84.8%	84.4%	84.9%	84.3%
1b	Shared Ride	85.1%	85.1%	84.7%	84.4%	84.8%	84.4%	84.9%	84.3%
1c	Transit	58.1%	57.6%	59.6%	60.6%	59.5%	62.2%	62.1%	60.8%
2	Average work trip travel time peak period (in minutes)	15.3	15.4	15.5	15.5	15.5	15.6	15.4	15.6
3	Percent of jobs within 1/2 mile of a high quality transit (Regional)	12.0%	12.0%	11.8%	23.8%	11.8%	31.7%	30.5%	24.8%
3a	Monterey County	20.1%	20.1%	19.9%	26.7%	19.8%	29.8%	29.1%	28.2%
3b	San Benito County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3c	Santa Cruz County	0.0%	0.0%	0.0%	22.7%	0.0%	40.3%	38.0%	23.3%
4	Daily truck hours of delay (Truck Vehicle Hours)	3,772	6,404	7,381	6,746	9,611	8,252	8,449	8,218
5	Emissions								
5a	GHG (CO ₂) Emissions from all land use and VMT (lbs)	15,407,659	14,996,815	10,852,352	10,837,500	11,064,845	11,128,633	11,010,269	11,081,610
5b	Per capita GHG (Full Fleet)	20.2	19.4	12.9	12.9	12.7	12.8	12.7	12.7
5c	GHG emissions (Passenger vehicles, excludes external trips, does not include off model adjustments) for SB 375 VMT (in lbs)	12,952,601	13,813,773	14,392,317	14,318,733	15,500,432	15,456,673	15,331,830	15,391,854
5d	Per capita GHG (Auto and light duty truck only- SB375)	17.0	17.8	17.1	17.0	17.8	17.8	17.6	17.7
5e	Smog forming pollutants (TOG) (pounds/daily)	8,734	5,391	2,264	2,254	2,007	2,004	1,991	1,998
5f	Smog-forming pollutants (TOG) (pounds/day) per capita	0.011	0.007	0.003	0.003	0.002	0.002	0.002	0.002
6	Total bike, walk and transit trips (without/ Post Processing)	346,586	345,346	369,905	374,068	378,437	381,872	385,032	382,059
6a	Percent of trips by walk mode	11.6%	11.4%	11.3%	11.4%	11.2%	11.3%	11.4%	11.3%
6b	Percent of trips by bike mode	2.2%	2.2%	2.2%	2.2%	2.1%	2.2%	2.2%	2.2%
7	Congested vehicle miles travelled peak periods (LOS E & F)**	552,221	707,987	788,091	729,353	875,310	817,574	893,549	797,962
8	Transit Ridership	34,225	34,864	37,317	37,439	37,803	37,829	38,182	37,939
8a	Monterey-Salinas Transit	14,457	14,742	15,699	15,811	16,039	16,187	16,599	16,133
8b	San Benito County Express	583	624	828	822	888	880	866	883
8c	Santa Cruz Metro	19,184	19,498	20,790	20,806	20,876	20,762	20,716	20,923
9	Percent of population within 1/2 mile of a high quality transit (Regional)	15.3%	15.4%	14.9%	25.9%	14.7%	35.5%	35.3%	30.0%
9a	Monterey County	27.0%	27.0%	26.4%	35.4%	25.9%	44.3%	43.8%	42.1%
9b	San Benito County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
9c	Santa Cruz County	0.0%	0.0%	0.0%	17.3%	0.0%	31.0%	31.0%	18.4%
10	VMT Total	16,007,118	17,331,954	18,294,987	18,278,130	20,041,051	20,126,625	19,904,230	20,032,142
11	VMT Total per capita	21.0	22.4	21.7	21.7	23.0	23.1	22.9	23.0
12	VMT light trucks and cars only	14,451,014	15,612,061	16,538,080	16,509,681	18,006,732	18,059,617	17,837,538	17,956,476

Appendix D

Special Status Species

Special-Status Species Known to Occur or with Potential to Occur within Monterey, San Benito, and Santa Cruz Counties

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
Plants		
<i>Abies bracteata</i> bristlecone fir	None/None G2G3 / S2S3 1B.3	Lower montane coniferous forest, broadleaved upland forest, chaparral, riparian woodland. Rocky sites in Monterey and San Luis Obispo counties. Sometimes serpentine. 150-1465 m.
<i>Acanthomintha lanceolata</i> Santa Clara thorn-mint	None/None G4 / S4 4.2	Chaparral, cismontane woodland, coastal scrub. Shale scree and serpentine. 80-1200 m.
<i>Acanthomintha obovata</i> ssp. <i>cordata</i> heart-leaved thorn-mint	None/None G4T3 / S3 4.2	Cismontane woodland, chaparral, valley and foothill grassland, pinyon-juniper woodland. Heavy adobe-clay soil (probably a Vertisol). Grassy openings in woodland & chaparral. 785-1540 m.
<i>Acanthomintha obovata</i> ssp. <i>obovata</i> San Benito thorn-mint	None/None G4T3T4 / S3S4 4.2	Chaparral, cismontane woodland, valley and foothill grassland. Heavy clay, sometimes alkaline soil, or sometimes serpentine, in grassy openings in blue oak woodland or chaparral. 395-1500 m.
<i>Agrostis blasdalei</i> Blasdale's bent grass	None/None G2 / S2 1B.2	Coastal dunes, coastal bluff scrub, coastal prairie. Sandy or gravelly soil close to rocks; often in nutrient-poor soil with sparse vegetation. 5-365 m.
<i>Agrostis lacuna-vernalis</i> vernal pool bent grass	None/None G1 / S1 1B.1	Vernal pools. In mima mound areas or on the margins of vernal pools. 125-150 m.
<i>Allium hickmanii</i> Hickman's onion	None/None G2 / S2 1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie, cismontane woodland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m.
<i>Allium howellii</i> var. <i>howellii</i> Howell's onion	None/None G3G4T3 / S3 4.3	Valley and foothill grassland. Clay or serpentinite. 50-2200 m.
<i>Allium howellii</i> var. <i>sanbenitense</i> San Benito onion	None/None G3G4T2 / S2 1B.3	Chaparral, valley and foothill grassland. Openings. Clay, often steep slopes. 390-1365 m.
<i>Amsinckia douglasiana</i> Douglas' fiddleneck	None/None G3 / S3 4.2	Valley and foothill grassland, oak woodland. Monterey shale; dry habitats. 0-1950 m.
<i>Amsinckia furcata</i> forked fiddleneck	None/None G4 / S4 4.2	Cismontane woodland, valley and foothill grassland. Often on shale outcrops in disturbed, rather open sites. Often in gypsum-affected soils. 50-1000 m.
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	None/None G2G3 / S2S3 1B.2	Cismontane woodland, valley and foothill grassland, coastal bluff scrub. 3-795 m.

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<i>Androsace elongata</i> ssp. <i>acuta</i> California androsace	None/None G5?T3T4 / S3S4 4.2	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland, meadows and seeps, pinyon and juniper woodland. Highly localized and often overlooked little plant. 150-1200 m.
<i>Anomobryum julaceum</i> slender silver moss	None/None G5? / S2 4.2	Broadleafed upland forest, lower montane coniferous forest, north coast coniferous forest. Moss which grows on damp rocks and soil; acidic substrates. Usually seen on roadcuts. 100-1000 m.
<i>Antirrhinum ovatum</i> oval-leaved snapdragon	None/None G3 / S3 4.2	Chaparral, cismontane woodland, pinyon-juniper woodland, valley and foothill grassland. From open hillsides to small vernal pools in clay or gypsum soils w/in grassland or woodland. Sites often alkaline. 200-1000 m.
<i>Arabis blepharophylla</i> coast rockcress	None/None G4 / S4 4.3	Broadleafed upland forest, coastal prairie, coastal scrub, coastal bluff scrub. Rocky sites. 3-1100 m.
<i>Arctostaphylos andersonii</i> Anderson's manzanita	None/None G2 / S2 1B.2	Broadleafed upland forest, chaparral, north coast coniferous forest. Open sites, redwood forest. 60-760 m.
<i>Arctostaphylos cruzensis</i> Arroyo de la Cruz manzanita	None/None G1G2 / S1S2 1B.2	Broadleafed upland forest, coastal bluff scrub, closed-cone coniferous forest, chaparral, coastal scrub, & valley and foothill grassland. On sandy soils in several different habitat types from chaparral to coastal scrub to woodland. 5-150 m.
<i>Arctostaphylos edmundsii</i> Little Sur manzanita	None/None G2 / S2 1B.2	Coastal bluff scrub, chaparral. Forming mounds on sandy terraces on ocean bluffs. 30-95 m.
<i>Arctostaphylos gabilanensis</i> Gabilan Mountains manzanita	None/None G1 / S1 1B.2	Chaparral, cismontane woodland. Granitic substrates. 425-670 m.
<i>Arctostaphylos glutinosa</i> Schreiber's manzanita	None/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral. Mudstone or diatomaceous shale outcrops; often with <i>Pinus attenuata</i> . 170-685 m.
<i>Arctostaphylos hookeri</i> ssp. <i>hookeri</i> Hooker's manzanita	None/None G3T2 / S2 1B.2	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m.
<i>Arctostaphylos hooveri</i> Hoover's manzanita	None/None G3 / S3 4.3	Chaparral, broadleafed upland forest, cismontane woodland, lower montane coniferous forest. Rocky sites. 480-1010 m.
<i>Arctostaphylos montereyensis</i> Toro manzanita	None/None G2G3 / S2S3 1B.2	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 75-735 m.
<i>Arctostaphylos obispoensis</i> Bishop manzanita	None/None G4 / S4 4.3	Closed-cone coniferous forest, cismontane woodland, chaparral Rocky, serpentine sites. 150-1005 m.
<i>Arctostaphylos ohloneana</i> Ohlone manzanita	None/None G1 / S1 1B.1	Coastal scrub, closed cone coniferous forests. Monterey shale. 455-520 m.
<i>Arctostaphylos pajaroensis</i> Pajaro manzanita	None/None G1 / S1 1B.1	Chaparral. Sandy soils. 30-155 m.

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<i>Arctostaphylos pumila</i> sandmat manzanita	None/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub. On sandy soil with other chaparral associates. 3-210 m.
<i>Arctostaphylos regismontana</i> Kings Mountain manzanita	None/None G2 / S2 1B.2	Broadleaved upland forest, chaparral, north coast coniferous forest. Granitic or sandstone outcrops. 240-705 m.
<i>Arctostaphylos silvicola</i> Bonny Doon manzanita	None/None G1 / S1 1B.2	Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Only known from Zayante (inland marine) sands in Santa Cruz County. 150-520 m.
<i>Arenaria paludicola</i> marsh sandwort	Endangered/Endangered G1 / S1 1B.1	Marshes and swamps. Growing up through dense mats of <i>Typha</i> , <i>Juncus</i> , <i>Scirpus</i> , etc. in freshwater marsh. Sandy soil. 3-170 m.
<i>Aristocapsa insignis</i> Indian Valley spineflower	None/None G2? / S2? 1B.2	Cismontane woodland. Sandy substrates. 180-1060 m.
<i>Aspidotis carlotta-halliae</i> Carlotta Hall's lace fern	None/None G3 / S3 4.2	Chaparral, cismontane woodland. Generally serpentine slopes, crevices, or outcrops. 100-1400 m.
<i>Astragalus macrodon</i> Salinas milk-vetch	None/None G4 / S4 4.3	Chaparral, cismontane woodland, valley and foothill grassland. Open hillsides, sometimes follows burns, on bare ridges & along draws; shale, sandstone, & serpentine. 250-950 m.
<i>Astragalus nuttallii</i> var. <i>nuttallii</i> ocean bluff milk-vetch	None/None G4T4 / S4 4.2	Coastal bluff scrub, coastal dunes. 3-120 m.
<i>Astragalus rattanii</i> var. <i>jepsonianus</i> Jepson's milk-vetch	None/None G4T3 / S3 1B.2	Cismontane woodland, valley and foothill grassland, chaparral. Commonly on serpentine in grassland or openings in chaparral. 175-1005 m.
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	None/None G2T2 / S2 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-168 m.
<i>Astragalus tener</i> var. <i>titi</i> coastal dunes milk-vetch	Endangered/Endangered G2T1 / S1 1B.1	Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 1-45 m.
<i>Atriplex coronata</i> var. <i>coronata</i> crownscale	None/None G4T3 / S3 4.2	Chenopod scrub, valley and foothill grassland, vernal pools. Fine, alkaline soils, and clay soils. 1-590 m.
<i>Atriplex coronata</i> var. <i>vallicola</i> Lost Hills crownscale	None/None G4T3/S3 1B.2	Chenopod scrub, valley and foothill grassland, vernal pools. In powdery, alkaline soils that are vernal moist with <i>Frankenia</i> , <i>Atriplex</i> spp. and <i>Distichlis</i> . 45-885 m.
<i>Azolla microphylla</i> Mexican mosquito fern	None/None G5/S4 4.2	Marshes and swamps. Ponds and still water. 30-100 m.
<i>Baccharis plummerae</i> ssp. <i>glabrata</i> San Simeon baccharis	None/None G3T1 / S1 1B.2	Coastal scrub. In open shrub-grassland associations. 25-485 m.
<i>Benitoa occidentalis</i> western lessingia	None/None G4 / S4 4.3	Cismontane woodland, chaparral, coastal scrub, valley and foothill grassland. On serpentine or clay. 450-1070 m.

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<i>Bryoria spiralifera</i> twisted horsehair lichen	None/None G3 / S1S2 1B.1	North coast coniferous forest. Usually on conifers. 0-30 m.
<i>Calandrinia breweri</i> Brewer's calandrinia	None/None G4 / S4 4.2	Chaparral, coastal scrub. Sandy or loamy soils. Disturbed sites, burns. 10-1200 m.
<i>Calochortus clavatus</i> var. <i>clavatus</i> club-haired mariposa-lily	None/None G4T3 / S3 4.3	Chaparral, cismontane woodland, valley and foothill grassland, coastal scrub. Generally, on serpentine clay, rocky soils. 75-1300 m.
<i>Calochortus fimbriatus</i> late-flowered mariposa-lily	None/None G3 / S3 1B.3	Chaparral, cismontane woodland, riparian woodland. Dry, open coastal woodland, chaparral; on serpentine. 270-1435 m.
<i>Calochortus uniflorus</i> pink star-tulip	None/None G4 / S4 4.2	Coastal scrub, coastal prairie, north coast coniferous forest, meadows and seeps. Seasonally moist meadows, sometimes within coastal scrub, or forested habitats. Usually at low elevations on the coast. 10-1070 m.
<i>Calycadenia micrantha</i> small-flowered calycadenia	None/None G2 / S2 1B.2	Chaparral, valley and foothill grassland, meadows and seeps. Rocky talus or scree; sparsely vegetated areas. occasionally on roadsides; sometimes on serpentine. 435-1405 m.
<i>Calycadenia villosa</i> dwarf calycadenia	None/None G3 / S3 1B.1	Chaparral, cismontane woodland, valley and foothill grassland, meadows and seeps. Open, dry meadows, hillsides, gravelly outwashes. 240-1350 m.
<i>Calyptridium parryi</i> var. <i>hesseae</i> Santa Cruz Mountains pussypaws	None/None G3G4T2 / S2 1B.1	Chaparral, cismontane woodland. Sandy or gravelly openings. 300-1535 m.
<i>Calystegia collina</i> ssp. <i>oxyphylla</i> Mt. Saint Helena morning-glory	None/None G4T3 / S3 4.2	Chaparral, lower montane coniferous forest, valley and foothill grassland. On serpentine barrens, slopes, and hillsides. 280-1010 m.
<i>Calystegia collina</i> ssp. <i>venusta</i> South Coast Range morning-glory	None/None G4T4 / S4 4.3	Chaparral, cismontane woodland, valley and foothill grassland. Most common on serpentine, but also on sedimentary substrate. In open, rocky areas. 425-1490 m.
<i>Camissonia benitensis</i> San Benito evening-primrose	Threatened/None G2 / S2 1B.1	Chaparral, cismontane woodland, valley and foothill grassland. On gravelly serpentine alluvial terraces. 485-1435 m.
<i>Camissoniopsis hardhamiae</i> Hardham's evening-primrose	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Sandy, decomposed carbonate. 140-945 m.
<i>Campanula californica</i> swamp harebell	None/None G3 / S3 1B.2	Bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, freshwater marsh, north coast coniferous forest. Bogs and marshes in a variety of habitats; uncommon where it occurs. 1-405 m.
<i>Campanula exigua</i> chaparral harebell	None/None G2 / S2 1B.2	Chaparral. Rocky sites, usually on serpentine in chaparral. 90-1375 m.

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<i>Carex comosa</i> bristly sedge	None/None G5 / S2 2B.1	Marshes and swamps, coastal prairie, valley and foothill grassland. Lake margins, wet places; site below sea level is on a Delta island. -5-1620 m.
<i>Carex obispoensis</i> San Luis Obispo sedge	None/None G3? / S3? 1B.2	Closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Usually in transition zone on sand, clay, serpentine, or gabbro. In seeps. 5-845 m.
<i>Carex saliniformis</i> deceiving sedge	None/None G2 / S2 1B.2	Coastal prairie, coastal scrub, meadows and seeps, marshes and swamps (coastal salt). Mesic sites. 3-230 m.
<i>Carlquistia muirii</i> Muir's tarplant	None/None G2 / S2 1B.3	Chaparral, lower montane coniferous forest, upper montane coniferous forest. Crevices of granite ledges and dry sandy soils. 1185-2500 m.
<i>Castilleja ambigua</i> var. <i>ambigua</i> johnny-nip	None/None G4T5 / S4 4.2	Coastal bluff scrub, coastal scrub, coastal prairie, marshes and swamps, valley and foothill grassland, vernal pool margins. 0-435 m.
<i>Castilleja ambigua</i> var. <i>insalutata</i> pink Johnny-nip	None/None G4T2 / S2 1B.1	Coastal bluff scrub, coastal prairie. 0-100 m.
<i>Castilleja latifolia</i> Monterey Coast paintbrush	None/None G4 / S4 4.3	Coastal dunes, coastal scrub, closed-cone coniferous forest, cismontane woodland (openings). Sand dunes, coastal strand and sandy bluffs. 0-185 m.
<i>Caulanthus lemmonii</i> Lemmon's jewelflower	None/None G3 / S3 1B.2	Pinyon and juniper woodland, valley and foothill grassland. 75-1585 m.
<i>Ceanothus rigidus</i> Monterey ceanothus	None/None G4 / S4 4.2	Closed-cone coniferous forest, coastal scrub, chaparral. Sandy hills, flats. 3-550 m.
<i>Centromadia parryi</i> ssp. <i>congdonii</i> Congdon's tarplant	None/None G3T2 / S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-230 m.
<i>Chlorogalum purpureum</i> var. <i>purpureum</i> Santa Lucia purple amole	Threatened/None G2T2 / S2 1B.1	Chaparral, cismontane woodland, valley and foothill grassland. Often in grassy areas with blue oaks in foothill woodland. Gravelly clay soils. 240-390 m.
<i>Chorizanthe biloba</i> var. <i>immemora</i> Hernandez spineflower	None/None G3T1 / S1 1B.2	Chaparral, cismontane woodland. Usually serpentinite, sometimes clay. 425-1115 m.
<i>Chorizanthe breweri</i> Brewer's spineflower	None/None G3 / S3 1B.3	Chaparral, cismontane woodland, coastal scrub, closed-cone coniferous forest. Rocky or gravelly serpentine sites; usually in barren areas. 45-765 m.
<i>Chorizanthe douglasii</i> Douglas' spineflower	None/None G4 / S4 4.3	Cismontane woodland, lower montane coniferous forest, chaparral, coastal scrub. 55-1600 m.
<i>Chorizanthe minutiflora</i> Fort Ord spineflower	None/None G1 / S1 1B.2	Coastal scrub, chaparral (maritime). Sandy, openings. 55-150 m.
<i>Chorizanthe palmeri</i> Palmer's spineflower	None/None G4? / S4 4.2	Chaparral, cismontane woodland, valley and foothill grassland. Dry, rocky places and hillsides; sometimes on serpentine. 60-945 m.
<i>Chorizanthe pungens</i> var. <i>hartwegiana</i> Ben Lomond spineflower	Endangered/None G2T1 / S1 1B.1	Lower montane coniferous forest. Zayante coarse sands in maritime ponderosa pine sandhills. 105-475 m.

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<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	Threatened/None G2T2 / S2 1B.2	Coastal dunes, chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Sandy soils in coastal dunes or more inland within chaparral or other habitats. 0-170 m.
<i>Chorizanthe rectispina</i> straight-awned spineflower	None/None G2 / S2 1B.3	Chaparral, cismontane woodland, coastal scrub. Often on granite in chaparral. 45-1040 m.
<i>Chorizanthe robusta</i> var. <i>hartwegii</i> Scotts Valley spineflower	Endangered/None G2T1 / S1 1B.1	Meadows, valley and foothill grassland. In grasslands with mudstone and sandstone outcrops. 105-245 m.
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	Endangered/None G2T1 / S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 9-245 m.
<i>Chorizanthe ventricosa</i> potbellied spineflower	None/None G4 / S4 4.3	Valley and foothill grassland, cismontane woodland. Serpentine. 65-1235 m.
<i>Cirsium occidentale</i> var. <i>compactum</i> compact cobwebby thistle	None/None G3G4T2 / S2 1B.2	Chaparral, coastal dunes, coastal prairie, coastal scrub. On dunes and on clay in chaparral; also in grassland. 5-245 m.
<i>Clarkia breweri</i> Brewer's clarkia	None/None G4 / S4 4.2	Chaparral, cismontane woodland, coastal scrub. Often found on serpentine. 215-1115 m.
<i>Clarkia concinna</i> ssp. <i>automixa</i> Santa Clara red ribbons	None/None G5?T3 / S3 4.3	Cismontane woodland, chaparral. On slopes and near drainages. 90-1500 m.
<i>Clarkia jolonensis</i> Jolon clarkia	None/None G2 / S2 1B.2	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m.
<i>Clarkia lewisii</i> Lewis' clarkia	None/None G4 / S4 4.3	Coastal scrub, chaparral, cismontane woodland, broadleafed upland forest, closed-cone coniferous forest. 30-610 m.
<i>Clinopodium mimuloides</i> monkey-flower savory	None/None G3 / S3 4.2	North coast coniferous forest, chaparral Streambanks, mesic sites. 305-1800 m.
<i>Collinsia antonina</i> San Antonio collinsia	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Shale substrates. 280-365 m.
<i>Collinsia multicolor</i> San Francisco collinsia	None/None G2 / S2 1B.2	Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus; sometimes on serpentine. 30-275 m.
<i>Convolvulus simulans</i> small-flowered morning-glory	None/None G4 / S4 4.2	Chaparral, coastal scrub, valley and foothill grassland. Wet clay, serpentine ridges. 30-700 m.
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i> seaside bird's-beak	None/Endangered G5T2 / S2 1B.1	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, coastal dunes. Sandy, often disturbed sites, usually within chaparral or coastal scrub. 30-520 m.

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<i>Corethrogyne leucophylla</i> branching beach aster	None/None G3Q / S3 3.2	Closed-cone coniferous forest, coastal dunes. 3-60 m.
<i>Cryptantha rattanii</i> Rattan's cryptantha	None/None G4 / S4 4.3	Cismontane woodland, valley and foothill grassland, riparian woodland. On steep, south-facing shale talus slopes and canyon bottoms and decomposing talus outcroppings. 245-915 m.
<i>Cypripedium fasciculatum</i> clustered lady's-slipper	None/None G4 / S4 4.2	North Coast coniferous forest, lower montane coniferous forest. In serpentine seeps and moist streambanks. 100-2435 m.
<i>Cypripedium montanum</i> mountain lady's-slipper	None/None G4 / S4 4.2	Lower montane coniferous forest, broadleaved upland forest, cismontane woodland, north coast coniferous forest. On dry, undisturbed slopes. 185-2225 m.
<i>Dacryophyllum falcifolium</i> tear drop moss	None/None G2 / S2 1B.3	North Coast coniferous forest. Limestone substrates and rock outcrops. 50-275 m.
<i>Deinandra halliana</i> Hall's tarplant	None/None G1 / S1 1B.1	Cismontane woodland, chenopod scrub, valley and foothill grassland. Reported from a variety of substrates including clay, sand, and alkaline soils. 155-910 m.
<i>Delphinium californicum</i> ssp. <i>interius</i> Hospital Canyon larkspur	None/None G3T3 / S3 1B.2	Cismontane woodland, chaparral, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. 195-1095 m.
<i>Delphinium gypsophilum</i> ssp. <i>parviflorum</i> small-flowered gypsum-loving larkspur	None/None G4T2T3Q / S2S3 3.2	Cismontane woodland, valley and foothill grassland. On clayey soil. 200-350m.
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	None/None G2 / S2 1B.2	Broadleaved upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. 15-535 m.
<i>Delphinium recurvatum</i> recurved larkspur	None/None G2? / S2? 1B.2	Chenopod scrub, valley and foothill grassland, cismontane woodland. On alkaline soils; often in valley saltbush or valley chenopod scrub. 3-790 m.
<i>Delphinium umbracolorum</i> umbrella larkspur	None/None G3 / S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m.
<i>Elymus californicus</i> California bottle-brush grass	None/None G4 / S4 4.3	North Coast coniferous forest, cismontane woodland, broadleaved upland forest, riparian woodland. In sandy humus soils. 15-470 m.
<i>Eriastrum luteum</i> yellow-flowered eriastrum	None/None G2 / S2 1B.2	Broadleaved upland forest, cismontane woodland, chaparral. On bare sandy decomposed granite slopes. 240-580 m.
<i>Eriastrum sparsiflorum</i> few-flowered eriastrum	None/None G5/S4 4.3	Great Basin scrub, Mojave Desert scrub, cismontane woodland, pinyon and juniper woodland, Joshua tree woodland, chaparral. Granitic soils; mostly in openings. 1075-1710 m.
<i>Eriastrum virgatum</i> virgate eriastrum	None/None G4 / S4 4.3	Coastal dunes, chaparral, coastal bluff scrub, coastal scrub. Sandy sites. 45-700 m.
<i>Ericameria fasciculata</i> Eastwood's goldenbush	None/None G2 / S2 1B.1	Closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. In sandy openings. 30-215 m.

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<i>Eriogonum argillosum</i> clay buckwheat	None/None G3 / S3 4.3	Cismontane woodland. Serpentine or clay soil. 150-800 m.
<i>Eriogonum butterworthianum</i> Butterworth's buckwheat	None/Rare G2 / S2 1B.3	Chaparral, valley and foothill grassland. Dry sandstone outcrops and crevices. 335-715 m.
<i>Eriogonum eastwoodianum</i> Eastwood's buckwheat	None/None G2 / S2 1B.3	Cismontane woodland, valley and foothill grassland. Shale, including diatomaceous shale. 530-1045 m.
<i>Eriogonum elegans</i> elegant wild buckwheat	None/None G3G4 / S3S4 4.3	Cismontane woodland, valley and foothill grassland. Usually in sandy or gravelly substrates; often in washes, sometimes roadsides. 200-1525 m.
<i>Eriogonum heermannii</i> var. <i>occidentale</i> western Heermann's buckwheat	None/None G5T2 / S2 1B.2	Cismontane woodland. Openings. Often on serpentine alluvium or on roadsides; rarely on clay or shale slopes. 410-805 m.
<i>Eriogonum nortonii</i> Pinnacles buckwheat	None/None G2 / S2 1B.3	Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. 90-975 m.
<i>Eriogonum nudum</i> var. <i>decurrens</i> Ben Lomond buckwheat	None/None G5T1 / S1 1B.1	Chaparral, cismontane woodland, lower montane coniferous forest. Ponderosa pine sandhills in Santa Cruz County. 90-235 m.
<i>Eriogonum nudum</i> var. <i>indictum</i> protruding buckwheat	None/None G5T4 / S4 4.2	Chaparral, chenopod scrub, cismontane woodland. Barren slopes; clay, serpentine. 150-1465 m.
<i>Eriogonum temblorense</i> Temblor buckwheat	None/None G2 / S2 1B.2	Valley and foothill grassland. Barren clay or sandstone substrates. 230-840 m.
<i>Eriogonum umbellatum</i> var. <i>bahiiforme</i> bay buckwheat	None/None G5T3 / S3 4.2	Cismontane woodland, lower montane coniferous forest. Rocky sites; often serpentine. 700-2200 m.
<i>Eriogonum vestitum</i> Idria buckwheat	None/None G3Q / S3 4.3	Valley and foothill grassland. Semi-siliceous diatomaceous shale; barren, clay places. 235-900 m.
<i>Eriophorum gracile</i> slender cottongrass	None/None G5/S4 4.3	Bogs and fens, meadows and seeps, upper montane coniferous forest. Acidic soils. 1280-2900 m.
<i>Eriophyllum jepsonii</i> Jepson's woolly sunflower	None/None G3 / S3 4.3	Coastal scrub, chaparral, cismontane woodland. Sometimes on serpentine. 200-1025 m.
<i>Eryngium aristulatum</i> var. <i>hooveri</i> Hoover's button-celery	None/None G5T1 / S1 1B.1	Vernal pools. Alkaline depressions, vernal pools, roadside ditches and other wet places near the coast. 1-50 m.
<i>Erysimum ammophilum</i> sand-loving wallflower	None/None G2 / S2 1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 5-130 m.
<i>Erysimum franciscanum</i> San Francisco wallflower	None/None G3 / S3 4.2	Coastal dunes, coastal scrub, chaparral, valley and foothill grassland. Often occurs on serpentine soils or outcrops; sometimes granite. Occasionally on grassy, rocky slopes. 0-550 m.
<i>Erysimum menziesii</i> Menzies' wallflower	Endangered/Endangered G1 / S1 1B.1	Coastal dunes. Localized on dunes and coastal strand. 1-25 m.

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<i>Erysimum teretifolium</i> Santa Cruz wallflower	Endangered/Endangered G1 / S1 1B.1	Lower montane coniferous forest, chaparral. Inland marine sands (Zayante coarse sand). 180-515 m.
<i>Erythranthe hardhamiae</i> Santa Lucia monkeyflower	None/None G1 / S1 1B.1	Chaparral. Sandy soils in openings, sand-filled crevices of sandstone outcrops, sometimes serpentinite. 300-705 m.
<i>Eschscholzia hypocoides</i> San Benito poppy	None/None G4 / S4 4.3	Valley and foothill grassland, chaparral, cismontane woodland. Serpentine clay. 200-1500 m.
<i>Extriplex joaquinana</i> San Joaquin spearscale	None/None G2 / S2 1B.2	Chenopod scrub, alkali meadow, playas, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with <i>Distichlis spicata</i> , <i>Frankenia</i> , etc. 0-840 m.
<i>Fissidens pauperculus</i> minute pocket moss	None/None G3? / S2 1B.2	North coast coniferous forest. Moss growing on damp soil along the coast. In dry streambeds and on stream banks. 10-1024 m.
<i>Fritillaria agrestis</i> stinkbells	None/None G3 / S3 4.2	Cismontane woodland, chaparral, valley and foothill grassland. Sometimes on serpentinite; mostly found in nonnative grassland or in grassy openings in clay soil. 10-1555 m.
<i>Fritillaria falcata</i> talus fritillary	None/None G2 / S2 1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. On shale, granite, or serpentinite talus. 425-1435 m.
<i>Fritillaria liliacea</i> fragrant fritillary	None/None G2 / S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentinite; various soils reported though usually on clay, in grassland. 3-400 m.
<i>Fritillaria ojaiensis</i> Ojai fritillary	None/None G2? / S2? 1B.2	Broadleafed upland forest (mesic), chaparral, lower montane coniferous forest, cismontane woodland. Usually loamy soil. Sometimes on serpentinite; sometimes along roadsides. 225-1000 m.
<i>Fritillaria viridea</i> San Benito fritillary	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Serpentine slopes. Sometimes on rocky streambanks. 365-1360 m.
<i>Galium andrewsii</i> ssp. <i>gatense</i> phlox-leaf serpentinite bedstraw	None/None G5T3 / S3 4.2	Chaparral, cismontane woodland, lower montane coniferous forest. Dry, rocky places in serpentinite soil. 150-1450 m.
<i>Galium californicum</i> ssp. <i>luciense</i> Cone Peak bedstraw	None/None G5T3 / S3 1B.3	Broadleafed upland forest, lower montane coniferous forest, cismontane woodland, chaparral. In forest duff or gravelly talus of pine and oak forest, in partial shade. 400-1525 m.
<i>Galium clementis</i> Santa Lucia bedstraw	None/None G3 / S3 1B.3	Lower montane coniferous forest, upper montane coniferous forest. Forming soft mats in shady rocky patches; on granite or serpentinite; mostly on exposed peaks. 990-1645 m.
<i>Galium cliftonsmithii</i> Santa Barbara bedstraw	None/None G4 / S4 4.3	Cismontane woodland. 200-1220 m.
<i>Galium hardhamiae</i> Hardham's bedstraw	None/None G3 / S3 1B.3	Closed-cone coniferous forest, chaparral. On serpentinite with <i>Cupressus sargentii</i> . 300-930 m.
<i>Gilia tenuiflora</i> ssp. <i>amplifaucalis</i> trumpet-throated gilia	None/None G3G4T3 / S3 4.3	Cismontane woodland, valley and foothill grassland. Sandy soils. 390-900 m.
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Monterey gilia	Endangered/Threatened G3G4T2 / S2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-

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	1B.2	sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m.
<i>Githopsis tenella</i> delicate bluecup	None/None G2 / S2 1B.3	Chaparral, cismontane woodland. Mesic sites. Sometimes on serpentine. 455-1830 m.
<i>Grimmia torenii</i> Toren's grimmia	None/None G2 / S2 1B.3	Cismontane woodland, lower montane coniferous forest, chaparral. Openings, rocky, boulder and rock walls, carbonate, volcanic. 325-1160 m.
<i>Grimmia vaginulata</i> vaginulate grimmia	None/None G2G3 / S1 1B.1	Chaparral. Openings; rocky, boulder and rock walls, carbonate. 685-1135 m.
<i>Hesperevax caulescens</i> hogwallow starfish	None/None G3 / S3 4.2	Valley and foothill grassland, vernal pools. Clay soils; mesic sites. 0-505 m.
<i>Hesperevax sparsiflora</i> var. <i>brevifolia</i> short-leaved evax	None/None G4T3 / S2 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie. Sandy bluffs and flats. 0-215 m.
<i>Hesperocyparis abramsiana</i> var. <i>abramsiana</i> Santa Cruz cypress	Threatened/Endangered G1T1 / S1 1B.2	Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Restricted to the Santa Cruz Mountains, on sandstone & granitic-derived soils; often w/ <i>Pinus attenuata</i> , redwoods. 300-1085 m.
<i>Hesperocyparis goveniana</i> Gowen cypress	Threatened/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral. Coastal terraces; usually in sandy soils; sometimes with Monterey pine, bishop pine. 100-125 m.
<i>Hesperocyparis macrocarpa</i> Monterey cypress	None/None G1 / S1 1B.2	Closed-cone coniferous forest. Granitic soils. 10-20 m.
<i>Holocarpha macradenia</i> Santa Cruz tarplant	Threatened/Endangered G1 / S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-220 m.
<i>Hordeum intercedens</i> vernal barley	None/None G3G4 / S3S4 3.2	Valley and foothill grassland, vernal pools, coastal dunes, coastal scrub. Vernal pools, dry, saline streambeds, alkaline flats. 5-1000 m.
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	None/None G4T1? / S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m.
<i>Horkelia marinensis</i> Point Reyes horkelia	None/None G2 / S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m.
<i>Horkelia yadonii</i> Santa Lucia horkelia	None/None G3 / S3 4.2	Meadows, chaparral, cismontane woodland, broadleafed upland forest, riparian woodland. Sandy meadow edges, seasonal streambeds. Granitic soils. 300-1900 m.
<i>Hosackia gracilis</i> harlequin lotus	None/None G4 / S3 4.2	Broadleafed upland forest, coast bluff scrub, coast prairie, cismontane woodland, coastal scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps, north coast coniferous forest, valley and foothill grassland. Wetlands and roadsides. 0-700 m.

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<i>Iris longipetala</i> coast iris	None/None G3 / S3 4.2	Coastal prairie, lower montane coniferous forest, meadows and seeps. Mesic sites, heavy soils. 0-600 m.
<i>Isocoma menziesii</i> var. <i>diabolica</i> Satan's goldenbush	None/None G3G5T3 / S3 4.2	Cismontane woodland. 15-400 m.
<i>Jepsonia malvifolia</i> island jepsonia	None/None G4/S4 4.2	Chaparral, coastal scrub. On ridgetops and among rocks on north-facing slopes. 15-1000 m.
<i>Juglans californica</i> southern California black walnut	None/None G4/S4 4.2	Chaparral, coastal scrub, cismontane woodland, riparian woodland. Slopes, canyons, alluvial habitats. 50-900 m.
<i>Juncus luciensis</i> Santa Lucia dwarf rush	None/None G3 / S3 1B.2	Vernal pools, meadows and seeps, lower montane coniferous forest, chaparral, Great Basin scrub. Vernal pools, ephemeral drainages, wet meadow habitats and streamsides. 300-2040 m.
<i>Lagophylla diabolensis</i> Diablo Range hare-leaf	None/None G2 / S2 1B.2	Cismontane woodland, valley and foothill grassland. Clay. 365-1070 m.
<i>Lasthenia californica</i> ssp. <i>macrantha</i> perennial goldfields	None/None G3T2 / S2 1B.2	Coastal bluff scrub, coastal dunes, coastal scrub. 5-185 m.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Endangered/None G1 / S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m.
<i>Lasthenia ferrisiae</i> Ferris' goldfields	None/None G3 / S3 4.2	Vernal pools. Alkaline, clay soils. 20-700 m.
<i>Lasthenia leptalea</i> Salinas Valley goldfields	None/None G3 / S3 4.3	Cismontane woodland, valley and foothill grassland. 60-1065 m.
<i>Layia carnosa</i> beach layia	Endangered/Endangered G2 / S2 1B.1	Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. 0-30 m.
<i>Layia discoidea</i> rayless layia	None/None G2 / S2 1B.1	Chaparral, cismontane woodland, lower montane coniferous forest. On serpentine alluvium and serpentine talus. 790-1585 m.
<i>Layia heterotricha</i> pale-yellow layia	None/None G2 / S2 1B.1	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Alkaline or clay soils; open areas. 90-1800 m.
<i>Layia munzii</i> Munz's tidy-tips	None/None G2 / S2 1B.2	Chenopod scrub, valley and foothill grassland. Hillsides, in white-grey alkaline clay soils, w/grasses and chenopod scrub associates. 45-765 m.
<i>Legenere limosa</i> legenere	None/None G2 / S2 1B.1	Vernal pools. In beds of vernal pools. 1-880 m.
<i>Lepidium jaredii</i> ssp. <i>album</i> Panoche pepper-grass	None/None G2T2T3 / S2S3 1B.2	Valley and foothill grassland. White or grey clay lenses on steep slopes; incidental in alluvial fans and washes. Clay and gypsum-rich soils. 65-915 m.

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<i>Leptosiphon acicularis</i> bristly leptosiphon	None/None G4?/S4? 4.2	Chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. Grassy areas, woodland, chaparral. 55-1500 m.
<i>Leptosiphon ambiguus</i> serpentine leptosiphon	None/None G4 / S4 4.2	Cismontane woodland, coastal scrub, valley and foothill grassland (margin with chaparral). Grassy areas on serpentine soil. 120-1130 m.
<i>Leptosiphon grandiflorus</i> large-flowered leptosiphon	None/None G3 / S3 4.2	Coastal bluff scrub, closed-cone coniferous forest, cismontane woodland, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland. Open, grassy flats, generally sandy soil. 5-1200 m.
<i>Leptosiphon latisectus</i> broad-lobed leptosiphon	None/None G4/S4 4.3	Broadleaved upland forest, cismontane woodland. 170-1500 m.
<i>Lessingia hololeuca</i> woolly-headed lessingia	None/None G3? / S3? 3	Coastal scrub, lower montane coniferous forest, valley and foothill grassland, broadleaved upland forest. Clay, serpentine; roadsides, fields. 15-305 m.
<i>Lessingia tenuis</i> spring lessingia	None/None G4 / S4 4.3	Chaparral, cismontane woodland, lower montane coniferous forest. Openings. 300-2150 m.
<i>Lomatium parvifolium</i> small-leaved lomatium	None/None G4 / S4 4.2	Closed-cone coniferous forest, chaparral, coastal scrub, riparian woodland. On serpentine. 20-700 m.
<i>Lupinus albifrons</i> var. <i>abramsii</i> Abrams' lupine	None/None G5T3?Q / S3? 3.2	Lower montane coniferous forest, broadleaved upland forest, chaparral, coastal scrub, valley and foothill grassland. Open woods; 125-2000 m.
<i>Lupinus cervinus</i> Santa Lucia lupine	None/None G3 / S3 4.3	Lower montane coniferous forest, broadleaved upland forest. Dry, rocky slopes in pine woods in semi-shade; on ridges, peaks, & upper canyon slopes; responds well to fires. 305-1370 m.
<i>Lupinus tidestromii</i> Tidestrom's lupine	Endangered/Endangered G1 / S1 1B.1	Coastal dunes. Partially stabilized dunes, immediately near the ocean. 4-25 m.
<i>Madia radiata</i> showy golden madia	None/None G2 / S2 1B.1	Valley and foothill grassland, cismontane woodland. Mostly on adobe clay in grassland or among shrubs. 75-1220 m.
<i>Malacothamnus abbottii</i> Abbott's bush-mallow	None/None G1 / S1 1B.1	Riparian scrub. Among willows near rivers and along roadsides. 135-490 m.
<i>Malacothamnus aboriginum</i> Indian Valley bush-mallow	None/None G3 / S3 1B.2	Cismontane woodland, chaparral. Granitic outcrops and sandy bare soil, often in disturbed soils. 150-1130 m.
<i>Malacothamnus arcuatus</i> arcuate bush-mallow	None/None G2Q / S2 1B.2	Chaparral, cismontane woodland. Gravelly alluvium. 1-735 m.
<i>Malacothamnus davidsonii</i> Davidson's bush-mallow	None/None G2 / S2 1B.2	Coastal scrub, riparian woodland, chaparral, cismontane woodland. Sandy washes. 150-1525 m.
<i>Malacothamnus jonesii</i> Jones' bush-mallow	None/None G4 / S4 4.3	Chaparral, cismontane woodland. 160-825 m.
<i>Malacothamnus palmeri</i> var. <i>involutus</i>	None/None G3T2Q / S2	Cismontane woodland, chaparral, coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 5-520

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Carmel Valley bush-mallow	1B.2	m.
<i>Malacothamnus palmeri</i> var. <i>lucianus</i> Arroyo Seco bush-mallow	None/None G3T1Q / S1 1B.2	Chaparral, cismontane woodland, meadows and seeps. Gravel banks and sandstone rocks on west-facing slopes in full sun. 10-825 m.
<i>Malacothrix saxatilis</i> var. <i>arachnoidea</i> Carmel Valley malacothrix	None/None G5T2 / S2 1B.2	Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. 25-1220 m.
<i>Meconella oregana</i> Oregon meconella	None/None G2G3 / S2 1B.1	Coastal prairie, coastal scrub. Open, moist places. 60-640 m.
<i>Micropus amphibolus</i> Mt. Diablo cottonweed	None/None G3G4 / S3S4 3.2	Valley and foothill grassland, cismontane woodland, chaparral, broadleaved upland forest. Bare, grassy or rocky slopes. 45-825 m.
<i>Microseris paludosa</i> marsh microseris	None/None G2 / S2 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m.
<i>Microseris sylvatica</i> sylvan microseris	None/None G4 / S4 4.2	Chaparral, cismontane woodland, Great Basin scrub, pinyon-juniper woodland, valley and foothill grassland. 45-1500 m.
<i>Mielichhoferia elongata</i> elongate copper moss	None/None G5 / S4 4.3	Cismontane woodland. Moss growing on very acidic, metamorphic rock or substrate; usually in higher portions in fens. Often on substrates naturally enriched with heavy metals (e.g. copper). 500-1300 m.
<i>Mimulus rattanii</i> ssp. <i>decurtatus</i> Santa Cruz County monkeyflower	None/None G4T1T3Q / S1S3 4.2	Chaparral, lower montane coniferous forest. Gravelly sites at margins of vegetation. 400-500 m.
<i>Mimulus subsecundus</i> one-sided monkeyflower	None/None G3G4Q / S3S4 4.3	Lower montane coniferous forest. One site states: "on rock talus outcrop, south-facing slope, in herbaceous community. 450-915 m.
<i>Monardella antonina</i> ssp. <i>antonina</i> San Antonio Hills monardella	None/None G4T1T3Q / S1S3 3	Cismontane woodland, chaparral. 320-1000 m.
<i>Monardella antonina</i> ssp. <i>benitensis</i> San Benito monardella	None/None G4T3 / S3 4.3	Chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Serpentine barrens. 500-1570 m.
<i>Monardella palmeri</i> Palmer's monardella	None/None G2 / S2 1B.2	Cismontane woodland, chaparral. On serpentine, often found associated with Sargent cypress forests. 90-945 m.
<i>Monardella sinuata</i> ssp. <i>nigrescens</i> northern curly-leaved monardella	None/None G3T2 / S2 1B.2	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m.
<i>Monolopia congdonii</i> San Joaquin woollythreads	Endangered/None G2 / S2 1B.2	Chenopod scrub, valley and foothill grassland. Alkaline or loamy plains; sandy soils, often with grasses and within chenopod scrub. 55-840 m.
<i>Monolopia gracilens</i> woodland woollythreads	None/None G3 / S3 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, broadleaved upland forest, North Coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 120-975 m.

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<i>Muhlenbergia utilis</i> aparejo grass	None/None G4/S2S3 2B.2	Meadows and seeps, marshes and swamps, chaparral, coastal scrub, cismontane woodland. Sometimes alkaline, sometimes serpentinite. 25-2325 m.
<i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i> adobe navarretia	None/None G4T3 / S3 4.2	Valley and foothill grassland, vernal pools. Clay soils; sometimes on serpentinite. 100-1000 m.
<i>Navarretia nigelliformis</i> ssp. <i>radians</i> shining navarretia	None/None G4T2 / S2 1B.2	Cismontane woodland, valley and foothill grassland, vernal pools. Apparently in grassland, and not necessarily in vernal pools. 60-975 m.
<i>Navarretia panochensis</i> Panoche navarretia	None/None G3/S3 1B.3	Chenopod scrub, valley and foothill grassland. Clay, often gravelly. 330-860 m.
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	None/None G2 / S2 1B.1	Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 3-1235 m.
<i>Nemacladus gracilis</i> graceful nemacladus	None/None G4/S4 4.3	Cismontane woodland, valley and foothill grassland. Sandy or gravelly places. 120-1900 m.
<i>Nemacladus secundiflorus</i> var. <i>robbinsii</i> Robbins' nemacladus	None/None G3T2 / S2 1B.2	Chaparral, valley and foothill grassland. Dry, sandy or gravelly slopes. 350-1700 m.
<i>Ophioglossum californicum</i> California adder's-tongue	None/None G4 / S4 4.2	Chaparral, vernal pool areas, valley and foothill grassland. Grassy pastures, vernal pool margins, chaparral. Mesic sites. 60-525 m.
<i>Orthotrichum kellmanii</i> Kellman's bristle moss	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Sandstone outcrops with high calcium concentrations from eroded boulders out of non-calcareous sandstone bedrock. Rock outcrops in small openings within dense chaparral with overstory of scattered <i>Pinus attenuata</i> . 343-685 m.
<i>Pedicularis dudleyi</i> Dudley's lousewort	None/Rare G2 / S2 1B.2	Chaparral, cismontane woodland, North Coast coniferous forest, valley and foothill grassland. Deep shady woods of older coast redwood forests; also in maritime chaparral. 60-330 m.
<i>Penstemon rattanii</i> var. <i>kleei</i> Santa Cruz Mountains beardtongue	None/None G4T2 / S2 1B.2	Chaparral, lower montane coniferous forest, north coast coniferous forest. Sandy shale slopes; sometimes in the transition between forest and chaparral. 400-1100 m.
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	Endangered/Endangered G1 / S1 1B.1	Valley and foothill grassland, cismontane woodland. Open dry rocky slopes and grassy areas, often on soils derived from serpentinite bedrock. 35-610 m.
<i>Pentachaeta exilis</i> ssp. <i>aeolica</i> San Benito pentachaeta	None/None G5T2 / S2 1B.2	Cismontane woodland, valley and foothill grassland. Grassy areas. 365-855 m.
<i>Perideridia gairdneri</i> ssp. <i>gairdneri</i> California Gairdner's yampah	None/None G5T4 / S4 4.2	Broadleafed upland forest, chaparral, coastal prairie, valley and foothill grassland, vernal pools. Adobe flats or grasslands, wet meadows and vernal pools, under <i>Pinus radiata</i> along the coast; mesic sites. 0-610 m.
<i>Perideridia pringlei</i> adobe yampah	None/None G4 / S4 4.3	Chaparral, cismontane woodland, pinyon and juniper woodland, coastal scrub. Serpentine, clay soils. Grassland hillsides; seasonally wet sites. 300-1800 m.
<i>Phacelia phacelioides</i> Mt. Diablo phacelia	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Adjacent to trails, on rock outcrops and talus slopes; sometimes on serpentinite. 605-1345 m.

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<i>Pinus radiata</i> Monterey pine	None/None G1 / S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Three primary stands are native to California. Dry bluffs and slopes. 60-125 m.
<i>Piperia candida</i> white-flowered rein orchid	None/None G3 / S3 1B.2	North Coast coniferous forest, lower montane coniferous forest, broadleaved upland forest. Sometimes on serpentine. Forest duff, mossy banks, rock outcrops, and muskeg. 45-1615 m.
<i>Piperia michaelii</i> Michael's rein orchid	None/None G3 / S3 4.2	Coastal bluff scrub, coastal scrub, cismontane woodland, chaparral, closed-cone coniferous forest, lower montane coniferous forest. Mudstone and humus, generally dry sites. 3-915 m.
<i>Piperia yadonii</i> Yadon's rein orchid	Endangered/None G1 / S1 1B.1	Closed-cone coniferous forest, chaparral, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. 10-505 m.
<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i> Choris' popcornflower	None/None G3T2Q / S2 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 15-160 m.
<i>Plagiobothrys chorisianus</i> var. <i>hickmanii</i> Hickman's popcornflower	None/None G3T3Q / S3 4.2	Closed-cone coniferous forest, chaparral, coastal scrub, marshes and swamps, vernal pools. 15-185 m.
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	None/Endangered G1Q / S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m.
<i>Plagiobothrys glaber</i> hairless popcornflower	None/None GH / SH 1A	Meadows and seeps, marshes and swamps. Coastal salt marshes and alkaline meadows. 5-125 m.
<i>Plagiobothrys uncinatus</i> hooked popcornflower	None/None G2 / S2 1B.2	Chaparral, cismontane woodland, valley and foothill grassland. Sandstone outcrops and canyon sides; often in burned or disturbed areas. 210-855 m.
<i>Plagiobryoides vinosula</i> wine-colored tufa moss	None/None G3G4 / S2 4.2	Cismontane woodland, meadows and seeps, Mojavean desert scrub, pinyon and juniper woodland, riparian woodland. Usually granitic rock or granitic soil along seeps and streams, sometimes clay. 30-1735 m.
<i>Pogogyne clareana</i> Santa Lucia mint	None/Endangered G2 / S2 1B.2	Chaparral, cismontane woodland, riparian woodland. In intermittent streams; in moist sandy soil. 325-505 m.
<i>Polygonum hickmanii</i> Scotts Valley polygonum	Endangered/Endangered G1 / S1 1B.1	Valley and foothill grassland. Purisima sandstone or mudstone with a thin soil layer; vernal moist due to runoff. 210-230 m.
<i>Potentilla hickmanii</i> Hickman's cinquefoil	Endangered/Endangered G1 / S1 1B.1	Coastal bluff scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps. Freshwater marshes, seeps, and small streams in open or forested areas along the coast. 5-125 m.
<i>Puccinellia simplex</i> California alkali grass	None/None G3 / S2 1B.2	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernal mesic. Sinks, flats, and lake margins. 1-915 m.
<i>Ramalina thrausta</i> angel's hair lichen	None/None G5 / S2? 2B.1	North coast coniferous forest. On dead twigs and other lichens. 75-430 m.
<i>Ranunculus lobbii</i> Lobb's aquatic buttercup	None/None G4 / S3 4.2	Cismontane woodland, valley and foothill grassland, vernal pools, north coast coniferous forest. Mesic sites. 15-470 m.

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<i>Ribes sericeum</i> Santa Lucia gooseberry	None/None G4? / S4? 4.3	North coast coniferous forest, coastal bluff scrub, broadleaved upland forest. Along streams in redwood forests and on the coastal slopes of the Santa Lucia Mtns. 305-1220 m.
<i>Rosa pinetorum</i> pine rose	None/None G2 / S2 1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m.
<i>Sanicula hoffmannii</i> Hoffmann's sanicle	None/None G3 / S3 4.3	Broadleaved upland forest, coastal scrub, coastal bluff scrub, chaparral, cismontane woodland, lower montane coniferous forest. Cool slopes in deep soil, often in moist shaded serpentine soils, or in clay soils. 30-300 m.
<i>Sanicula maritima</i> adobe sanicle	None/Rare G2 / S2 1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Moist clay or ultramafic soils. 30-240 m.
<i>Senecio aphanactis</i> chaparral ragwort	None/None G3 / S2 2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 20-855 m.
<i>Senecio astephanus</i> San Gabriel ragwort	None/None G3 / S3 4.3	Chaparral, coastal bluff scrub. Rocky slopes. 400-1500 m.
<i>Sidalcea hickmanii</i> ssp. <i>hickmanii</i> Hickman's checkerbloom	None/None G3T2 / S2 1B.3	Chaparral. Grassy openings in chaparral, and on dry ridges. 335-1200 m.
<i>Sidalcea malachroides</i> maple-leaved checkerbloom	None/None G3 / S3 4.2	Broadleaved upland forest, coastal prairie, coastal scrub, north coast coniferous forest, riparian forest. Woodlands and clearings near coast; often in disturbed areas. 0-730 m.
<i>Silene verecunda</i> ssp. <i>verecunda</i> San Francisco campion	None/None G5T2 / S2 1B.2	Coastal scrub, valley and foothill grassland, coastal bluff scrub, chaparral, coastal prairie. Often on mudstone or shale; one site on serpentine. 30-645 m.
<i>Solidago guiradonis</i> Guirado's goldenrod	None/None G3G4 / S3S4 4.3	Cismontane woodland, valley and foothill grassland. Near streams or seeps in asbestos-laden soils; serpentine. 600-1370 m.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	None/None G2 / S2 1B.2	Broadleaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m.
<i>Streptanthus albidus</i> ssp. <i>peramoenus</i> most beautiful jewelflower	None/None G2T2 / S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Serpentine outcrops, on ridges and slopes. 95-1000 m.
<i>Stylocline masonii</i> Mason's neststraw	None/None G1 / S1 1B.1	Chenopod scrub, pinyon and juniper woodland. Sandy washes. 100-1200 m.
<i>Syntrichopappus lemmonii</i> Lemmon's syntrichopappus	None/None G4 / S4 4.3	Chaparral, Joshua tree woodland, pinyon and juniper woodland. Decomposed granite; sandy or gravelly soils. 500-1830 m.
<i>Systemotheca vortriedei</i> Vortriede's spineflower	None/None G3 / S3 4.3	Cismontane woodland, chaparral. Sandy or serpentine soils. 500-1600 m.
<i>Texasporium sancti-jacobi</i> woven-spored lichen	None/None G3 / S1 3	Chaparral. Open sites; in California with <i>Adenostoma fasciculatum</i> , <i>Eriogonum</i> , <i>Selaginella</i> . At Pinnacles, on small mammal pellets. 290-660 m.
<i>Tortula californica</i>	None/None	Chenopod scrub, valley and foothill grassland. Moss growing

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California screw moss	G2G3 / S2S3 1B.2	on sandy soil. 10-1460 m.
<i>Toxicoscordion fontanum</i> marsh zigadenus	None/None G3 / S3 4.2	Chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, marshes and swamps. Vernal moist or marshy areas; often on serpentine areas. 15-1000 m.
<i>Trichostema ovatum</i> San Joaquin bluecurls	None/None G3/S3 4.2	Chenopod scrub, valley and foothill grassland. Sandy alluvial soil. In grassland, and disturbed sites. 65-320 m.
<i>Trichostema rubisepalum</i> Hernandez bluecurls	None/None G4 / S4 4.3	Broadleaved upland forest, chaparral, cismontane woodland, lower montane woodland, vernal pools. Volcanic and serpentine substrates. 300-1435 m.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	None/None G2 / S2 1B.1	Coastal prairie, broadleaved upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-550 m.
<i>Trifolium hydrophilum</i> saline clover	None/None G2 / S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m.
<i>Trifolium polyodon</i> Pacific Grove clover	None/Rare G1 / S1 1B.1	Closed-cone coniferous forest, meadows and seeps, coastal prairie, valley and foothill grassland. Along small springs and seeps in grassy openings. 5-260 m.
<i>Trifolium trichocalyx</i> Monterey clover	Endangered/Endangered G1 / S1 1B.1	Closed-cone coniferous forest. Openings, burned areas, and roadsides. Sandy soils. 60-210 m.
<i>Triteleia ixioides</i> ssp. <i>cookii</i> Cook's triteleia	None/None G5T2T3 / S2S3 1B.3	Cismontane woodland, closed-cone coniferous forest. Streamsides, wet ravines; on serpentine and in serpentine seeps. Sometimes near cypresses. 120-735 m.
<i>Triteleia lugens</i> dark-mouthed triteleia	None/None G4? / S4? 4.3	Broadleaved upland forest, chaparral, lower montane coniferous forest, coastal scrub. 100-1000 m.
<i>Tropidocarpum capparideum</i> caper-fruited tropidocarpum	None/None G1 / S1 1B.1	Valley and foothill grassland. Alkaline clay. 0-360 m.
<i>Usnea longissima</i> Methuseloh's beard lichen	None/None G4 / S4 4.2	North coast coniferous forest, broadleaved upland forest. Grows in the "redwood zone" on tree branches of a variety of trees, including big leaf maple, oaks, ash, Douglas-fir, and bay. 45-1465 m in California.
Invertebrates		
<i>Adela oplerella</i> Opler's longhorn moth	None/None G2 / S2	From Marin County and the Oakland area on the inner coast ranges south to Santa Clara County. One record from Santa Cruz County. All but Santa Cruz site is on serpentine grassland. Larvae feed on <i>Platystemon californicus</i> .
<i>Bombus caliginosus</i> obscure bumble bee	None/None G4? / S1S2	Coastal areas from Santa Barbara county to north to Washington state. Food plant genera include <i>Baccharis</i> , <i>Cirsium</i> , <i>Lupinus</i> , <i>Lotus</i> , <i>Grindelia</i> and <i>Phacelia</i> .
<i>Bombus crotchii</i> Crotch bumble bee	None/None G3G4 / S1S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include <i>Antirrhinum</i> , <i>Phacelia</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , and <i>Eriogonum</i> .
<i>Bombus occidentalis</i> western bumble bee	None/None G2G3 / S1	Once common & widespread, species has declined precipitously from central CA to southern B.C., perhaps from disease.
<i>Branchinecta lynchi</i>	Threatened/None G3 / S3	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled

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vernal pool fairy shrimp		pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.
<i>Calicina arida</i> San Benito harvestman	None/None G1 / S1	Known only from the type locality, Panoche Road, San Benito County. Found on serpentine rocks.
<i>Calileptoneta ubicki</i> Ubick's leptonetid spider	None/None G1 / S1	Known only from the type locality, Arroyo Seco, Monterey County.
<i>Chrysis tularensis</i> Tulare cuckoo wasp	None/None G1G2 / S1S2	Unknown.
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	None/None G5T2 / S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.
<i>Cicindela ohlone</i> Ohlone tiger beetle	Endangered/None G1 / S1	Remnant native grasslands with California oatgrass & purple needlegrass in Santa Cruz County. Substrate is poorly-drained clay or sandy clay soil over bedrock of Santa Cruz mudstone.
<i>Coelus globosus</i> globose dune beetle	None/None G1G2 / S1S2	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
<i>Coelus gracilis</i> San Joaquin dune beetle	None/None G1 / S1	Inhabits fossil dunes along the western edge of San Joaquin Valley; extirpated from Antioch Dunes (type locality). Inhabits sites containing sandy substrates.
<i>Danaus plexippus</i> pop. 1 monarch - California overwintering population	None/None G4T2T3 / S2S3	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
<i>Euphilotes enoptes smithi</i> Smith's blue butterfly	Endangered/None G5T1T2 / S1S2	Most commonly associated with coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: <i>Eriogonum latifolium</i> and <i>Eriogonum parvifolium</i> are utilized as both larval and adult foodplants.
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	Threatened/None G5T1 / S1	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. <i>Plantago erecta</i> is the primary host plant; <i>Orthocarpus densiflorus</i> & <i>O. purpurescens</i> are the secondary host plants.
<i>Fissilicreagris imperialis</i> Empire Cave pseudoscorpion	None/None G1 / S1	Known only from Empire Cave in Santa Cruz County.
<i>Gonidea angulata</i> western ridged mussel	None/None G3/S1S2	Primarily creeks & rivers & less often lakes. Originally in most of state, now extirpated from Central & Southern Calif.
<i>Helminthoglypta sequoicola consors</i> redwood shoulderband	None/None G2T1 / S1	Known only from south slope of San Juan Grade, near Foot, 8 miles NW of Salinas.
<i>Hubbardia idria</i> Idria short-tailed whipscorpion	None/None G1 / S1	Known only from the type locality, 2.9 km SW of Idria, San Benito County. Serpentine endemic.
<i>Hubbardia secoensis</i> Arroyo Seco short-tailed whipscorpion	None/None G1 / S1	Known only from the type locality, Arroyo Seco, Monterey County.
<i>Idiostatus kathleenae</i> Pinnacles shieldback katydid	None/None G1G2 / S1S2	Known only from Pinnacles National Monument.
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	Endangered/None G4 / S3S4	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly

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		found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.
<i>Linderiella occidentalis</i> California linderiella	None/None G2G3 / S2S3	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools has very low alkalinity, conductivity, and total dissolved solids.
<i>Lytta moesta</i> moestan blister beetle	None/None G2 / S2	Central California.
<i>Lytta morrisoni</i> Morrison's blister beetle	None/None G1G2 / S1S2	Inhabitant of the southern Central Valley of California.
<i>Margaritifera falcata</i> western pearlshell	None/None G4G5 / S1S2	Aquatic. Prefers lower velocity waters.
<i>Meta dolloff</i> Dolloff Cave spider	None/None G1 / S1	Known from caves in the Santa Cruz area. This species is an orb-weaver and occurs from the cave mouth into deep twilight.
<i>Neochthonius imperialis</i> Empire Cave pseudoscorpion	None/None G1 / S1	Known only from Empire Cave, Santa Cruz County. Found under rocks and wood in the dark to twilight zones of the cave.
<i>Optioservus canus</i> Pinnacles optioservus riffle beetle	None/None G1 / S1	Aquatic. Found on rocks and in gravel of riffles in cool, swift, clear streams.
<i>Philanthus nasalis</i> Antioch specid wasp	None/None G1 / S1	Previously known only from Antioch Dunes, in Contra Costa Co. Now known only from the inland sandhills in Santa Cruz Co.
<i>Polyphylla barbata</i> Mount Hermon (=barbate) June beetle	Endangered/None G1 / S1	Known only from sand hills in vicinity of Mt. Hermon, Santa Cruz County.
<i>Protodufourea wasbaueri</i> Wasbauer's protodufourea bee	None/None G1 / S1	Chaparral and desert scrub. Nests in the ground. Oligolectic on <i>Emmenanthe</i> sp., a plant that blooms in profusion after fires, then declines.
<i>Scaphinotus behrensi</i> Behrens' snail-eating beetle	None/None G2G4/S2S4	Found in extreme NW CA along the coast.
<i>Socalchemmis monterey</i> Monterey socalchemmis spider	None/None G1 / S1	Known from only two localities in Monterey Co.: Los Padres NF; Arroyo Seco (type locality) and Cone Peak Trail.
<i>Speyeria adiaсте adiaсте</i> unsilvered fritillary	None/None G1G2T1 / S1	Occurs in openings in redwood and coniferous forests, oak woodlands, chaparral.
<i>Stygobromus imperialis</i> Empire Cave amphipod	None/None G1/S1	Endemic to Empire Cave in Santa Cruz County.
<i>Stygobromus mackenziei</i> Mackenzie's Cave amphipod	None/None G1 / S1	Known only from Empire Cave (type locality), a metamorphosed limestone cave subject to intermittent flooding.
<i>Trimerotropis infantilis</i> Zayante band-winged grasshopper	Endangered/None G1 / S1	Isolated sandstone deposits in the Santa Cruz Mountains (the Zayante Sand Hills ecosystem) Mostly on sand parkland habitat but also in areas with well-developed ground cover & in sparse chaparral with grass.
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	None/None G2 / S2	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.
Fish		
<i>Eucyclogobius newberryi</i>	Endangered/None	Brackish water habitats along the California coast from Agua

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tidewater goby	G3 / S3 SSC	Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.
<i>Lavinia exilicauda harengus</i> Monterey hitch	None/None G4T2T4/S2S4 SSC	Unknown.
<i>Lavinia symmetricus subditus</i> Monterey roach	None/None G4T2T3/S2S3 SSC	Tributaries to Monterey Bay, specifically the Salinas, Pajaro, & San Lorenzo drainages.
<i>Oncorhynchus kisutch</i> pop. 4 coho salmon - central California coast ESU	Endangered/Endangered G4 / S2?	Federal listing = pops between Punta Gorda & San Lorenzo River. State listing = pops south of Punta Gorda. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water & sufficient dissolved oxygen.
<i>Oncorhynchus mykiss irideus</i> pop. 9 steelhead - south-central California coast DPS	Threatened/None G5T2Q / S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.
<i>Oncorhynchus mykiss irideus</i> pop. 8 steelhead - central California coast DPS	Threatened/None G5T2T3Q / S2S3	From Russian River, south to Soquel Creek and to, but not including, Pajaro River. Also San Francisco and San Pablo Bay basins.
<i>Spirinchus thaleichthys</i> longfin smelt	Candidate/Threatened G5 / S1 SSC	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.
<i>Thaleichthys pacificus</i> eulachon	Threatened/None G5 / S3	Found in Klamath River, Mad River, Redwood Creek, and in small numbers in Smith River and Humboldt Bay tributaries. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand, and woody debris.
Amphibians		
<i>Ambystoma californiense</i> California tiger salamander	Threatened/Threatened G2G3 / S2S3 WL	Central Valley DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.
<i>Ambystoma macrodactylum croceum</i> Santa Cruz long-toed salamander	Endangered/Endangered G5T1T2 / S1S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.
<i>Anaxyrus californicus</i> arroyo toad	Endangered/None G2G3 / S2S3 SSC	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.
<i>Aneides niger</i> Santa Cruz black salamander	None/None G3 / S3 SSC	Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara counties. Adults found under rocks, talus, and damp woody debris.
<i>Dicamptodon ensatus</i> California giant salamander	None/None G3 / S2S3 SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams,

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		occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.
<i>Rana boylei</i> foothill yellow-legged frog	None/Endangered G3 / S3 SSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.
<i>Rana draytonii</i> California red-legged frog	Threatened/None G2G3 / S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.
<i>Spea hammondi</i> western spadefoot	None/None G3 / S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
<i>Taricha torosa</i> Coast Range newt	None/None G4 / S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs & slow moving streams.
Reptiles		
<i>Anniella pulchra</i> northern California legless lizard	None/None G3 / S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.
<i>Arizona elegans occidentalis</i> California glossy snake	None/None G5T2 / S2 SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.
<i>Emys marmorata</i> western pond turtle	None/None G3G4 / S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.
<i>Gambelia sila</i> blunt-nosed leopard lizard	Endangered/Endangered G1 / S1 FP	Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief. Seeks cover in mammal burrows, under shrubs or structures such as fence posts; they do not excavate their own burrows.
<i>Masticophis flagellum ruddocki</i> San Joaquin coachwhip	None/None G5T2T3 / S2? SSC	Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Needs mammal burrows for refuge and oviposition sites.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4 / S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.
<i>Thamnophis hammondi</i> two-striped gartersnake	None/None G4 / S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.
<i>Thamnophis sirtalis tetrataenia</i> San Francisco gartersnake	Endangered/Endangered G5T2Q / S2 FP	Vicinity of freshwater marshes, ponds and slow-moving streams in San Mateo County and extreme northern Santa Cruz County. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important.
Birds		
<i>Accipiter cooperii</i> Cooper's hawk	None/None G5 / S4	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in

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Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
	WL	canyon bottoms on river flood-plains; also, live oaks.
<i>Accipiter striatus</i> sharp-shinned hawk	None/None G5 / S4 WL	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas. North-facing slopes with plucking perches are critical requirements. Nests usually within 275 ft of water.
<i>Agelaius tricolor</i> tricolored blackbird	None/Candidate Endangered G2G3 / S1S2 SSC	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.
<i>Aquila chrysaetos</i> golden eagle	None/None G5 / S3 FP, WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
<i>Ardea herodias</i> great blue heron	None/None G5 / S4	Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.
<i>Asio flammeus</i> short-eared owl	None/None G5 / S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.
<i>Asio otus</i> long-eared owl	None/None G5 / S3? SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.
<i>Athene cunicularia</i> burrowing owl	None/None G4 / S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.
<i>Brachyramphus marmoratus</i> marbled murrelet	Threatened/Endangered G3G4 / S1	Feeds near-shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas-fir.
<i>Buteo regalis</i> ferruginous hawk	None/None G4 / S3S4 WL	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.
<i>Buteo swainsoni</i> Swainson's hawk	None/Threatened G5 / S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.
<i>Charadrius montanus</i> mountain plover	None/None G3 / S2S3 SSC	Short grasslands, freshly plowed fields, newly sprouting grain fields, & sometimes sod farms. Short vegetation, bare ground, and flat topography. Prefers grazed areas and areas with burrowing rodents.
<i>Charadrius alexandrinus nivosus</i> western snowy plover	Threatened/None G3T3 / S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.
<i>Circus cyaneus</i> northern harrier	None/None G5 / S3 SSC	Coastal salt & freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.
<i>Coccyzus americanus occidentalis</i>	Threatened/Endangered	Riparian forest nester, along the broad, lower flood-bottoms

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
western yellow-billed cuckoo	G5T2T3 / S1	of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.
<i>Coturnicops noveboracensis</i> yellow rail	None/None G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.
<i>Cypseloides niger</i> black swift	None/None G4 / S2 SSC	Coastal belt of Santa Cruz and Monterey counties; central & southern Sierra Nevada; San Bernardino & San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.
<i>Elanus leucurus</i> white-tailed kite	None/None G5 / S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
<i>Eremophila alpestris actia</i> California horned lark	None/None G5T4Q / S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
<i>Falco columbarius</i> merlin	None/None G5 / S3S4 WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands & deserts, farms & ranches. Clumps of trees or windbreaks are required for roosting in open country.
<i>Falco mexicanus</i> prairie falcon	None/None G5 / S4 WL	Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.
<i>Falco peregrinus anatum</i> American peregrine falcon	Delisted/Delisted G4T4 / S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.
<i>Fratercula cirrhata</i> tufted puffin	None/None G5 / S1S2 SSC	Open-ocean bird; nests along the coast on islands, islets, or (rarely) mainland cliffs. Requires sod or earth into which the birds can burrow, on island cliffs or grassy island slopes.
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	None/None G5T3 / S3 SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.
<i>Gymnogyps californianus</i> California condor	Endangered/Endangered G1 / S1 FP	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.
<i>Haliaeetus leucocephalus</i> bald eagle	Delisted/Endangered G5 / S3 FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.
<i>Hydrobates homochroa</i> ashy storm-petrel	None/None G2/S2 SSC	Colonial nester on off-shore islands. Usually nests on driest part of islands. Forages over open ocean. Nest sites on islands are in crevices beneath loosely piled rocks or driftwood, or in caves.
<i>Icteria virens</i> yellow-breasted chat	None/None G5 / S3 SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.
<i>Lanius ludovicianus</i> loggerhead shrike	None/None G4 / S4	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub & washes.

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	SSC	Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.
<i>Laterallus jamaicensis coturniculus</i> California black rail	None/Threatened G3G4T1 / S1 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.
<i>Pandion haliaetus</i> osprey	None/None G5 / S4 WL	Ocean shore, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.
<i>Pelecanus occidentalis californicus</i> California brown pelican	Delisted/Delisted G4T3 / S3 FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.
<i>Phalacrocorax auritus</i> double-crested cormorant	None/None G5 / S4 WL	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.
<i>Progne subis</i> purple martin	None/None G5 / S3 SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	Endangered/Endangered G5T1 / S1 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.
<i>Riparia riparia</i> bank swallow	None/Threatened G5 / S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
<i>Setophaga petechia</i> yellow warbler	None/None G5 / S3S4 SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.
<i>Vireo bellii pusillus</i> least Bell's vireo	Endangered/Endangered G5T2 / S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Mammals		
<i>Ammospermophilus nelsoni</i> Nelson's antelope squirrel	None/Threatened G2 / S2S3	Western San Joaquin Valley from 200-1200 ft elev. On dry, sparsely vegetated loam soils. Dig burrows or use k-rat burrows. Need widely scattered shrubs, forbs and grasses in broken terrain with gullies and washes.
<i>Antrozous pallidus</i> pallid bat	None/None G5 / S3 SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	None/None G3G4 / S2 SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.
<i>Dipodomys ingens</i> giant kangaroo rat	Endangered/Endangered G1G2 / S1S2	Annual grasslands on the western side of the San Joaquin Valley, marginal habitat in alkali scrub. Need level terrain and

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
		sandy loam soils for burrowing.
<i>Dipodomys venustus elephantinus</i> big-eared kangaroo rat	None/None G4T2 / S2 SSC	Chaparral-covered slopes of the southern part of the Gabilan Range, in the vicinity of the Pinnacles. Forages under shrubs & in the open. Burrows for cover and for nesting.
<i>Dipodomys venustus venustus</i> Santa Cruz kangaroo rat	None/None G4T1 / S1	Silverleaf manzanita mixed chaparral in the Zayante Sand Hills ecosystem of the Santa Cruz Mountains. Needs soft, well-drained sand.
<i>Erethizon dorsatum</i> North American porcupine	None/None G5/S3	Forested habitats in the Sierra Nevada, Cascade, and Coast ranges, with scattered observations from forested areas in the Transverse Ranges. Wide variety of coniferous and mixed woodland habitat.
<i>Eumetopias jubatus</i> Steller (=northern) sea-lion	FD/None G3/S2	Breeds on Ano Nuevo, San Miguel and Farallon islands, Point St. George, & Sugarloaf. Hauls-out on islands & rocks. Needs haul-out and breeding sites with unrestricted access to water, near aquatic food supply and with no human disturbance.
<i>Eumops perotis californicus</i> western mastiff bat	None/None G5T4 / S3S4 SSC	Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.
<i>Lasiurus blossevillii</i> western red bat	None/None G5 / S3 SSC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.
<i>Lasiurus cinereus</i> hoary bat	None/None G5 / S4	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.
<i>Myotis ciliolabrum</i> western small-footed myotis	None/None G5 / S3	Wide range of habitats mostly arid wooded & brushy uplands near water. Seeks cover in caves, buildings, mines, and crevices. Prefers open stands in forests and woodlands. Requires drinking water. Feeds on a wide variety of small flying insects.
<i>Myotis evotis</i> long-eared myotis	None/None G5 / S3	Found in all brush, woodland and forest habitats from sea level to about 9000 ft. Prefers coniferous woodlands and forests. Nursery colonies in buildings, crevices, spaces under bark, and snags. Caves used primarily as night roosts.
<i>Myotis thysanodes</i> fringed myotis	None/None G4 / S3	In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood & hardwood-conifer. Uses caves, mines, buildings or crevices for maternity colonies and roosts.
<i>Myotis yumanensis</i> Yuma myotis	None/None G5 / S4	Optimal habitats are open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings or crevices.
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	None/None G5T2T3 / S2S3 SSC	Forest habitats of moderate canopy & moderate to dense understory. May prefer chaparral & redwood habitats. Constructs nests of shredded grass, leaves & other material. May be limited by availability of nest-building materials.
<i>Neotoma macrotis luciana</i> Monterey dusky-footed woodrat	None/None G5T3 / S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.
<i>Onychomys torridus tularensis</i>	None/None	Hot, arid valleys and scrub deserts in the southern San

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Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
Tulare grasshopper mouse	G5T1T2 / S1S2 SSC	Joaquin Valley. Diet almost exclusively composed of arthropods, therefore needs abundant supply of insects.
<i>Perognathus inornatus</i> <i>psammophilus</i> Salinas pocket mouse	None/None G4T2? / S1 SSC	Annual grassland and desert shrub communities in the Salinas Valley. Fine-textured, sandy, friable soils. Burrows for cover and nesting.
<i>Reithrodontomys megalotis</i> <i>distichlis</i> Salinas harvest mouse	None/None G5T1 / S1	Known only from the Monterey Bay region. Occurs in fresh and brackish water wetlands and probably in the adjacent uplands around the mouth of the Salinas River.
<i>Sorex ornatus salarius</i> Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland & upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects & other invertebrates found under logs, rocks & litter.
<i>Taxidea taxus</i> American badger	None/None G5 / S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	Endangered/Threatened G4T2 / S2	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.
<u><i>Puma concolor</i></u> <u>Mountain lion</u>	<u>None/None</u> <u>Provisionally listed</u>	<u>Found across California, often in areas where deer are present. Prime habitat includes foothills and mountains.</u>

FT = Federally Threatened

SE = State Endangered

FC = Federal Candidate Species

ST = State Threatened

FE = Federally Endangered

SR = State Rare

FS = Federally Sensitive SS = State Sensitive

DL = Delisted

G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDDB RareFind5

SSC = CDFW Species of Special Concern FP = Fully Protected

CRPR (California Rare Plant Rank):

1A=Presumed Extinct in California

1B=Rare, Threatened, or Endangered in California and elsewhere

2=Rare, Threatened, or Endangered in California, but more common elsewhere

3=Need more information (a Review List)

4=Plants of Limited Distribution (a Watch List)

CRPR Threat Code Extension:

.1=Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Sources: CNDDDB (CDFW, 2017b); USFWS (2017b), CDFW Special Animals List (2017). CDFW Special Plants List (2017) and CNPS Rare Plant Inventory (2017)

Appendix E

2045 MTP/SCS Air Quality and GHG Emissions

Appendix E.1

2045 MTP/SCS Air Quality Emissions

AMBAG 2045 MTP/SCS Air Quality Emission Calculations

Scenario	VMT	ROG (tons/day)	NO _x (tons/day)	PM ₁₀ (tons/day) ¹	PM _{2.5} (tons/day) ¹	Total PM (tons/day)	Fugitive PM ₁₀ (tons/day) ²	Fugitive PM _{2.5} (tons/day) ²	Total Fugitive PM ₁₀ (tons/day) ²	CO (tons/day)	SOx (tons/day)	CO ₂ e (tons/day)	CO ₂ e (metric tons/year)
2015 AMBAG Baseline													
On-Road Motor Vehicles	16,007,118	6.25	14.39	1.15	0.60	1.75	0.91	0.36	1.26	52.99	0.08		
2020 AMBAG Baseline													
On-Road Motor Vehicles	17,331,954	4.27	8.89	1.10	0.50	1.60	0.97	0.39	1.36	34.53	0.07	7,498	2,482,892
2035 No Project													
On-Road Motor Vehicles	18,294,987	2.06	3.71	1.06	0.44	1.50	1.02	0.40	1.42	17.97	0.05		
2035 MTP/SCS													
On-Road Motor Vehicles	18,278,130	2.05	3.73	1.06	0.44	1.50	1.01	0.40	1.42	17.88	0.05		
2045 No Project													
On-Road Motor Vehicles	20,041,051	1.73	3.69	1.15	0.48	1.63	1.11	0.44	1.55	17.62	0.05	5,532	1,831,910
2045 MTP/SCS													
On-Road Motor Vehicles	20,032,142	1.72	3.71	1.15	0.48	1.63	1.11	0.44	1.55	17.51	0.05	5,541	1,834,685
Difference (2045 MTP/SCS -													
Baseline)	2,700,187.67	-2.55	-5.18	0.06	-0.02	0.03	0.14	0.05	0.19	-17.02	-0.02	-1,957.60	-648,206.23
%	16%	-60%	-58%	5%	-5%	2%	14%	14%	14%	-49%	-27%	-26%	-26%

Notes

Annual emissions - Total

1) Includes tire and break wear in the total PM

2) Includes only tire and break wear

Scenario	Diesel PM2.5 (tons/day)	Diesel PM10 (tons/day) ¹	Diesel NOX (tons/day)	Diesel SOX (tons/day)	Diesel CO (tons/day)
2020 AMBAG Baseline					
On-Road Motor Vehicles	0.08	0.09	5.56	0.01	1.98
2045 No Project					
On-Road Motor Vehicles	0.03	0.03	2.68	0.01	1.96
2045 MTP/SCS					
On-Road Motor Vehicles	0.03	0.03	2.71	0.01	1.97
	68%	68%	51%	15%	0%

Notes

Diesel annual emissions -Total Exhaust

Appendix E.2

2045 MTP/SCS Greenhouse Gas Emissions - On Road Transportation Sources

AMBAG 2045 MTP/SCS GHG Emissions Scenarios

DESCRIPTION	2020 Modeled	2035 No Project	2035 Project (Revenue Constrained)	2045 No Project	Alt 2: 2045 Alternative Transportation Modes Alternatives	Alt 3: 2045 Infill and Transit Focus Alternative	2045 Project (Revenue Constrained)	Interpolated 2030 VMT
VMT (VMT per Day)	17,331,954	18,294,987	18,278,130	20,041,051	20,126,625	19,904,230	20,032,142	17,962,738
VMT (VMT per Year, assuming 365 days)	6,326,163,357	6,677,670,384	6,671,517,372	7,314,983,589	7,346,218,063	7,265,044,092	7,311,731,857	6,556,399,367
GHG Emissions (CO ₂) from AMBAG EMFAC Modeling (CO ₂ tons per day)	7,498	5,426	5,419	5,532	5,564	5,505	5,541	6,285
CO ₂ Emissions from full fleet from AMBAG EMFAC Modeling (tons per year, assuming 365)	2,736,919	1,980,554	1,977,844	2,019,334	2,030,976	2,009,374	2,022,394	2,293,902
CO ₂ Emissions from full fleet from AMBAG EMFAC Modeling (metric tons per year, assuming 365)	2,482,892	1,796,729	1,794,270	1,831,910	1,842,471	1,822,874	1,834,685	2,080,993
CH ₄ using emission factors (tons per year)	194	109	109	105	105	104	105	123
CH ₄ (metric tons per year)	176	99	99	95	96	95	95	111
CH ₄ converted into CO ₂ e, using AR5 GWP, 28 (tons per year)	4,915	2,777	2,775	2,667	2,679	2,649	2,666	3,116
N ₂ O using emission factors (tons per year)	189	123	123	129	129	128	128	133
N ₂ O (metric tons per year)	171	112	112	117	117	116	117	121
N ₂ O converted into CO ₂ e, using AR5 GWP, 265 (tons per year)	45,400	29,683	29,655	30,898	31,030	30,687	30,884	32,019
On-road Transportation (metric tons of CO ₂ e)	2,533,207	1,829,189	1,826,700	1,865,475	1,876,179	1,856,210	1,868,236	2,116,128
Land Use Inventory Sectors (metric tons of CO ₂ e)	2,216,410	2,237,116	2,237,116	2,289,073	2,289,073	2,289,073	2,289,073	2,282,157
Population	774,729	842,189	842,189	869,776	869,776	869,776	869,776	824,992
TOTAL On-Road + Land Use (MT per year, assuming 365)	4,749,617	4,066,305	4,063,816	4,154,548	4,165,252	4,145,283	4,157,309	4,398,285
Per Capita GHG Emissions (MT CO2/population/year)	6.13	4.83	4.83	4.78	4.79	4.77	4.78	5.33
Difference (2045 MTP/SCS - "2020" Baseline) Metric Tons/Year				-595,069	-584,365	-604,334	-592,308	
Percent Change				-12.5%	-12.3%	-12.7%	-12.5%	
Difference (2045 MTP/SCS - "2020" Baseline) Per Capita Per Year				-1.35	-1.34	-1.36	-1.35	
Percent Change				-22.09%	-21.89%	-22.26%	-22.04%	

GHG Emissions Factor Calculation			
Year	CO2 (tons/mile)	CH4 (tons/mile)	N2O (tons/mile)
2020	0.000467923	3.05882E-08	2.98522E-08
2025	0.000403176	2.25691E-08	2.40088E-08
2030	0.000349872	1.87087E-08	2.03142E-08
2035	0.000318847	1.63738E-08	1.84899E-08
2040	0.000303224	1.50285E-08	1.77424E-08
2045	0.000296407	1.43556E-08	1.75702E-08

Notes: *VMT was linearly interpolated and GHG emissions were calculated using emission factors. CO₂ Emissions are not from the provided AMBAG EMFAC modeling

Appendix E.3

2045 MTP/SCS Greenhouse Gas Emissions Forecast Inventory - Land Use Sources



2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

Greenhouse Gas Emissions Forecast

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Executive Summary

In development of the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Monterey, San Benito and Santa Cruz Counties, Rincon Consultants, Inc. (Rincon) has calculated a greenhouse gas (GHG) emissions forecast for GHG emissions sources associated with land use, off-road vehicle use, and aviation in the AMBAG region. This GHG emissions forecast is based on the results of the 2019/2020 GHG emissions inventories developed by AMBAG using regional demographics projections and current and future legislative actions to estimate future GHG emissions levels. The 2019/2020 GHG emissions inventories include calculation of GHG emissions sources in each county, including:

- Off-road vehicle use
- Aviation
- Residential energy consumption
- Commercial/Industrial energy consumption
- Solid waste landfilling and generation
- Wastewater generation
- Agriculture

GHG emissions from on-road transportation are not included in this analysis. This GHG emissions source will be modeled at a later date by AMBAG through use of their on-road transportation model.

The GHG emissions forecast was developed to better understand how growth in the region could affect future GHG emissions in the years 2025, 2030, 2035, 2040, and 2045. The GHG emissions forecast presents two scenarios, a *Business-as-Usual Scenario* (BAU) which projects GHG emissions levels that scale with population, employment, and transportation growth consistent with County and regional projections, and a *Legislative Adjusted Scenario* (Adjusted), which accounts for the GHG emissions reduction that are expected to occur within the region from currently adopted state legislation. The legislation considered in this analysis includes the reductions in GHG emissions associated with increasingly renewable electricity required by Senate Bill (SB) 100, and reduced energy consumption in new residential construction associated with increasingly stringent Title 24 buildings codes.¹ The presentation of these two GHG emissions forecast scenarios allows for an understanding of how GHG emissions levels may evolve without any further action and how state legislation will contribute to reducing future GHG emissions levels.

While there are numerous pieces of state legislation that are expected to influence a reduction in GHG emissions levels throughout the State, not all can be directly attributed to the three counties in the AMBAG planning area due to variations in how the legislation is expected to be implemented. Table 1 provides a summary of these pieces of legislation and a justification of why they are, or are not, included in this analysis. All on-road transportation GHG emissions reduction related legislation is excluded, as on-road transportation GHG emissions are not included in this analysis.

¹ California has passed a suite of legislation intended to reduce GHG emissions from multiple sources and sectors; however, the implementation of this legislation varies across jurisdictions throughout the State. This analysis conservatively estimates GHG reductions from SB 100 and the 2019 Title 24 code cycle, as these are clearly implemented consistently throughout the State.

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

Table 1 State Legislation Considered in GHG Emissions Forecast

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1078 - Renewable Energy: California Renewables Portfolio Standard Program (2002)	Senate Bill 1078 created the Renewable Portfolio Standards (RPS) with an initial target of 20 percent renewable electricity by 2017, The California Public Utilities Commission (CPUC) regulates RPS rules for California’s retail sellers of electricity. The California Energy Commission (CEC) administers the certification of electrical generation facilities as eligible renewable energy resources and regulates RPS requirements for public owned utilities. ¹	No	The RPS goals set by Senate Bill 1078 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Therefore, this bill is excluded from this GHG emissions forecast analysis.
Building Energy Efficiency Standards - Title 24 (Triennial updates since 2007)	California’s energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission updates the Building Energy Efficiency Standards (Title 24) every three years by working with stakeholders in a public and transparent process. The Title 24 was first implemented in 1978, and since 2007 has had consistent triennial updates. ^{2,3}	Yes	The 2019 Title 24 code cycle is included in the GHG emissions forecast analysis to show energy efficiency increases in this most recent code cycle for new construction, as compared to the previous 2016 cycle. Previous code cycles are inherently included in existing buildings covered by the baseline GHG inventory through use of real electricity consumption data in the GHG emissions calculations. Therefore, only the 2019 Title 24 code cycle is considered in this analysis.
Low Carbon Fuel Standards Program (2009)	The California Low Carbon Fuel Standards Regulation (LCFS) was approved in 2009, with subsequent amendments in 2011, 2015, and 2018. The program is intended to reduce the carbon intensity of the State’s transportation fuels, setting a goal for reducing the carbon intensity of the State fuel pool by at least 20 percent by 2030. The State provides financial incentives to increase the production of renewable and lower-carbon intensity fuels. ⁴	No	The LCFS regulation includes flexibility in how the reduction in fuel carbon intensity will be achieved to allow for renewable fuel markets to develop innovative renewable and low-carbon fuel techniques. Eligible fuel carbon intensity reductions can occur during fuel processing and from use of renewable fuels. This means that there could be numerous pathways in which the GHG reductions through the LCFS program are achieved, and these may not be directly from the tailpipe emissions that are considered in the baseline GHG inventory. As such, GHG reductions from the LCFS regulation are not considered in this analysis.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill X7-7 – Water Conservation Act (2009)	Senate Bill X7-7 requires that all water suppliers increase their water use efficiency. This bill establishes an urban water use reduction target of 20 percent below 2010 per capita daily water use levels by 2020. The most recent water use reduction targets are typically provided in 2015 Urban Water Management Plans (UWMPs). Many jurisdictions are currently in the process of developing 2020 UWMPs to provide updated detail on water use efficiency and reduction target progress. ⁵	No	Senate Bill X7-7's implementation results in GHG emissions reduction from reduced electricity consumption embedded in the water supply. These GHG reductions are not included in this analysis, because the proportion of total electricity consumption that could be attributed to water supply is not provided, and the attribution of any future energy consumption reductions would need to be disaggregated by each UWMP developed within the AMBAG planning area.
Assembly Bill 341 – Solid Waste Diversion (2011)	Assembly Bill 341 strives to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. The bill sets forth requirements of the statewide mandatory commercial recycling program, by requiring that commercial waste generators and multi-family residential dwellings arrange for recycling services. The bill sets specific requirements for waste reduction that are enforced by CalRecycle. A goal of 75 percent of solid waste generated be reduced, recycled, or composted by the year 2020. ⁶	No	Assembly Bill 341 aims to reduce waste sent to landfill before 2020, with GHG reductions achieved through the avoidance of landfill generated methane. Since the GHG emissions forecast analysis is considered for a post-2020 timeframe, the GHG reductions of Assembly Bill 341 may have already been achieved prior to this time period. As such, accounting for this bill in the GHG emissions forecast could result in double counting of GHG emissions reduction that may have already been achieved.
Senate Bill 350 – The Clean Energy and Pollution Reduction Act (2015)	Senate Bill 350 establishes an extension of the RPS requirements set by Senate Bill 1078, increasing RPS goals for retail electricity sales to 33 percent by 2020 and 50 percent by 2030. This bill also requires the state double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The implementation of the energy efficiency savings is done through the increasingly stringent building code standards of Title 24, and the reinvestment of revenue into customer end use energy efficiency programs by large utilities. ⁷	No	The RPS goals set by Senate Bill 350 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Additionally, the energy efficiency savings through this bill are partially accounted for through Title 24, which is accounted for in new construction in the GHG emissions forecast analysis. Since the energy efficiency savings targets include both Title 24 and additional energy efficiency programs, it is difficult to calculate to what degree this will reduce energy consumption in new construction versus existing buildings. Therefore, Title 24 is accounted for, but additional energy efficiency from this bill is not included.

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1383 – Short Lived Climate Pollutants (2016)	Senate Bill 1383 established a requirement that the California Air Resources Board implement a comprehensive strategy to reduce short lived climate pollutants emissions. This includes goals of reducing methane emissions by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also established reduction goals for landfilled organic waste of 50 percent below 2014 statewide disposal levels by 2020 and 75 percent below statewide disposal levels by 2025. ⁸	No	The implementation of organic waste reduction is expected to decrease methane emissions generated through the disposal of solid waste throughout the State; however, the implementation of policies to influence this reduction can vary between and within jurisdictions. Specifically, within the AMBAG planning area, there are rural and low population areas that may be exempt from the requirements of Senate Bill 1383. Since there is uncertainty with how these exemptions may influence the total organic waste reduction within the AMBAG planning area, GHG reductions are conservatively excluded from the GHG emissions forecast analysis.
Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (2017)	The Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, or Oil and Gas Regulation is designed to reduce methane emissions from oil and gas production, processing, storage, and transmission compressor stations. Entities regulated under the State’s Mandatory Greenhouse Gas Reporting Requirements (MRR) are required to take action to limit intentional and unintentional emissions from equipment and operation. ⁹	No	The GHG emissions reduction associated with the Oil and Gas Regulation is specific to entities regulated under the MRR. These methane emissions are not considered in the baseline GHG inventory for the AMBAG planning region, as they are monitored and regulated by CARB. As such these GHG emissions reductions are not included in the GHG emissions forecast analysis.
Senate Bill 100 - California Renewables Portfolio Standard Program: emissions of greenhouse gases (2018)	Senate Bill 100 provides an extension of the RPS targets established by Senate Bill 1078, creating additional targets of achieving 60 percent eligible RPS electricity retail sales by 2030, and 100 percent zero-carbon or RPS eligible retail sales by 2045. This bill also sets an exclusion of large hydroelectric energy generation as an RPS eligible renewable energy source. ¹⁰	Yes	The RPS goals set by Senate Bill 100 are included in this GHG emissions forecast analysis. As all retail providers of electricity will be required by the state to meet the established RPS goals, it is appropriate to include the associated reductions in GHG emissions from future electricity consumption.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
	¹ California Legislative Information. 2002. SB-1078 Renewable energy: California Renewables Portfolio Standard Program. Available: < https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078 >. Accessed June 23, 2021.		
	² California Energy Commission. ND. Building Energy Efficiency Standards - Title 24. Available: < https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards >. Accessed June 23, 2021.		
	³ California Energy Commission. ND. Past Building Energy Efficiency Standards. Available: < https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/past-building-energy-efficiency >. Accessed June 23, 2021.		
	⁴ California Air Resources Board. 2020. Low Carbon Fuel Standards Basics. Available: < https://ww2.arb.ca.gov/sites/default/files/2020-09/basics-notes.pdf >. Accessed June 23, 2021.		
	⁵ California Department of Water Resources. ND. SB X7-7. Available: < https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7 >. Accessed June 23, 2021.		
	⁶ CalRecycle. 2021. Mandatory Commercial Recycling. Available: < https://www.calrecycle.ca.gov/recycle/commercial >. Accessed June 23, 2021.		
	⁷ California Legislative Information. 2015. SB-350 Clean Energy and Pollution Reduction Act of 2015. Available: < https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350 >. Accessed June 23, 2021.		
	⁸ California Legislative Information. 2016. SB-1383 Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills. Available: < https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383 >. Accessed June 23, 2021.		
	⁹ University of California, Berkeley, Center for Law, Energy and the Environment. California Climate Policy Factsheet: Methane. Available: < https://www.law.berkeley.edu/wp-content/uploads/2019/11/Fact-Sheet-Methane.pdf >. Accessed June 23, 2021.		
	¹⁰ California Legislative Information. 2018. SB-100 California Renewables Portfolio Standard Program: emissions of greenhouse gases. Available: < https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100 >. Accessed June 23, 2021.		

The AMBAG planning area has a unique GHG emissions profile compared to many regions of the state due to the availability of electricity that is generated from primarily renewable and GHG-free sources delivered by Pacific Gas and Electric (PG&E) and Central Coast Community Energy (3CE). In the 2019/2020 GHG emissions inventory, 100 percent of PG&E's and 3CE's electricity was delivered as eligible GHG-free or renewable electricity, using the Power Content Label method for attributing GHG emissions associated with electricity.^{2,3} The Power Content Label method is the preferred method used to calculate GHG emission factors in the AMBAG region, as this allows a consistent comparison of GHG emission factors across all electricity providers. This resulted in GHG emissions associated with electricity use that were near zero in the 2019/2020 GHG emissions inventory. As such, the future GHG emissions impact of legislation that is intended to reduce GHG emissions from electricity consumption (e.g., SB 100 and Title 24) is small, since the GHG emissions from electricity in the region are already comparatively low.

The following section provides a summary of the GHG emissions forecast for both the BAU and Adjusted GHG emissions forecast scenarios for Monterey, San Benito, and Santa Cruz Counties, as well as a regional summary which combines GHG emissions from all three counties. The BAU forecast demonstrates how GHG emissions are expected to change with growth in each jurisdiction, while the Adjusted forecast demonstrates expected GHG emissions reductions that would occur as a result of SB 100 and the 2019 code cycle of Title 24.

² Pacific Gas and Electric. 2020. 2019 Power Content Label. Available: <https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2020/1220-PowerContent-ADA.pdf>. Accessed June 20, 2021.

³ Central Coast Community Choice Energy. 2020. 2019 Power Content Label. Available: <<https://3cenergy.org/wp-content/uploads/2020/11/3CE2020-PCL-Postcard-Web-ADA-v7.pdf>>. Accessed June 21, 2021.

Monterey County GHG Emissions Forecast Results Summary

The GHG Emissions forecast for Monterey County projects an overall increase of GHG emissions with population, housing, and employment growth. Under the BAU scenario, GHG emissions are expected to increase 2.38 percent above 2020 GHG emissions levels by 2030, and 56.5 percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment in Monterey County. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be approximately one percent throughout the forecast period.

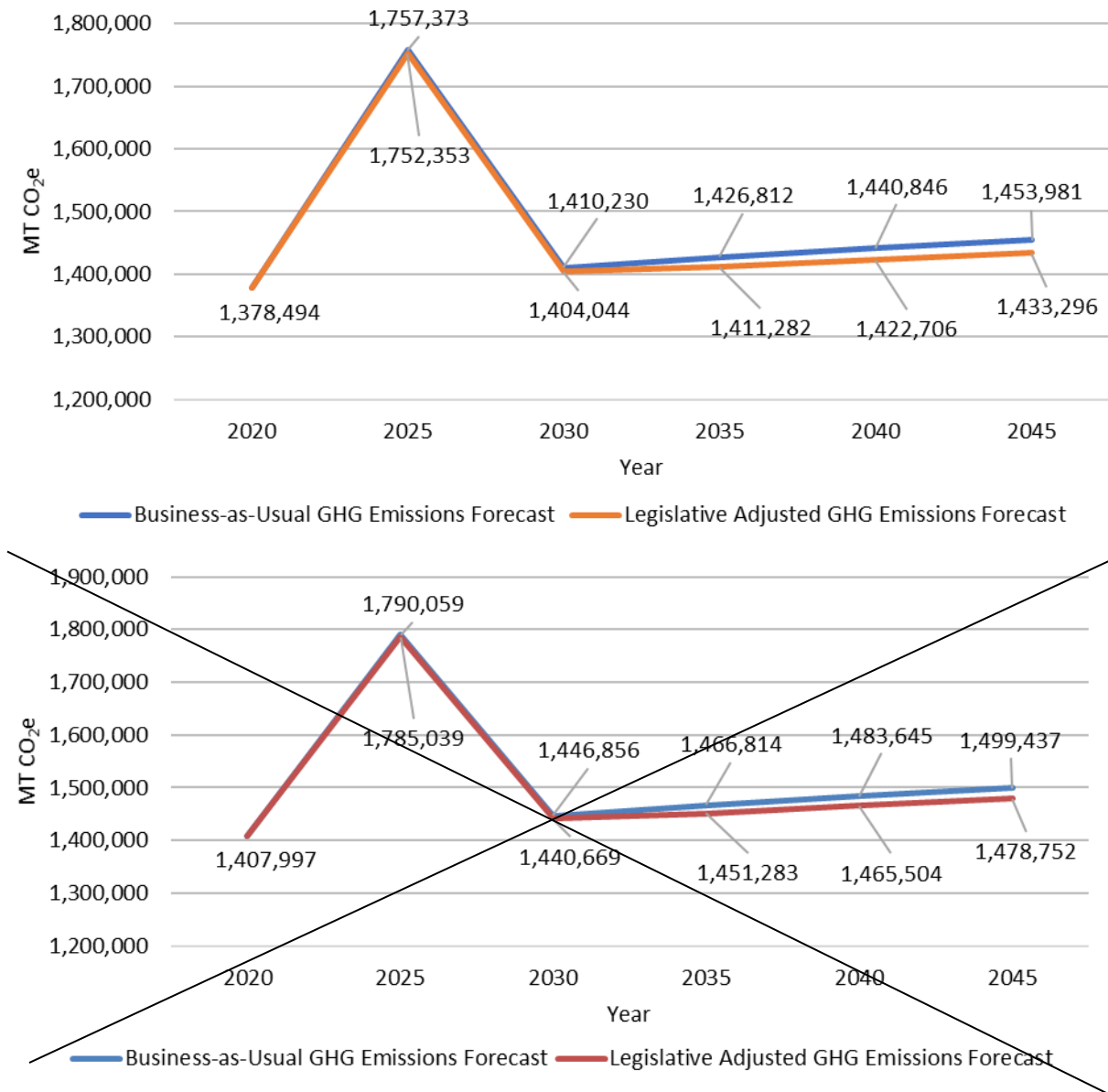
Figure 1 and Table 2 provide the results summary of the GHG emissions forecast for Monterey County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Table 2 Monterey County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>1,378,494</u> 07,997	<u>1,757,373</u> 790,059	<u>1,410,230</u> 446,856	<u>1,426,812</u> 466,814	<u>1,440,846</u> 483,645	<u>1,453,981</u> 499,437
Title 24 Reductions	0	2,895	1,853	2,658	3,197	3,613
SB 100 Reductions	0	2,124	4,333	12,873	14,944	17,073
Legislative Adjusted Forecast	<u>1,378,494</u> 407,997	<u>1,752,353</u> 785,039	<u>1,404,044</u> 440,669	<u>1,411,282</u> 451,283	<u>1,422,706</u> 465,504	<u>1,433,296</u> 478,752
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.4%	1.1%	1.32%	1.4%

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

Figure 1 Monterey County GHG Emissions Forecast Results Summary



San Benito County GHG Emissions Forecast Results Summary

The GHG Emissions forecast for San Benito County projects a decrease of GHG emissions through the forecast period, with the expected closure of the John Smith landfill in 2033 significantly reducing community GHG emissions.^{4,5} Under the BAU scenario, GHG emissions are expected to

⁴ Personal Communication. Email from AMBAG. March 5, 2021.

⁵ The methodology used for accounting for methane emissions from landfills considers the “methane commitment” of the waste disposed in landfills in a given year. The methane commitment represents the amount of methane that is expected to be emitted in the future as

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increase ~~7.0~~ ~~6.5~~ percent above 2020 GHG emissions levels by 2030, and then reduce to ~~1.2~~ ~~7.8~~ percent below 2020 levels by 2045. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be less than one percent throughout the forecast period.

Figure 2 and Table 3 provide the results summary of the GHG emissions forecast for San Benito County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

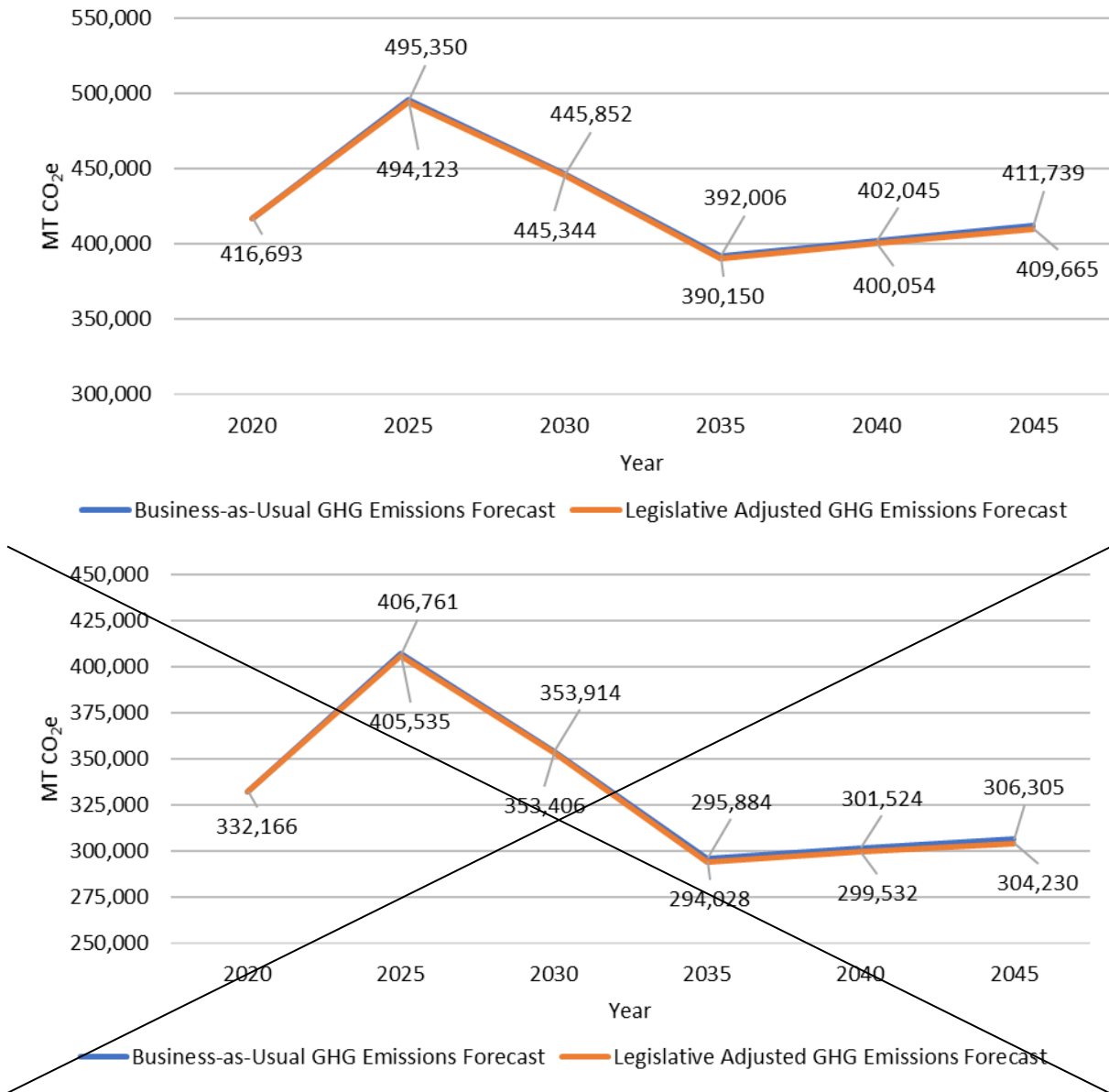
Table 3 San Benito County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	416,693 332,166	495,350 406,761	445,852 353,914	392,006 295,884	402,045 301,524	411,739 306,305
Title 24 Reductions	0	1,211	477	677	772	817
SB 100 Reductions	0	15	32	1,179	1,220	1,257
Legislative Adjusted Forecast	416,693 332,166	494,123 405,535	445,344 353,406	390,150 294,028	400,054 299,532	409,665 304,230
Percent Reduction in GHG Emissions from Legislation	0.0%	0.2 3 %	0.1%	0.5 6 %	0.5 7 %	0.5 7 %

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

waste decays. Although there will be expected GHG emissions in the future from waste sent to landfill prior to the landfill closure date, these GHG emissions are accounted for in the year that waste was disposed in landfill. Additionally, the waste accounted for in disposal at this landfill only includes waste generated outside of Monterey, San Benito, and Santa Cruz Counties, and it is assumed that after the closure of the facility within the AMBAG planning area, waste generated by outside jurisdictions would go to existing or new landfills outside of the AMBAG planning area. As such, it is appropriate to assume the waste sent to the landfill within the AMBAG planning area would be zero after closure.

Figure 2 San Benito County GHG Emissions Forecast Results Summary



Santa Cruz County GHG Emissions Forecast Results Summary

The GHG Emissions forecast for Santa Cruz County projects an increase of GHG emissions associated with population, housing, and employment growth. Under the BAU scenario, GHG emissions are expected to increase 2.9 percent above 2020 GHG emissions levels by 2030, and 7.0 percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment in Santa Cruz County. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would

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decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already relatively low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be less than one percent throughout the forecast period.

Figure 3 and Table 4 provide the results summary of the GHG emissions forecast for Santa Cruz County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Figure 3 Santa Cruz County GHG Emissions Forecast Results Summary

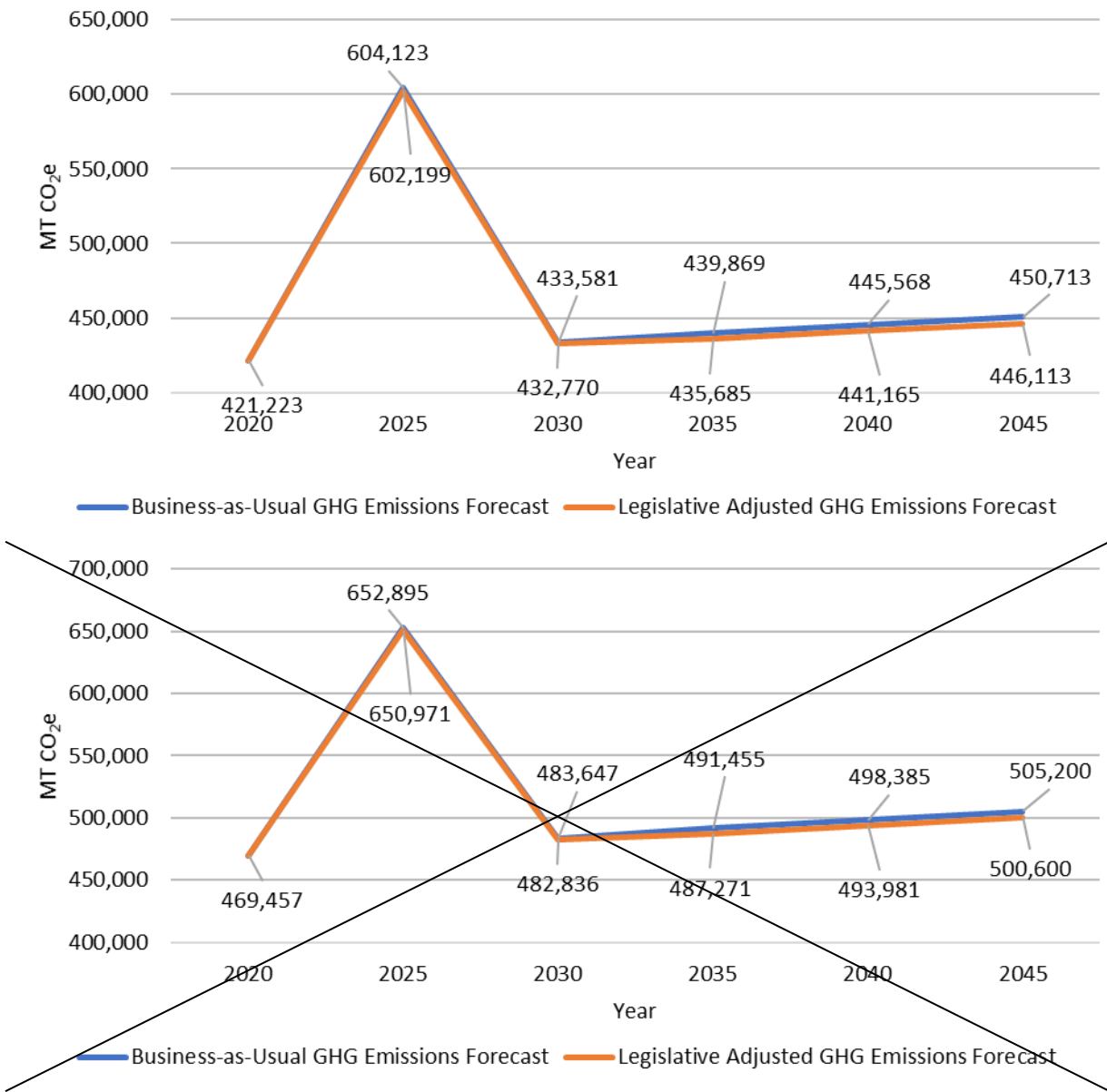


Table 4 Santa Cruz County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	421,22346 9,457	604,12365 2,895	433,58148 3,647	439,86949 1,455	445,56849 8,385	450,71350 5,200
Title 24 Reductions	0	1,831	621	778	871	939
SB 100 Reductions	0	93	190	3,406	3,532	3,661
Legislative Adjusted Forecast	421,22346 9,457	602,19965 0,971	432,77048 2,836	435,68548 7,271	441,16549 3,981	446,11350 0,600
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.2%	<u>1.0-9%</u>	<u>1.0-9%</u>	<u>1.0-9%</u>

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

AMBAG Regional GHG Emissions Forecast Results Summary

The GHG Emissions forecast for the entire AMBAG planning area, including Monterey, San Benito, and Santa Cruz Counties estimates a similar growth trajectory as the individual counties, with a long-term trend of GHG emissions level growth and a spike in emissions in 2025 due to 3CE electricity. Under the BAU scenario, GHG emissions are expected to increase 3.3 4 percent above 2020 GHG emissions levels by 2030, and 4.5 6 percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment. The overall GHG emissions reduction seen in San Benito County in the forecast period provide some influence towards reduction in GHG emissions growth; however, since the total GHG emissions of San Benito County represent approximately 15 percent of the total region's GHG emissions, this influence is minor. Similar to the individual counties, SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction due to the already low GHG emission factors associated with electricity consumption. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be approximately one percent throughout the forecast period.

Figure 4 and Table 5 provide the results summary of the GHG emissions forecast for AMBAG region, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

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Figure 4 AMBAG Regional GHG Emissions Forecast Results Summary

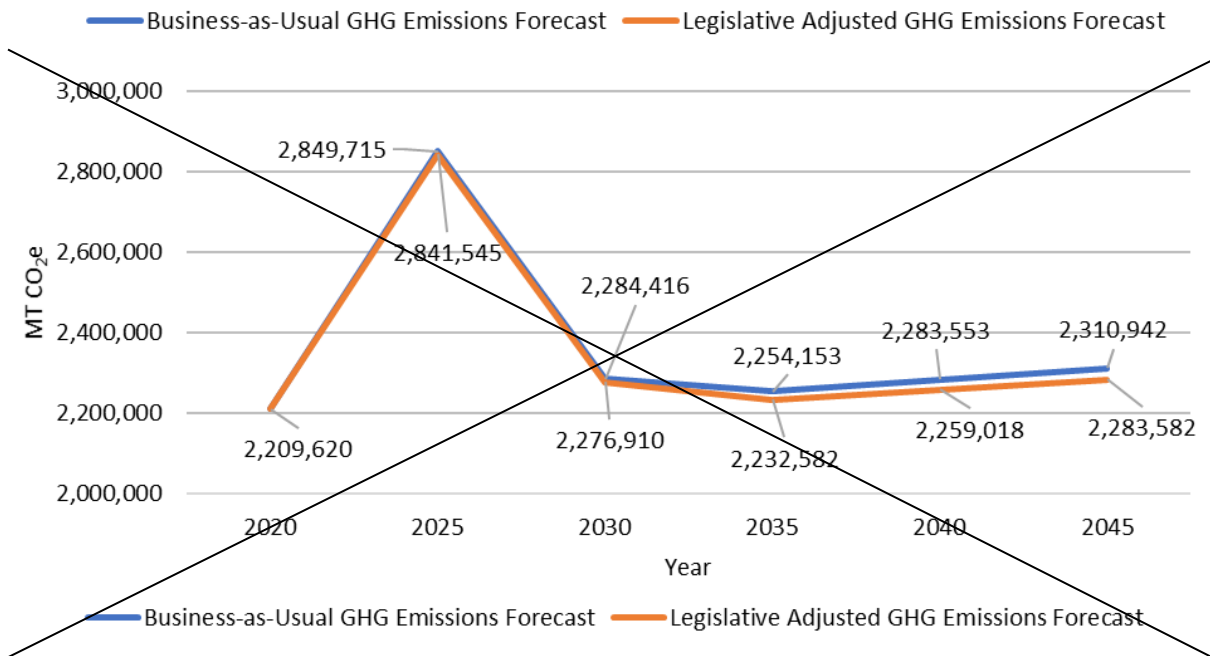
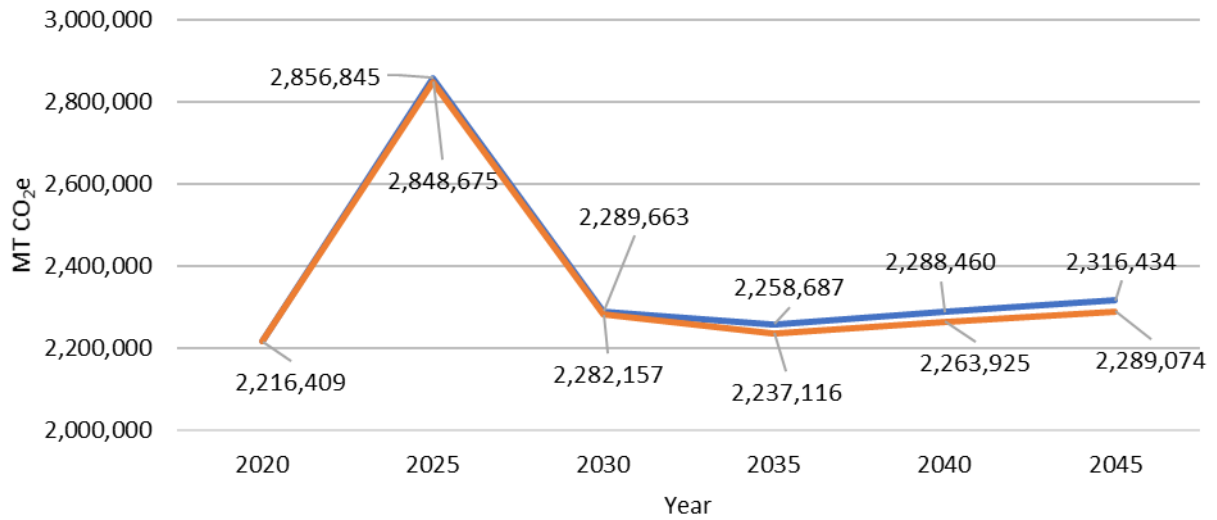


Table 5 AMBAG Regional GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>2,216,409</u> 209,620	<u>2,856,845</u> 849,715	<u>2,289,663</u> 284,416	<u>2,258,687</u> 254,153	<u>2,288,460</u> 283,553	<u>2,316,434</u> 310,942
Title 24 Reductions	0	5,937	2,951	4,113	4,840	5,369
SB 100 Reductions	0	2,233	4,555	17,458	19,695	21,991
Legislative Adjusted Forecast	<u>2,216,409</u> 209,620	<u>2,848,675</u> 841,545	<u>2,282,157</u> 276,910	<u>2,237,116</u> 232,582	<u>2,263,925</u> 259,018	<u>2,289,074</u> 283,582
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.3%	1.0%	1.1%	1.2%

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

1 Introduction

In development of the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Monterey, San Benito and Santa Cruz Counties, Rincon Consultants, Inc. (Rincon) has calculated a greenhouse gas (GHG) emissions forecast for GHG emissions sources associated with land use in the AMBAG planning area. This GHG emissions forecast is based on the results of the 2019/2020 GHG emissions inventories developed by AMBAG using regional demographics projections to estimate future GHG emissions levels. By calculating the difference between the forecasted GHG emissions and GHG emissions goals determines the gap to be closed through local climate action policies.

The GHG emissions forecast was developed to better understand how population and job growth in the region could affect future GHG emissions in the years 2025, 2030, 2035, 2040, and 2045. The GHG emissions forecast presents two scenarios, a *Business-as-Usual Scenario* (BAU) which projects GHG emissions levels that scale with population, employment, and transportation growth consistent with County and regional projections, and a *Legislative Adjusted Scenario* (Adjusted), which accounts for the GHG emissions reduction that are expected to occur from currently adopted legislation. The legislation considered in this analysis includes the reductions in GHG emissions associated with increasingly renewable electricity required by Senate Bill (SB) 100, and reduced energy consumption in new residential construction associated with increasingly stringent Title 24 buildings codes.⁶ The presentation of these two GHG emissions forecast scenarios allows for an understanding of how GHG emissions levels may evolve without any further action and how state-level legislation will contribute to reducing future GHG emissions levels.

1.1 GHG Emissions Sectors and Sources

The GHG emissions forecast presented herein is based on the 2019/2020 GHG emissions inventories calculated by AMBAG for the Monterey Bay region, specifically for Monterey, San Benito, and Santa Cruz Counties, including all incorporated and unincorporated areas. The GHG emissions sources included in this analysis align with those in the GHG inventories, which includes GHG emissions sources related to land use and non-road fuel consumption on the AMBAG planning area. On-road vehicle GHG emissions are excluded from this analysis, as those emissions will be addressed separately by AMBAG through modeling of regional vehicle travel and GHG emissions rates. The GHG emissions sectors and associated sources included in this analysis are provided in Table 6.

⁶ California has passed a suite of legislation intended to reduce GHG emissions from multiple sources and sectors; however, the implementation of this legislation varies across jurisdictions throughout the State. This analysis conservatively estimates GHG reductions from SB 100 and the 2019 Title 24 code cycle, as these are clearly implemented consistently throughout the State. A detailed discussion of legislation not included in this analysis is provided in Section 4.1 California GHG Reduction Legislation.

Table 6 GHG Emissions Forecast GHG Emissions Sectors and Sources

GHG Emissions Sector	GHG Emissions Source
Transportation	Aviation Fuel Sales
	Off-road Gasoline Consumption
	Off-road Diesel Consumption
	Off-road Natural Gas Consumption
Residential	Residential Electricity Consumption ¹
	Residential Natural Gas Consumption
Commercial/Industrial	Commercial/Industrial Electricity Consumption ¹
	Commercial/Industrial Natural Gas Consumption
Wastewater	Fugitive Emissions from Septic Systems
	Process N ₂ O Emissions from Wastewater Treatment
	Process N ₂ O from Effluent Discharge
Solid waste	Solid Waste Disposed at Landfills in Jurisdiction Boundaries
	Community Generated Solid Waste
Agricultural	Nitrogen Fertilizer Application
	Livestock Enteric Fermentation
	Livestock Manure management

¹ Electricity Consumption includes electricity provided by Pacific Gas and Electric, Central Coast Community Energy, and King City Community Power.

1.2 Greenhouse Gases

According to the International Council for Local Environmental Initiatives (ICLEI) methodologies, specifically, the *U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions* Version 1.2, local governments should assess emissions of six internationally recognized GHGs.⁷ These gases are outlined in Table 7, which includes their sources and global warming potential (GWP).⁸ This GHG emissions forecast was prepared in conformance with ISO 14064-1 and therefore, uses the 100-year GWP values published in the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5).⁹ The GWP refers to the ability of each gas to trap heat in the atmosphere. For example, one pound of methane has 28 times more heat capturing potential than one pound of carbon dioxide. This report focuses on the three GHGs most relevant to local government policymaking: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These gases comprise a large majority of GHG emissions at the community level. The other gases,

⁷ ICLEI – Local Government for Sustainability. 2019 US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions Version 1.2.

⁸ According to the United States Environmental Protection Agency (USEPA), the GWP was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period of time, relative to the emissions of one ton of carbon dioxide. Source: USEPA. 2017. Understanding Global Warming Potentials. Available: <<https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>>. Accessed June 21, 2021.

⁹ International Organization for Standardization (ISO). 2018. ISO 14064-1:2018 Greenhouse gases — Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals. Available: <<https://www.iso.org/standard/66453.html>>. Accessed June 21, 2021

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hydrofluorocarbons, perfluorocarbons, and sulfur hexafluorides are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level and therefore, have been excluded from this inventory. GHG emissions are reported in metric tons of carbon dioxide equivalent (MT CO₂e) units, per standard practice. When dealing with an array of emissions, the gases are converted to their carbon dioxide equivalents for comparison purposes.

Table 7 Summary of Greenhouse Gas Emission

Greenhouse Gas	Formula	Source	GWP (CO ₂ e)
Carbon Dioxide	CO ₂	Combustion	1
Methane	CH ₄	Combustion, anaerobic decomposition of organic waste (landfills, wastewater treatment plants), fuel handling	28
Nitrous Oxide	N ₂ O	Combustion and wastewater treatment	265
Hydrofluorocarbons	Various	Leaking refrigerants and fire suppressants	4 – 12,400
Perfluorocarbons	Various	Aluminum production, semiconductor manufacturing, HVAC equipment manufacturing	6,630 – 11,100
Sulfur Hexafluoride	SF ₆	Transmission and distribution of power	23,500

GWP = global warming potential; CO₂e = carbon dioxide equivalent

Source: Intergovernmental Panel on Climate Change (IPCC). 2014. Fifth Assessment Report AR5. Chapter 8: Anthropogenic and Natural Radiative Forcing. Available: <https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf>. Accessed June 21, 2021.

The analysis presented in the following sections provides an overview of the 2019/2020 GHG emissions inventory used as a baseline for the GHG emissions forecast, and then provides the methodology and detailed results of the BAU and Adjusted forecasts for the three counties in the AMBAG planning area.

2 Baseline 2019/2020 GHG Emissions Inventory

The GHG emissions forecast analysis presented here is based upon the GHG emissions levels from each emissions source as calculated in the 2019/2020 GHG emissions inventory developed by AMBAG. It is essential to present the results of this *baseline* GHG inventory to understand the data and calculations used to project future GHG emissions in the BAU forecast. The baseline GHG emissions inventory provides a detailed assessment of GHG emissions from each of the emissions sectors and sources described previously.

2.1 Monterey County Baseline GHG Emissions Inventory

The results for the Monterey County 2019/2020 baseline GHG Inventory are provided in Table 8, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 8 Monterey County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	1,027	<1	<1	1,030	123,528	Gallons
JET-A Fuel Sales	4,763	<1	<1	4,779	488,538	Gallons
Monterey Regional Airport	41,282	0	0	41,282	0	NA ¹
Off-road Natural Gas	<u>3,990</u> 4,613	<1	<1	<u>4,089</u> 4,613	<u>702,541</u> 702,541	Gallons
Off-road Diesel	<u>110,301</u> 110,126	<u>3</u> <1	<u>5</u> <1	<u>111,736</u> 110,126	<u>10,803,275</u> 10,786,086	Gallons
Off-road Gasoline	<u>19,746</u> 50,954	<u>19</u> 2,8780	<u>1,26631</u>	<u>20,364</u> 50,954	<u>2,248,996</u> 5,755,965	Gallons
Residential						
Electricity - 3CE	3,000	10	7	5,036	61,971,269	kWh
Electricity - PG&E	29	<1	<1	51	23,987,578	kWh
Electricity - KCCP	2,733	<1	<1	2,744	12,135,267	kWh
Natural Gas	273,416	26	1	274,275	51,568,504	therms
Commercial/Industrial						
Electricity - PG&E	372	5	1	652	6,137,315	kWh
Electricity - 3CE	6,525	22	14	10,954	139,854,829	kWh
Electricity - KCCP	5,983	<1	<1	6,008	26,566,071	kWh
Natural Gas	336,309	32	1	337,365	63,430,578	therms

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GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Wastewater						
Fugitive Emissions from Septic Systems	0	191	0	5,362	44,130	Population
Process N ₂ O from Wastewater Treatment	0	0	2	421	397,174	Population
Process N ₂ O from Effluent Discharge	0	0	31	8,110	397,174	Population
Solid Waste						
Monterey Peninsula Landfill	0	3,508	0	98,232	390,189	Tons of waste
Johnson Canyon Sanitary Landfill	0	9	0	242	959	Tons of waste
Community Generated Solid Waste	0	4,818	0	134,893	535,811	Tons of waste
Agricultural						
Enteric Fermentation	0	5,514	0	154,380	NA ²	Heads of Livestock
Manure Management	0	126	106	31,727	NA ²	Heads of Livestock
Nitrogen Fertilizer Application	0	0	471	124,762	NA ²	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; kWh = kilowatt-hour

¹ Activity data for Monterey Regional Airport was not provided.

² Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

2.2 San Benito County Baseline GHG Emissions Inventory

The results for the San Benito County 2019/2020 baseline GHG inventory are provided in Table 9, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 9 San Benito County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	347	<1	<1	348	41,703	Gallons
JET-A Fuel Sales	2,467	<1	<1	2,475	252,995	Gallons
Off-road Diesel	23,933 <u>38,998</u>	<1 <u>1</u>	<1 <u>2</u>	23,933 <u>39,506</u>	2,344,109 <u>3,819,616</u>	Gallons
Off-road Gasoline	4,132 <u>70,941</u>	<1 <u>68</u>	<1 <u>1</u>	4,132 <u>73,161</u>	466,799 <u>8,079,831</u>	Gallons
Off-road Natural Gas	659 <u>570</u>	<1	<1	659 <u>584</u>	100,401 <u>100,401</u>	Gallons
Residential						
Electricity - 3CE	518	2	1	870	114,380,637	kWh
Electricity - PG&E	22	<1	<1	38	17,725,167	kWh
Natural Gas	36,642	3	<1	36,757	6,910,951	therms
Commercial/Industrial						
Electricity - 3CE	1,059	4	2	1,777	233,588,651	kWh
Electricity - PG&E	17	<1	<1	30	14,175,965	kWh
Natural Gas	46,599	4	0	46,745	8,788,887	therms
Wastewater						
Fugitive Emissions from Septic Systems	0	27	0	747	6,151	Population
Process N ₂ O from Wastewater Treatment	0	0	<1	59	55,362	Population
Process N ₂ O from Effluent Discharge	0	0	5	1,227	55,362	Population
Solid Waste						
John Smith Landfill	0	2,032	0	56,908	226,045	Tons of waste
Community Generated Solid Waste	0	867	0	24,268	96,397	Tons of waste
Agricultural						
Enteric Fermentation	0	0	52	13,727	NA ¹	Heads of Livestock
Manure Management	0	3,501	0	98,039	NA ¹	Heads of Livestock
Nitrogen Fertilizer Application	0	63	67	19,425	NA ¹	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; kWh = kilowatt-hour

¹ Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

2.3 Santa Cruz County Baseline GHG Emissions Inventory

The results for the Santa Cruz County 2019/2020 baseline GHG emissions inventory are provided in Table 10, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 10 Santa Cruz County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	1,296	<1	<1	1,301	156,000	Gallons
JET-A Fuel Sales	928	<1	<1	931	95,156	Gallons
Off-road Diesel	<u>28,598</u> 51,934	<u>1</u> <1	<u>1</u> <1	<u>28,971</u> 51,934	<u>2,801,025</u> 5,086,596	Gallons
Off-road Gasoline	<u>14,577</u> 39,813	<u>14</u> 2	<u><1</u> <1	<u>15,034</u> 39,813	<u>1,660,287</u> 4,497,473	Gallons
Off-road Natural Gas	<u>3,741</u> 4,325	<u>1</u> <1	<1	<u>3,834</u> 4,325	<u>658,653</u> 658,653	Gallons
Residential						
Electricity - 3CE	2,464	8	5	4,136	543,716,284	kWh
Electricity - PG&E	12	<1	<1	21	9,697,893	kWh
Natural Gas	172,763	16	<1	173,306	32,584,537	therms
Commercial/Industrial						
Electricity - 3CE	2,077	7	5	3,486	458,241,683	kWh
Electricity - PG&E	230	3	<1	402	189,028,386	kWh
Natural Gas	108,251	10	<1	108,591	20,416,942	therms
Wastewater						
Fugitive Emissions from Septic Systems	0	118	0	3,311	27,250	Population
Process N ₂ O from Wastewater Treatment	0	0	1	260	245,251	Population
Process N ₂ O from Effluent Discharge	0	0	19	5,008	245,251	Population
Solid Waste						
Buena Vista Landfill	0	1	0	19	77	Tons of waste
Community Generated Solid Waste	0	2,128	0	59,576	236,643	Tons of waste
Agricultural						
Enteric Fermentation	0	0	25	6,564	NA ¹	Heads of Livestock
Manure Management	0	202	0	5,652	NA ¹	Heads of Livestock

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Nitrogen Fertilizer Application	0	3	3	821	NA ¹	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; kWh = kilowatt-hour

¹ Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

3 Business-as-Usual GHG Emissions Forecast

A BAU GHG emission forecast uses demographic projections and modeled off-road transportation emissions to estimate future GHG emissions without the influence of any GHG reduction legislation or policies. The BAU forecast is based on growth projected trends in population, and employment over time, consistent with County and regional projections. The BAU forecast does not account for GHG emissions reduction associated with local GHG reduction measures or legislative actions. BAU forecasts were estimated for 2020, 2025, 2030, 2035, 2040 and 2045.

The BAU GHG emissions projections were calculated based on the guidance of the Association of Environmental Professionals 2012 whitepaper *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*.¹⁰ To develop a GHG emissions forecast, the appropriate “growth metrics” (e.g., population, housing and employment projections) are multiplied by BAU “growth indicators”, which represent a baseline metric developed from the baseline GHG emissions inventory. This allows for projections of activity data that can be converted into GHG emissions estimates using specific GHG emissions factors, which is assumed to be the same in the future as in the baseline GHG emissions inventory.¹¹ The result is a BAU forecast in which GHG emissions change with time in relation to demographics, with the assumption that GHG emissions rates and activity data will continue in the future as they did in the year of the 2019/2020 GHG emissions inventory. This methodology is used for all GHG emissions sectors and sources include in the 2019/2020 GHG emissions inventory, with the exception of off-road transportation and agriculture. Off-road transportation emissions were projected from fuel consumption activity data obtained from the California Air Resources Board (CARB) *OFFROAD2021 (v1.0.1) Emissions Inventory*.¹² ~~OFFROAD 2017 model.~~¹³ For projections of agriculture GHG emissions, changes in crop production and livestock inventories are difficult to project, which is discussed further later in this section.

The following provides an overview of the growth metrics, growth indicators, and GHG emissions factors used to project GHG emissions for each of the three counties BAU forecast calculations. Additional discussion of the projections for off-road fuel consumption and agricultural GHG emissions are also provided in this section.

3.1 Growth Metrics

GHG emissions are largely driven by consumption of fuel and energy, and generation of solid waste and wastewater by residents, households, and employees in a jurisdiction. As such, as population and employment grow over time, it is expected that GHG emissions levels will also grow. In a BAU

¹⁰ Association of Environmental Professionals (AEP). 2012. *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*. Available: <https://califaep.org/docs/Forecasting_and_Target_Setting.pdf>. Accessed June 20, 2021.

¹¹ An exception to the use of the baseline 2019/2020 GHG emissions inventory GHG emission factor is for electricity provided by 3CE. 3CE has published expected GHG emission factors for the years 2018 through 2030. These changes in GHG emission factors are not a result of any policy or legislation, and as such are appropriate to include as the BAU forecast. The GHG emission factors for 3CE are discussed further in Section 3.5.1 3CE BAU GHG Emissions Factors.

¹² California Air Resources Board. 2021. *OFFROAD2021 (v1.0.1) Emissions Inventory*. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022.

¹³ California Air Resources Board. 2017. *OFFROAD2017 – ORION*. Available: <<https://www.arb.ca.gov/orion/>>. Accessed June 20, 2021.

forecast, this growth is assumed to be the primary metric for determining changes in future GHG emissions. For the AMBAG planning area, specifically, the growth and demographic projections developed as part of the 2045 MTP/SCS are used as the growth metrics for the BAU GHG emissions forecast.

Growth projections were provided by AMBAG for each of the three counties in the planning area. These projections, used as growth metrics for the BAU forecast, are provided in Table 11.

Table 11 AMBAG Regional Growth Metrics for BAU Forecast

Growth Metric	2020	2025	2030	2035	2040	2045
Monterey County						
Population	441,143	452,761	467,068	476,028	483,884	491,443
Housing	141,764	146,716	153,852	159,100	162,612	165,328
Employment	243,015	245,054	249,613	253,918	258,553	263,437
Service Population	684,158	697,815	716,681	729,946	742,437	754,880
San Benito County						
Population	62,353	69,324	73,778	77,638	80,788	83,366
Housing	19,913	21,721	23,333	24,773	25,452	25,775
Employment	23,263	23,572	24,203	24,802	25,475	26,126
Service Population	85,616	92,896	97,981	102,440	106,263	109,492
Santa Cruz County						
Population	271,233	278,641	284,146	288,523	293,156	294,967
Housing	106,135	109,208	111,201	112,479	113,243	113,797
Employment	140,002	141,391	144,316	147,125	150,119	153,261
Service Population	411,235	420,032	428,462	435,648	443,275	448,228

3.2 Growth Indicators

Growth indicators were developed from the baseline 2019/2020 GHG emissions inventories by dividing the activity data for each emissions source by the appropriate metric for the year 2020. The appropriate metric used for each growth indicator is developed based on the relevance of the GHG emissions source. For example, residential energy consumption would be expected to grow with the number of new households, commercial/industrial energy consumption would be expected to grow with the number of new jobs, and total solid waste generation would be expected to grow with both residents and employment (service population). Table 12 provides the metrics that were associated with each GHG emissions sector to develop growth indicators and project GHG emissions from each GHG emissions source in the respective sectors.

Table 12 Growth Metrics and Associated GHG Emissions Sectors

GHG Emissions Sector	Associated Growth Metric
Transportation	Service Population
Residential	Households
Commercial/Industrial	Employment
Wastewater	Service Population
Solid waste	Service Population

The growth indicators for each of the three counties are provided in Table 13 for each GHG emissions source, excluding agriculture and off-road fuel consumption.

Table 13 Growth Indicators for BAU Forecast

GHG Emissions Source	Monterey County	San Benito County	Santa Cruz County	Units
Transportation				
Aviation Gasoline Fuel Sales	0.1806	0.4871	0.3793	Gallons/SP
JET-A Fuel Sales	0.7141	2.9550	0.2314	Gallons/SP
Monterey regional Airport	0.06034	NA	NA	MT CO ₂ e/SP
Residential				
Electricity - 3CE	4,669.53	5,744.02	5,122.87	kWh/Household
Electricity - PG&E	169.21	890.13	91.37	kWh/Household
Electricity - KCCP	85.60	NA	NA	kWh/Household
Natural Gas	363.76	347.06	307.01	therms/Household
Commercial/Industrial				
Electricity – 3CE	5,924.96	10,041.21	3,273.11	kWh/Employment
Electricity – PG&E	1,259.75	609.38	1,350.18	kWh/Employment
Electricity – KCCP	109.32	NA	NA	kWh/Employment
Natural Gas	261.02	377.81	145.83	therms/Employment
Wastewater				
Fugitive Emissions from Septic Systems	0.0002799	0.0003118	0.0002875	MT CH ₄ /SP
Process N ₂ O from Wastewater Treatment	0.0000023	0.0000026	0.0000024	MT N ₂ O/SP
Process N ₂ O from Effluent Discharge	0.0000447	0.0000541	0.0000460	MT N ₂ O/SP
Solid Waste				
Monterey Peninsula Landfill	0.5703	NA	NA	Tons of Waste/SP
Johnson Canyon Sanitary Landfill	0.001402	NA	NA	Tons of Waste/SP
John Smith Landfill	NA	2.6402	NA	Tons of Waste/SP
Buena Vista Landfill	NA	NA	0.0001872	Tons of Waste/SP
Community Generated Solid Waste	0.7832	1.1259	0.5754	Tons of waste/SP

Notes: NA = not applicable; SP = service population; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; kWh = kilowatt-hour

3.2.1 Solid Waste BAU Growth Adjustments

The growth of waste disposal activity data was forecasted using the above growth metrics and growth indicators; however, adjustments were made to the waste disposal at specific landfills in the AMBAG planning area based on expected closure dates of landfills.¹⁴ The following landfill closure dates were incorporated into the BAU GHG emissions projections:

- Buena Vista landfill closure in 2033.
- John Smith Landfill closure in 2032.

The waste disposal activity data for these landfills were set to zero after the closure year, while growth in waste disposal activity data prior to the closure year was conservatively assumed to grow with service population.¹⁵

3.3 BAU Off-road Activity Data

Activity data for the forecast of off-road GHG emissions was modeled separately from the above growth metrics and growth indicators, ~~using several off-road models~~ the CARB OFFROAD2021 (v1.0.1) Emissions Inventory.¹⁶ This database provides annual fuel consumption totals for various off-road equipment types in California counties. These included CARB's OFFROAD2017 model which breaks down regional fuel consumption by equipment class, the SORE2020 model for lawn and garden equipment data, the SORE2020 model for transportation refrigeration units' data, RV2018 for recreational vehicle data, and PC2014 for pleasure craft data. The database compiles the outputs from the most up-to-date off-road emissions models developed by CARB. These OFFROAD2021 database was queried ~~These models were run~~ for each of the three counties for the forecast years to obtain fuel consumption for gasoline, diesel, and natural gas/liquefied petroleum gas. Based on the CARB 2019 *Update to Inventory for Ocean-Going Vessels At Berth: Methodology and Results*, the harbors of Monterey and Santa Cruz are not included as ports for which fuel consumption and emissions are modeled in CARB off-road fuel consumption models.¹⁷ As such, fuel consumption attributed to the Ocean Going Vessels was excluded from the CARB ~~OFFROAD2021~~ ~~17OFFROAD2017~~ forecast activity data, as these are primarily attributed to pass-through emissions and not under operational control of the counties. Further, all activity data relating to locomotives and military tactical support was excluded. These sectors are considered outside of these jurisdictions' operational control. The results of the models were summarized for each county, as provided in Table 14.

¹⁴ Personal Communication. Email from AMBAG. March 5, 2021.

¹⁵ The methodology used for accounting for methane emissions from landfills considers the "methane commitment" of the waste disposed in landfills in a given year. The methane commitment represents the amount of methane that is expected to be emitted in the future as waste decays. Although there will be expected GHG emissions in the future from waste sent to landfill prior to the landfill closure date, these GHG emissions are accounted for in the year that waste was disposed in landfill. Additionally, the waste accounted for in disposal at this landfill only includes waste generated outside of Monterey, San Benito, and Santa Cruz Counties, and it is assumed that after the closure of the facility within the AMBAG planning area, waste generated by outside jurisdictions would go to existing or new landfills outside of the AMBAG planning area. As such, it is appropriate to assume the waste sent to the landfills within the AMBAG planning area would be zero after closure.

¹⁶ California Air Resources Board. 2021. OFFROAD2021 (v1.0.1) Emissions Inventory. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022.

¹⁷ California Air Resources Board. 2019. 2019 Update to Inventory for Ocean-Going Vessels At Berth: Methodology and Results. Available: <https://ww3.arb.ca.gov/msei/offroad/pubs/2019_ogv_inventory_writeup_ver_oct_18_2019.pdf>. Accessed August 20, 2021.

Table 14 BAU Forecast Off-road Fuel Consumption (gallons/year)

Off-road Fuel Category	2020	2025	2030	2035	2040	2045
Monterey County						
OFFROAD2017 Monterey County						
Diesel	<u>10,803,275</u> 10,592,025	<u>11,214,516</u> 11,237,506	<u>11,501,909</u> 11,785,094	<u>11,520,984</u> 11,978,020	<u>11,570,733</u> 12,140,565	<u>11,643,867</u>
Gasoline	<u>2,248,996</u> 1,499,719	<u>2,377,725</u> 1,547,443	<u>2,486,575</u> 1,605,073	<u>2,596,867</u> 1,672,999	<u>2,705,601</u> 1,736,769	<u>2,795,874</u> 1,736,769
Natural Gas	<u>702,541</u> 702,541	<u>723,054</u> 723,054	<u>750,422</u> 750,422	<u>782,611</u> 782,611	<u>810,833</u> 810,833	<u>810,833</u> 810,833
SORE2020 L&G San Benito County						
Diesel	<u>3,819,616</u> 18,539	<u>3,871,193</u> 19,837	<u>3,820,223</u> 21,164	<u>3,931,192</u> 22,621	<u>4,057,691</u> 24,227	<u>4,192,978</u> 24,224
Gasoline	<u>8,079,831</u> 1,015,597	<u>8,599,524</u> 1,070,126	<u>9,030,083</u> 1,100,551	<u>9,464,131</u> 1,126,019	<u>9,903,988</u> 1,147,909	<u>10,390,841</u> 1,168,429
Natural Gas	<u>100,401</u>	<u>100,309</u>	<u>98,320</u>	<u>98,743</u>	<u>97,499</u>	<u>97,499</u>
SORE2020 TRU Santa Cruz County						
Diesel	<u>2,801,025</u>	<u>2,906,469</u>	<u>2,934,798</u>	<u>2,975,997</u>	<u>3,022,874</u>	<u>3,074,514</u>
Gasoline	<u>1,660,287</u> 39,743	<u>1,753,949</u> 40,839	<u>1,819,332</u> 42,351	<u>1,883,119</u> 44,129	<u>1,943,569</u> 45,670	<u>2,010,977</u> 46,516
Natural Gas	<u>658,653</u>	<u>661,584</u>	<u>657,902</u>	<u>660,019</u>	<u>658,219</u>	<u>658,219</u>
RV2018						
Diesel	-	-	-	-	-	-
Gasoline	-294,256	-317,541	-340,400	-365,398	-391,758	-420,064
Natural Gas	-	-	-	-	-	-
PC2014						
Diesel	-175,522	-170,736	-168,082	-164,723	-159,734	-161,981
Gasoline	-2,906,650	-3,009,581	-3,156,885	-3,330,221	-3,515,970	-3,753,918
Natural Gas	-	-	-	-	-	-
Total Off-road						
Diesel	10,786,086	11,428,078	11,974,341	12,165,364	12,324,526	12,489,574
Gasoline	-5,755,965	-5,985,529	-6,245,260	-6,538,767	-6,838,075	-7,125,696
Natural Gas	-702,541	-723,054	-750,422	-782,611	-810,833	-810,833
San Benito County						
OFFROAD2017						
Diesel	-2,341,326	-2,441,066	-2,432,275	-2,505,673	-2,580,156	-2,656,238
Gasoline	-210,642	-212,813	-212,967	-216,179	-217,993	-217,993
Natural Gas	-100,401	-100,309	-98,320	-98,743	-97,499	-97,499

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Off-road Fuel Category	2020	2025	2030	2035	2040	2045
SORE2020 L&G	-	-	-	-	-	-
Diesel	-2,453	-2,625	-2,801	-2,994	-3,206	-3,206
Gasoline	-134,171	-141,398	-145,421	-148,781	-151,665	-154,369
Natural Gas						
SORE2020 TRU	-	-	-	-	-	-
Diesel						
Gasoline	-5,355	-5,352	-5,245	-5,269	-5,202	-5,038
Natural Gas						
RV2018	-	-	-	-	-	-
Diesel						
Gasoline	-111,169	-119,359	-127,561	-136,725	-146,456	-156,760
Natural Gas						
PC2014	-	-	-	-	-	-
Diesel	-330	-321	-316	-310	-300	-304
Gasoline	-5,462	-5,655	-5,932	-6,258	-6,607	-7,054
Natural Gas						
Total Off road	-	-	-	-	-	-
Diesel	-2,344,109	-2,444,012	-2,435,392	-2,508,976	-2,583,662	-2,659,748
Gasoline	-466,799	-484,577	-497,126	-513,211	-527,923	-541,214
Natural Gas	-100,401	-100,309	-98,320	-98,743	-97,499	-97,499
Santa Cruz County	-	-	-	-	-	-
OFFROAD2017	-	-	-	-	-	-
Diesel	-4,920,695	-5,034,037	-5,107,691	-5,190,315	-5,245,071	-5,311,348
Gasoline	-969,882	-974,962	-972,692	-978,288	-979,463	-979,463
Natural Gas	-658,653	-661,584	-657,902	-660,019	-658,219	-658,219
SORE2020 L&G	-	-	-	-	-	-
Diesel	-14,411	-15,420	-16,452	-17,585	-18,833	-18,831
Gasoline	-787,173	-829,577	-853,167	-872,867	-889,779	-905,629
Natural Gas						
SORE2020 TRU	-	-	-	-	-	-
Diesel						
Gasoline	-26,089	-26,202	-26,059	-26,144	-26,070	-25,506
Natural Gas						
RV2018	-	-	-	-	-	-
Diesel						
Gasoline	-205,653	-221,560	-236,240	-252,930	-270,747	-289,411
Natural Gas						

Off-road Fuel Category	2020	2025	2030	2035	2040	2045
PC2014	-	-	-	-	-	-
Diesel	-151,490	-147,359	-145,068	-142,169	-137,864	-139,803
Gasoline	-2,508,676	-2,597,513	-2,724,649	-2,874,252	-3,034,568	-3,239,937
Natural Gas						
Total Off road	-	-	-	-	-	-
Diesel	-5,086,596	-5,196,816	-5,269,212	-5,350,069	-5,401,767	-5,469,982
Gasoline	-4,497,473	-4,649,815	-4,812,807	-5,004,481	-5,200,627	-5,439,945
Natural Gas	-658,653	-661,584	-657,902	-660,019	-658,219	-658,219

Notes: All values are of the unit gallons of fuel

Data Sources: California Air Resources Board. 2021. OFFROAD2021 (v1.0.1) Emissions Inventory. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022. California Air Resources Board. 2017. OFFROAD2017 – ORION. Available: <<https://www.arb.ca.gov/orion/>>. Accessed June 20, 2021.; California Air Resources Board. 2020. Off Road Gasoline Equipment. Available: <<https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road-0>>. Accessed October 7, 2021;

3.4 BAU Agricultural GHG Emissions Forecast

GHG emissions associated with agriculture are dependent on the type of agricultural production. It is difficult to develop accurate forecasting metrics since agricultural production is dependent on regional and global markets. The AEP 2012 whitepaper *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets* recommends using projected agricultural land use change as a growth metric; however, this methodology presents challenge for multiple reasons.¹⁸ First, agricultural land use change would only be representative of conversion between agricultural and urban land use, and therefore does not capture changes in the type of crop production. Crop production only represents a portion of agricultural GHG emissions. GHG emissions from livestock can represent a significant proportion of total agricultural GHG emissions. For Monterey and San Benito Counties specifically, livestock generated GHG emissions represented approximately 60 and 92 percent agricultural GHG emissions, respectively, in the 2019/2020 GHG emissions inventory. Second, land use change does not account for changes in crop production per acre or the number of livestock on grazing lands, which can be heavily influenced by markets and technology used in production. Due to the challenges in using land use change to project agricultural GHG emissions, historical agricultural production data was analyzed for trends in crop production acreage and livestock inventories to determine whether historical trends could be used to project future changes in agricultural production and included in the GHG emissions forecast.

3.4.1 Livestock BAU GHG Emissions Forecast

Multiple data sets were analyzed and reviewed to obtain useful data for projecting GHG emissions from livestock. Livestock inventory data from the United States Department of Agriculture's (USDA's) quinquennial National Agriculture Statistics Service (NASS) Census of Agriculture was compiled and analyzed for the 2002, 2007, 2012 and 2017 years for Monterey, San Benito and Santa

¹⁸ Association of Environmental Professionals (AEP). 2012. *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*. Available: <https://califaep.org/docs/Forecasting_and_Target_Setting.pdf>. Accessed June 20, 2021.

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Cruz Counties.¹⁹ When compiled and analyzed for a trend over time using a linear regression, no apparent trend appeared that would be appropriate for projecting future livestock inventories. Long-term livestock market projections from the USDA were also reviewed for relevant data for livestock GHG emissions projections. In February 2021, the USDA produced a forecast of livestock inventories in the United States through the year 2030; however, the challenge with these projections is that data specific to California is not provided and it is not clear how these projected increases livestock populations would be realized geographically. Therefore, this data was determined to be inappropriate for projecting local livestock populations in the AMBAG region. Due to the challenges of determining historical trends in livestock populations and the strong influence of regional and global markets, GHG emissions from livestock, including manure management and enteric fermentation are assumed to remain constant through the forecast period in this GHG emissions forecast analysis.

3.4.2 Crop Production BAU GHG Emissions Forecast

To forecast GHG emissions associated with crop production, annual historical crop production from County Crop Reports for each of the three counties was analyzed for apparent trends over time. Total crop production acreage for all relevant crop types was compiled and analyzed using a linear regression between the years 2010 and 2019.²⁰ This data was obtained from the USDA’s NASS, which compiles annual County Crop Report Data for all California counties into a database of agricultural production statistics.²¹ Data prior to 2010 was excluded to reduce the influences of the global recession in the years prior. The linear regression analysis of the 2010 to 2019 total crop production acreage provided evidence that crop production acreage in each of the three counties has experienced consistent trends over time, with crop production in Monterey and Santa Cruz Counties decreasing over time, at a rate of 1.32 and 0.88 percent per year, respectively. During the same time period, crop production acreage increased in San Benito at a rate of 1percent per year. As such, GHG emissions from nitrogen fertilizer application are projected to change at the same rates as determined through the linear regression analysis. BAU GHG emissions projections for nitrogen fertilizer application for each of the three counties are provided in Table 15.

Table 15 BAU Forecast Nitrogen Fertilizer Application GHG Emissions

County	Growth Rate	2020	2025	2030	2035	2040	2045
Monterey	-1.32%	124,762	116,757	109,266	102,256	95,695	89,556
San Benito	1.00%	13,728	14,430	15,168	15,943	16,758	17,615
Santa Cruz	-0.88%	6,564	6,281	6,010	5,751	5,504	5,266

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

¹⁹ United States Department of Agriculture’s National Agricultural Statistics Service. ND. Census of Agriculture. California. Available: <<https://www.nass.usda.gov/AgCensus/index.php>>. Accessed June 21, 2021.

²⁰ Crop production categories were excluded from this analysis to maintain consistency with the 2019/2020 GHG emissions inventory. Excluded crop production categories included: pasture, nursery products, cut flowers, and seed production.

²¹ United States Department of Agriculture’s National Agricultural Statistics Service. 2021. County Ag Commissioners' Data Listing. California Field Office. Available: < https://www.nass.usda.gov/Statistics_by_State/California/Publications/AgComm/index.php>. Accessed June 20, 2021.

3.5 BAU GHG Emissions Factors

The BAU GHG emissions forecast is representative of a scenario where community activities are generally similar to that of the baseline 2019/2020 GHG emissions inventory. As such, BAU activity data growth is multiplied by the emissions factors used to calculate GHG emissions from the baseline GHG emissions inventory to generate an estimate of future GHG emissions with influence from GHG reduction policies at the state or local level. The BAU GHG emissions factors for the relevant GHG emissions sources and sectors are provided in Table 16, reported in MT CO₂e. GHG emissions factors for the wastewater sector, agriculture sector, and Monterey Regional Airport are not included, as these sectors and sources have already been forecast based purely on GHG emissions, and not on activity data (i.e., MT CH₄ per service population). GHG emissions factors for electricity provided by Central Coast Community Energy (3CE) are also excluded from the below table but are presented in the discussion that follows.

Table 16 BAU GHG Emissions Factors

GHG Emissions Source	GHG Emissions Factor	Units
Transportation		
Aviation Gasoline Fuel Sales	0.008339	MT CO ₂ e/gallon
JET-A Fuel Sales	0.009782	MT CO ₂ e/gallon
Monterey Regional Airport	NA	NA
Off-road Diesel	0.010342 0.01021	MT CO ₂ e/gallon
Off-road Gasoline	0.009054 0.008852	MT CO ₂ e/gallon
Off-road Natural Gas	0.005820 0.006566	MT CO ₂ e/gallon
Residential and Commercial/Industrial		
Electricity - PG&E	0.000002130	MT CO ₂ e/kWh
Electricity - KCCP	0.0002261	MT CO ₂ e/kWh
Natural Gas	0.005319	MT CO ₂ e/therm
Wastewater		
Fugitive Emissions from Septic Systems	NA	NA
Process N ₂ O from Wastewater Treatment	NA	NA
Process N ₂ O from Effluent Discharge	NA	NA
Solid Waste – All Sources	0.2518	MT CO ₂ e/ton of waste
Agriculture		
Enteric Fermentation	NA	NA
Manure Management	NA	NA
Nitrogen Fertilizer Application	NA	NA

Notes: NA = not applicable CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; KCCP = King City Community Power; kWh = kilowatt-hour.

3.5.1 3CE BAU GHG Emissions Factors

GHG emissions associated with electricity provided by 3CE are expected to change between the baseline 2019/2020 GHG emissions inventory and the 2030 forecast year, and as such are accounted for in the BAU GHG emissions forecast. 3CE has published the expected GHG emissions factor associated with its electricity procurement between 2018 and 2030, with the GHG emissions factors increasing between 2020 and 2025, before decreasing again from 2026 to 2030.²² These changes to the emissions factor are expected to occur regardless of the effects of local policies or state legislation. As such, it would not be appropriate to account for these adjustments in the legislative reductions in the Adjusted forecast, and they are instead accounted for here in the BAU forecast. GHG reductions associated with 3CE electricity and the requirements of SB 100 beyond 2030 are accounted for in the Adjusted Forecast.

Table 17 provides the GHG emissions factors used in the BAU forecast for 3CE provided electricity for each of the forecast years.

Table 17 BAU GHG Emission Factors for 3CE Electricity

Electricity Provider	2020	2025	2030	2035	2040	2045
Central Coast Community Energy (3CE)	0.000007608	0.000177300	0.000003007	0.000003007	0.000003007	0.000003007

Notes: All values are of the unit metric tons of carbon dioxide equivalent per kilowatt-hour (MT CO₂e/kWh)

Data Source: Central Coast Community Energy. 2021. 3CE Electricity Emission Factor Forecast. Provided by AMBAG through email on June 1, 2021.

3.6 BAU Forecast Results

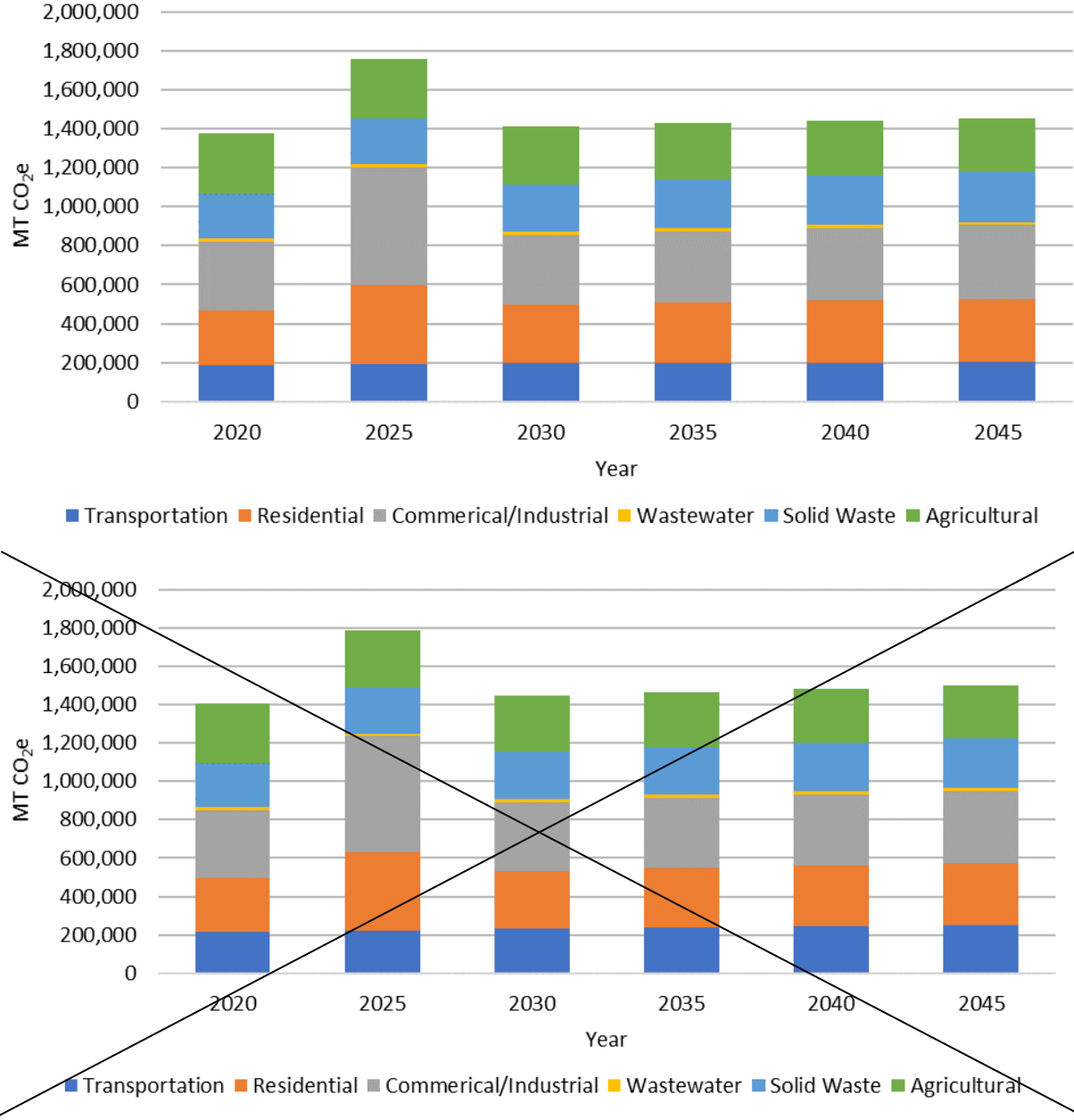
The following provides a summary of the results of the BAU GHG emissions forecast for each source in each of the three counties and the region as a whole. The results have been reported in MT CO₂e.

3.6.1 Monterey County BAU Forecast Results

The BAU forecast for Monterey County projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from all GHG emissions sources through 2045. An increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for Monterey County. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 5 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each sector to the overall Monterey County GHG emissions forecast.

²² Central Coast Community Energy. 2021. 3CE Electricity Emission Factor Forecast. Provided by AMBAG through email on June 1, 2021.

Figure 5 Monterey County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the Monterey County BAU Forecast is provided in Table 18, with GHG emissions reported in MT CO₂e.

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Table 18 Monterey County BAU Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>183,281</u> 212,784	<u>189,759</u> 222,446	<u>195,175</u> 231,800	<u>197,472</u> 237,473	<u>199,995</u> 242,793	<u>202,425</u> 247,881
Aviation Gasoline Fuel Sales	1,030	1,051	1,079	1,099	1,118	1,137
JET-A Fuel Sales	4,779	4,875	5,006	5,099	5,186	5,273
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>4,089</u> 4,613	<u>4,209</u> 4,748	<u>4,368</u> 4,927	<u>4,555</u> 5,139	<u>4,720</u> 5,324	<u>4,720</u> 5,324
Off-road Diesel	<u>111,736</u> 110,126	<u>115,990</u> 116,681	<u>118,962</u> 122,258	<u>119,160</u> 124,209	<u>119,674</u> 125,834	<u>120,431</u> 127,519
Off-road Gasoline	<u>20,364</u> 50,954	<u>21,530</u> 52,986	<u>22,515</u> 55,285	<u>23,514</u> 57,883	<u>24,499</u> 60,533	<u>25,316</u> 63,079
Residential	282,106	408,216	302,856	313,187	320,100	325,446
Electricity - 3CE	5,036	121,467	2,161	2,234	2,284	2,322
Electricity - PG&E	51	53	55	57	59	60
Electricity - KCCP	2,744	2,840	2,978	3,080	3,148	3,200
Natural Gas	274,275	283,856	297,662	307,815	314,610	319,865
Commercial/Industrial	354,978	604,338	357,812	363,983	370,628	377,629
Electricity - PG&E	652	657	669	681	693	706
Electricity - 3CE	10,954	257,428	4,448	4,524	4,607	4,694
Electricity - KCCP	6,008	6,058	6,171	6,277	6,392	6,512
Natural Gas	337,365	340,196	346,525	352,501	358,936	365,716
Wastewater	13,893	14,170	14,553	14,823	15,076	15,329
Fugitive Emissions from Septic Systems	5,362	5,469	5,617	5,721	5,818	5,916
Process N ₂ O from Wastewater Treatment	421	429	441	449	457	465
Process N ₂ O from Effluent Discharge	8,110	8,272	8,496	8,653	8,801	8,949
Solid Waste	233,367	238,025	244,460	248,985	253,246	257,490
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
Community Generated Solid Waste	134,893	137,586	141,305	143,921	146,384	148,837
Agricultural	310,869	302,864	295,373	288,363	281,802	275,663
Enteric Fermentation	154,380	154,380	154,380	154,380	154,380	154,380
Manure Management	31,727	31,727	31,727	31,727	31,727	31,727
Nitrogen Fertilizer Application	124,762	116,757	109,266	102,256	95,695	89,556

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Total	<u>1,378,49</u> 1,407,997	<u>1,757,373</u> 1,790,059	<u>1,410,230</u> 1,446,856	<u>1,426,812</u> 1,466,814	<u>1,440,846</u> 1,483,645	<u>1,453,981</u> 1,499,437

Notes: Values in this table may not add up to totals due to rounding

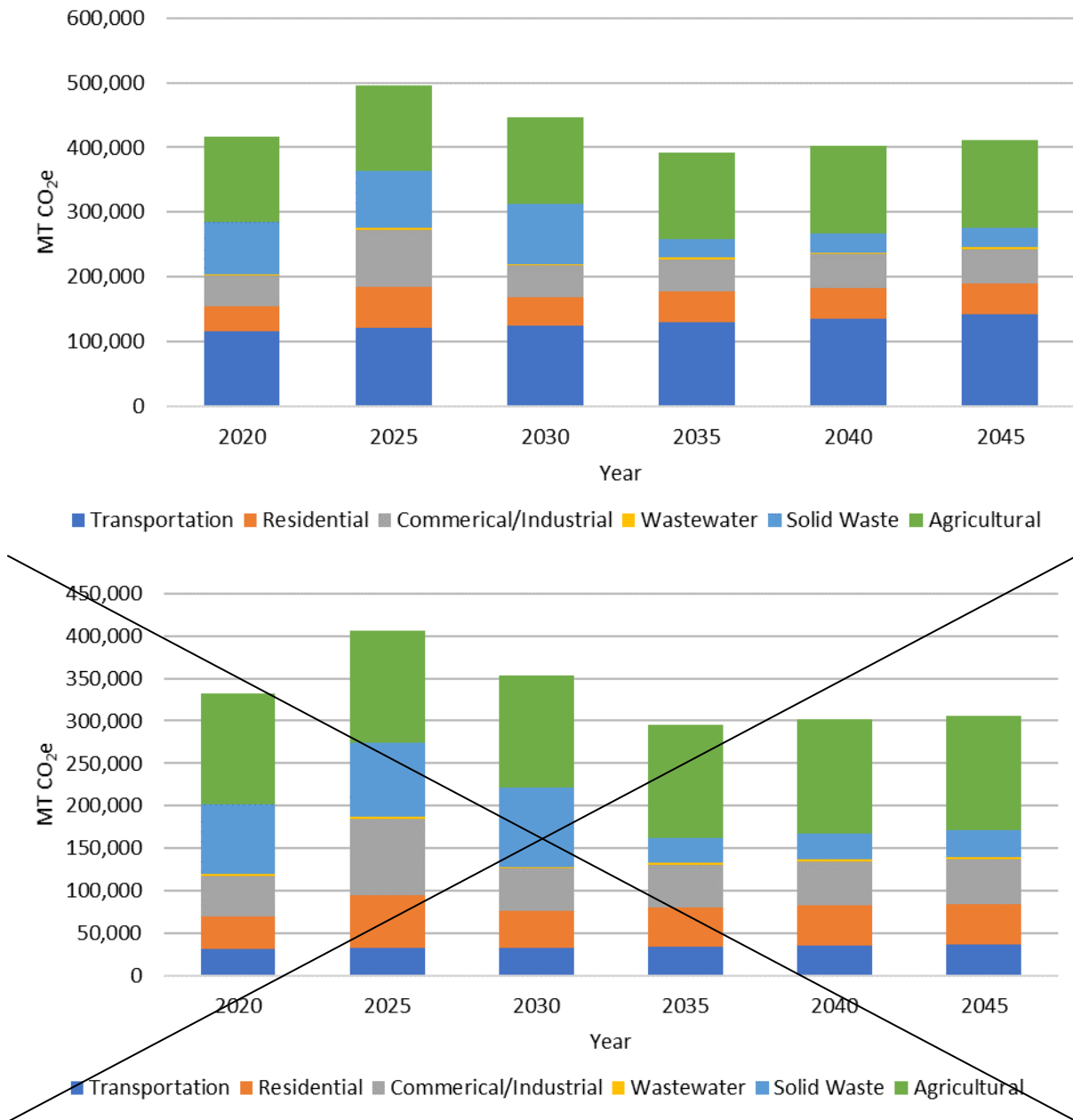
All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

3.6.2 San Benito County BAU Forecast Results

The BAU forecast for San Benito County projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory to the year through 2025 from the increased GHG emissions associated with the 3CE electricity supply. ~~with a sharp decrease in emissions beyond 2030.~~ After 2025, GHG emissions begin to decrease until 2035, due to increased renewable electricity supply. ~~After 2035,~~ After 2030, GHG emissions levels continue to are projected to grow at a slow rate, but do not reach above the baseline level, which can largely be attributed to the closure of the John Smith Landfill after 2030. GHG emissions from all sources are expected to increase under the BAU forecast, except for emissions associated with 3CE provided electricity and the John Smith Landfill. Figure 6 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall San Benito County GHG emissions.

Figure 6 San Benito County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the San Benito County BAU Forecast is provided in Table 19, with GHG emissions reported in MT CO₂e.

Table 19 San Benito County BAU Forecast Detailed Summary

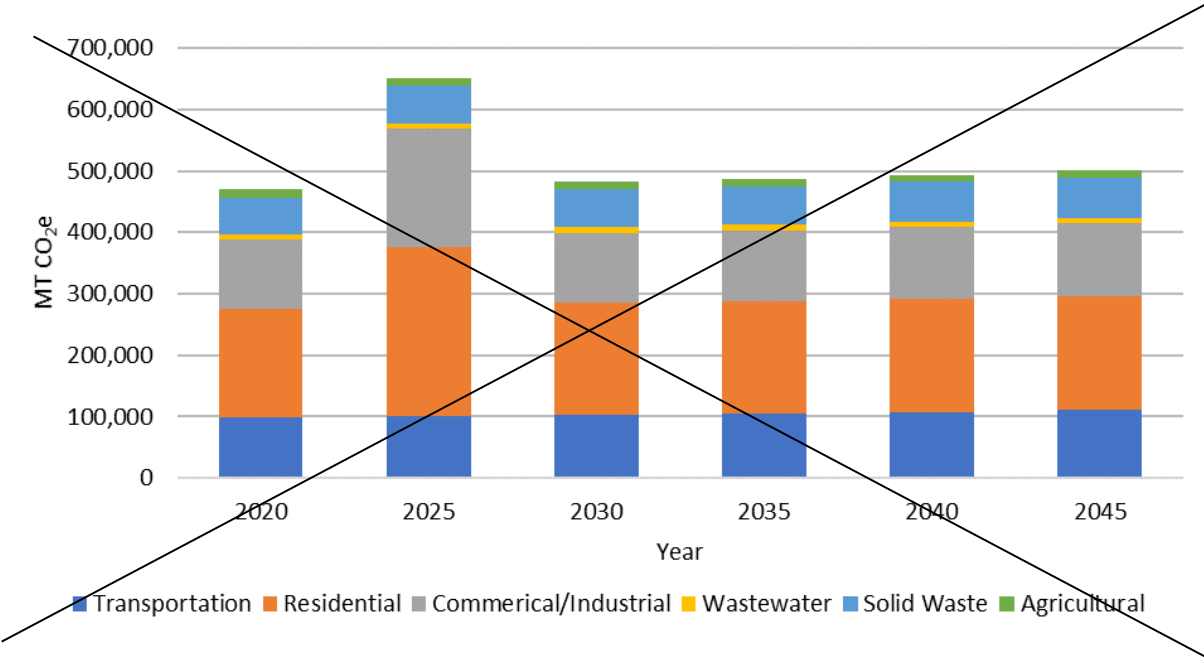
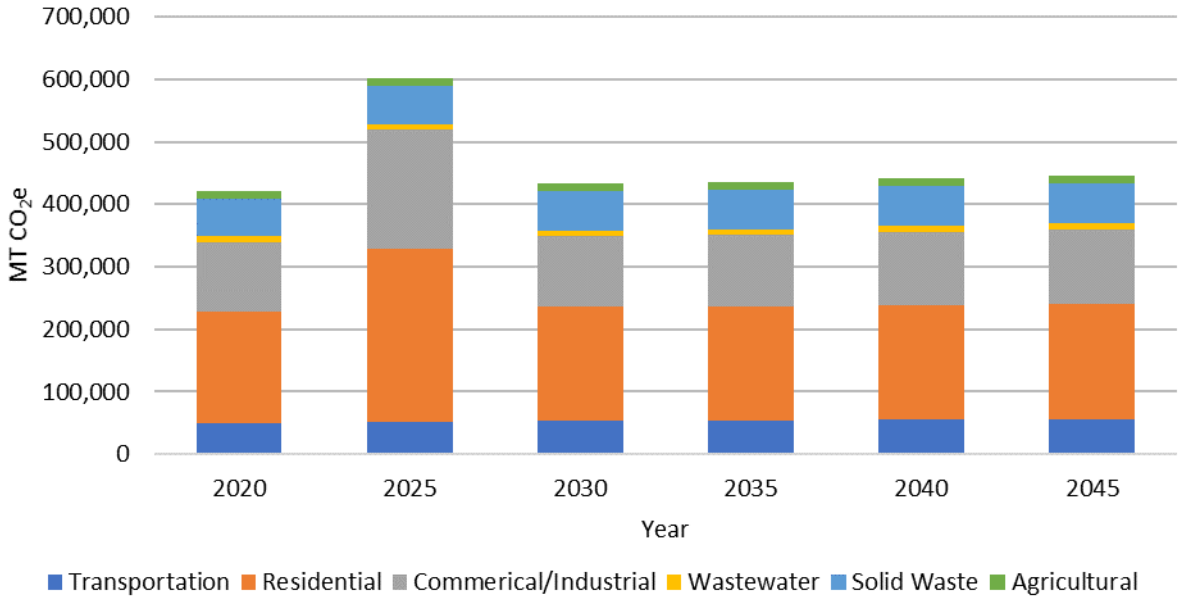
GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>116,074</u> 31,548	<u>121,553</u> 32,965	<u>125,080</u> 33,142	<u>130,308</u> 34,186	<u>135,718</u> 35,196	<u>141,632</u> 36,197
Aviation Gasoline Fuel Sales	348	377	398	416	432	445
JET-A Fuel Sales	2,475	2,685	2,832	2,961	3,072	3,165
Off-road Diesel	<u>39,506</u> 23,933	<u>40,039</u> 24,953	<u>39,512</u> 24,865	<u>40,660</u> 25,617	<u>41,968</u> 26,379	<u>43,367</u> 27,156
Off-road Gasoline	<u>73,161</u> 4,132	<u>77,867</u> 4,290	<u>81,766</u> 4,401	<u>85,6964</u> ,543	<u>89,679</u> 4,673	<u>94,087</u> 4,791
Off-road Natural Gas	584 659	584 659	572 646	575 648	568 640	568 640
Residential	37,665	62,256	43,517	46,203	47,469	48,072
Electricity - 3CE	870	22,121	403	428	440	445
Electricity - PG&E	38	41	44	47	48	49
Natural Gas	36,757	40,094	43,070	45,728	46,981	47,577
Commercial/Industrial	48,552	89,362	49,396	50,619	51,992	53,321
Electricity - 3CE	1,777	41,965	731	749	769	789
Electricity - PG&E	30	31	31	32	33	34
Natural Gas	46,745	47,366	48,634	49,838	51,190	52,498
Wastewater	2,033	2,206	2,326	2,432	2,523	2,600
Fugitive Emissions from Septic Systems	747	811	855	894	928	956
Process N ₂ O from Wastewater Treatment	59	64	67	70	73	75
Process N ₂ O from Effluent Discharge	1,227	1,331	1,404	1,468	1,522	1,569
Solid Waste	81,176	88,079	92,900	29,037	30,121	31,036
John Smith Landfill	56,908	61,747	65,127	0	0	0
Community Generated Solid Waste	24,268	26,332	27,773	29,037	30,121	31,036
Agricultural	131,192	131,894	132,632	133,407	134,222	135,079
Enteric Fermentation	13,728	14,430	15,168	15,943	16,758	17,615
Manure Management	98,039	98,039	98,039	98,039	98,039	98,039
Nitrogen Fertilizer Application	19,425	19,425	19,425	19,425	19,425	19,425
Total	<u>416,693</u> 332,166	<u>495,350</u> 406,761	<u>445,852</u> 353,914	<u>392,006</u> 295,884	<u>402,045</u> 301,524	<u>411,739</u> 306,305

Notes: Values in this table may not add up to totals due to rounding
 All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)
 PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

3.6.3 Santa Cruz County BAU Forecast Results

The BAU forecast for Santa Cruz County estimates an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from all sources through 2045. An increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for Santa Cruz County. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 7 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall Santa Cruz County GHG emissions.

Figure 7 Santa Cruz County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the Santa Cruz County BAU Forecast is provided in Table 20, with GHG emissions reported in MT CO₂e.

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Table 20 Santa Cruz County BAU Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	50,070,983,04	52,073,100,845	52,982,103,048	54,037,105,624	55,101,107,917	56,272,110,759
Aviation Gasoline Fuel Sales	1,301	1,329	1,355	1,378	1,402	1,418
JET-A Fuel Sales	931	951	970	986	1,003	1,015
Off-road Diesel	28,971,519,34	30,061,530,60	30,354,537,99	30,780,546,24	31,265,551,52	31,799,558,49
Off-road Gasoline	15,034,339,813	15,882,411,62	16,474,442,605	17,051,444,301	17,599,460,38	18,209,481,56
Off-road Natural Gas	3,8344,325	3,8514,344	3,8294,320	3,8424,334	3,8314,322	3,8314,322
Residential	177,463	277,537	183,313	185,419	186,679	187,592
Electricity - 3CE	4,136	99,192	1,713	1,733	1,745	1,753
Electricity - PG&E	21	21	22	22	22	22
Natural Gas	173,306	178,324	181,578	183,665	184,912	185,817
Commercial/Industrial	112,479	192,126	113,772	115,986	118,347	120,824
Electricity - 3CE	3,486	82,052	1,421	1,448	1,478	1,509
Electricity - PG&E	402	406	415	423	431	440
Natural Gas	108,591	109,668	111,937	114,115	116,438	118,875
Wastewater	8,579	8,762	8,938	9,088	9,247	9,350
Fugitive Emissions from Septic Systems	3,311	3,382	3,449	3,507	3,569	3,609
Process N ₂ O from Wastewater Treatment	260	266	271	275	280	283
Process N ₂ O from Effluent Discharge	5,008	5,115	5,218	5,305	5,398	5,459
Solid Waste	59,595	60,870	62,092	63,113	64,218	64,935
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	59,576	60,850	62,072	63,113	64,218	64,935
Agricultural	13,037	12,754	12,484	12,225	11,977	11,739
Enteric Fermentation	6,564	6,281	6,010	5,751	5,504	5,266
Manure Management	5,652	5,652	5,652	5,652	5,652	5,652
Nitrogen Fertilizer Application	821	821	821	821	821	821
Total	421,223,469,457	604,123,652,895	433,581,483,647	439,869,491,455	445,568,498,385	450,713,505,200

Notes: Values in this table may not add up to totals due to rounding

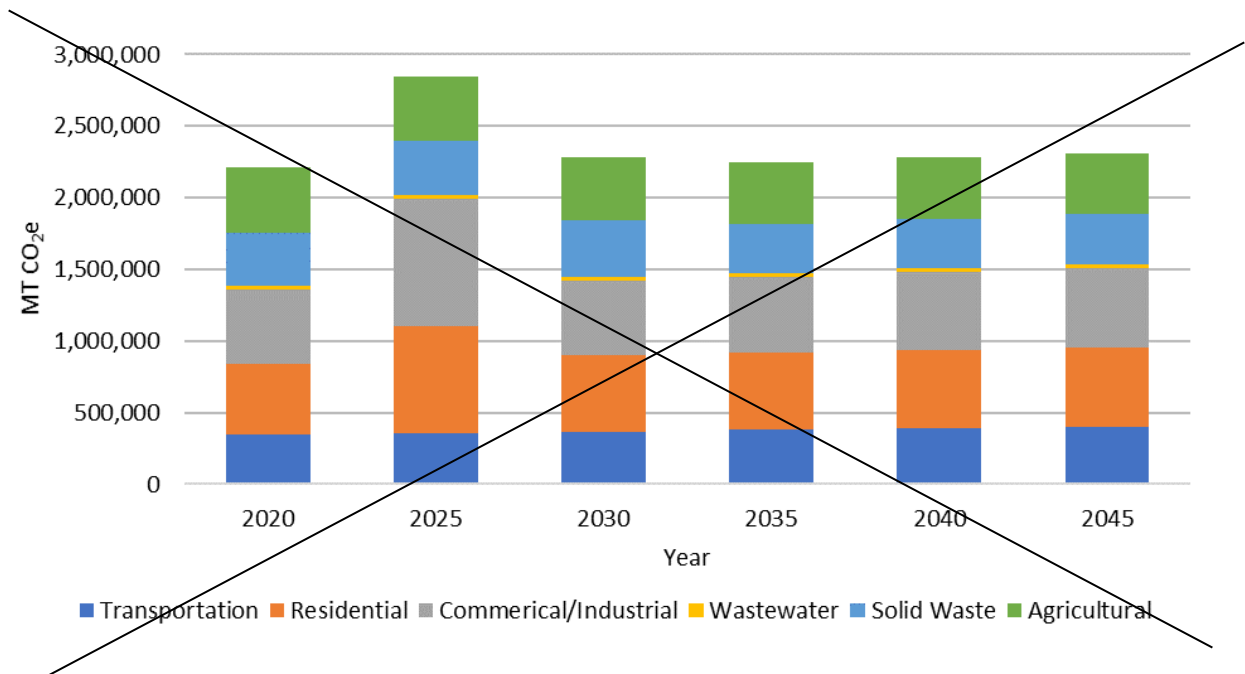
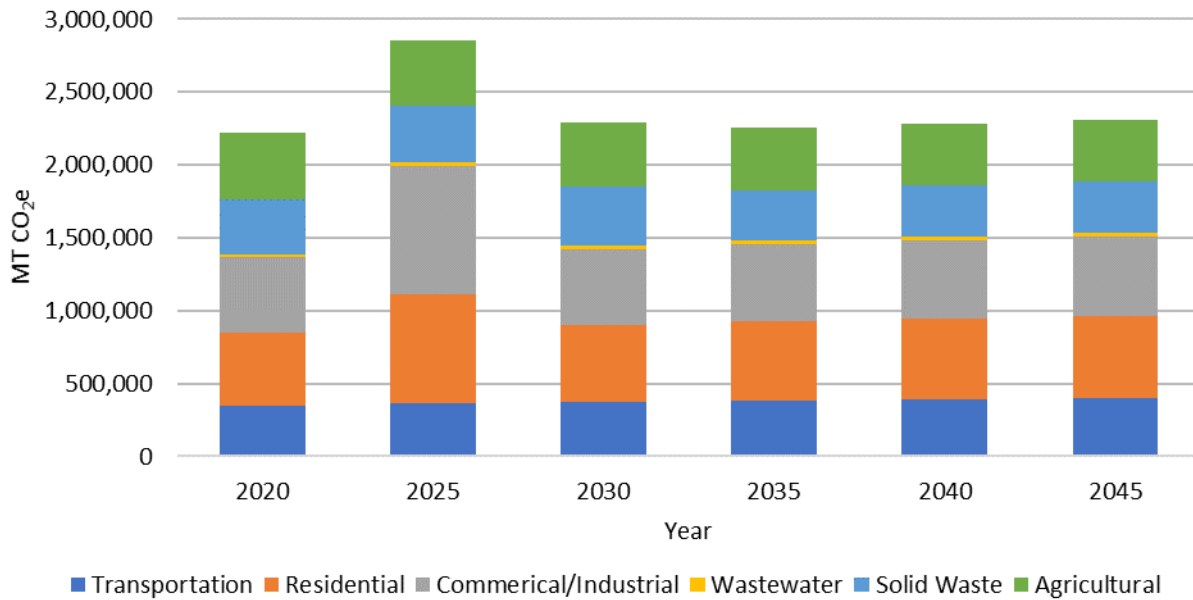
All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

3.6.4 AMBAG Regional BAU Forecast Results

The combined regional BAU forecast for AMBAG planning area projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from most sources through 2045. Similar to the individual county BAU forecasts, an increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for the region. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 8 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall AMBAG regional GHG emissions.

Figure 8 AMBAG Regional BAU Forecast GHG Emissions Sector Summary



A detailed summary of the AMBAG regional BAU Forecast is provided in Table 21, with GHG emissions reported in MT CO₂e.

Table 21 AMBAG Regional BAU Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	349,425 349,425 2,636	363,386 363,386 6,255	373,238 373,238 7,991	381,817 381,817 7,282	390,813 390,813 5,907	400,329 400,329 4,837
Aviation Gasoline Fuel Sales	2,679	2,757	2,832	2,893	2,952	2,999
JET-A Fuel Sales	8,185	8,511	8,809	9,047	9,262	9,453
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	8,507 8,507 597	8,643 8,643 750	8,770 8,770 893	8,972 8,972 10,121	9,118 9,118 10,286	9,118 9,118 10,286
Off-road Diesel	180,213 180,213 5,994	186,090 186,090 4,694	188,828 188,828 0,923	190,600 190,600 4,450	192,907 192,907 7,365	195,597 195,597 0,524
Off-road Gasoline	108,559 108,559 899	115,279 115,279 998,437	120,755 120,755 140,2,290	126,262 126,262 140,6,728	131,776 131,776 141,1,244	137,612 137,612 141,6,026
Residential	497,234	748,008	529,686	544,809	554,248	561,110
Electricity - 3CE	10,043	242,780	4,277	4,395	4,468	4,520
Electricity - PG&E	109	115	121	126	129	131
Electricity - KCCP	2,744	2,840	2,978	3,080	3,148	3,200
Natural Gas	484,338	502,273	522,310	537,208	546,504	553,259
Commercial/Industrial	516,010	885,826	520,981	530,588	540,967	551,773
Electricity - 3CE	16,217	381,445	6,599	6,722	6,854	6,991
Electricity - PG&E	1,084	1,094	1,115	1,136	1,158	1,181
Electricity - KCCP	6,008	6,058	6,171	6,277	6,392	6,512
Natural Gas	492,701	497,230	507,095	516,454	526,563	537,089
Wastewater	24,504	25,138	25,818	26,343	26,846	27,279
Fugitive Emissions from Septic Systems	9,420	9,661	9,921	10,122	10,315	10,480
Process N ₂ O from Wastewater Treatment	740	759	779	795	810	823
Process N ₂ O from Effluent Discharge	14,345	14,718	15,117	15,426	15,722	15,976
Solid Waste	374,139	386,974	399,453	341,135	347,584	353,461
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
John Smith Landfill	56,908	61,747	65,127	0	0	0
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	218,737	224,768	231,151	236,071	240,722	244,809
Agricultural	455,098	447,513	440,489	433,995	428,001	422,481
Enteric Fermentation	174,672	175,091	175,558	176,075	176,642	177,262
Manure Management	135,418	135,418	135,418	135,418	135,418	135,418

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GHG Emissions Source	2020	2025	2030	2035	2040	2045
Nitrogen Fertilizer Application	145,008	137,004	129,513	122,502	115,942	109,802
Total	2,216,410 209,621	2,856,845 789,715	2,289,663 784,416	2,258,687 754,152	2,288,460 783,554	2,316,432 2,310,941

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

4 Legislative Adjusted GHG Emissions Forecast

The Adjusted forecast accounts for GHG emissions reductions that can be reasonably expected from state legislation and regulations. While there are numerous pieces of legislation that are likely to achieve long-term GHG emissions reduction, there can be wide variations on how these are implemented within a specific jurisdiction. This section outlines the state legislation considered in the Adjusted forecast, the methodology used to calculate GHG emissions reduction from legislation, and the results of the Adjusted forecast.

4.1 California GHG Reduction Legislation

Several state regulations have been enacted that reduce the AMBAG planning area’s GHG emissions during the forecast period. The impact of these regulations were quantified and incorporated into an Adjusted forecast to provide a more accurate depiction of future GHG emissions growth and the responsibility of GHG emissions reduction for each jurisdiction once established state regulations have been implemented. A description of the relevant state legislation and the applicability of legislative reductions to be applied to the BAU forecasts based on the unique sectors within the Monterey Bay area is provided in Table 22.

Table 22 State Legislation Considered in GHG Emissions Forecast

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1078 - Renewable Energy: California Renewables Portfolio Standard Program (2002)	Senate Bill 1078 created the Renewable Portfolio Standards (RPS) with an initial target of 20 percent renewable electricity by 2017, The California Public Utilities Commission (CPUC) regulates RPS rules for California’s retail sellers of electricity. The California Energy Commission (CEC) administers the certification of electrical generation facilities as eligible renewable energy resources and regulates RPS requirements for public owned utilities. ¹	No	The RPS goals set by Senate Bill 1078 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Therefore, this bill is excluded from this GHG emissions forecast analysis.
Building Energy Efficiency Standards - Title 24 (Triennial updates since 2007)	California’s energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission updates the Building Energy Efficiency Standards (Title 24) every three years by working with stakeholders in a public and transparent process. The Title 24 was first implemented in 1978, and since 2007 has had consistent triennial updates. ^{2,3}	Yes	The 2019 Title 24 code cycle is included in the GHG emissions forecast analysis to show energy efficiency increases in this most recent code cycle for new construction, as compared to the previous 2016 cycle. Previous code cycles are inherently included in existing buildings covered by the baseline GHG inventory through use of real electricity consumption data in the GHG emissions calculations. Therefore, only the 2019 Title 24 code cycle is considered in this analysis.

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State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Low Carbon Fuel Standards Program (2009)	The California Low Carbon Fuel Standards Regulation (LCFS) was approved in 2009, with subsequent amendments in 2011, 2015, and 2018. The program is intended to reduce the carbon intensity of the State’s transportation fuels, setting a goal for reducing the carbon intensity of the State fuel pool by at least 20 percent by 2030. The State provides financial incentives to increase the production of renewable and lower-carbon intensity fuels. ⁴	No	The LCFS regulation includes flexibility in how the reduction in fuel carbon intensity will be achieved to allow for renewable fuel markets to develop innovative renewable and low-carbon fuel techniques. Eligible fuel carbon intensity reductions can occur during fuel processing and from use of renewable fuels. This means that there could be numerous pathways in which the GHG reductions through the LCFS program are achieved, and these may not be directly from the tailpipe emissions that are considered in the baseline GHG inventory. As such, GHG reductions from the LCFS regulation are not considered in this analysis.
Senate Bill X7-7 – Water Conservation Act (2009)	Senate Bill X7-7 requires that all water suppliers increase their water use efficiency. This bill establishes an urban water use reduction target of 20 percent below 2010 per capita daily water use levels by 2020. The most recent water use reduction targets are typically provided in 2015 Urban Water Management Plans (UWMPs). Many jurisdictions are currently in the process of developing 2020 UWMPs to provide updated detail on water use efficiency and reduction target progress. ⁵	No	Senate Bill X7-7’s implementation results in GHG emissions reduction from reduced electricity consumption embedded in the water supply. These GHG reductions are not included in this analysis, because the proportion of total electricity consumption that could be attributed to water supply is not provided, and the attribution of any future energy consumption reductions would need to be disaggregated by each UWMP developed within the AMBAG planning area.
Assembly Bill 341 – Solid Waste Diversion (2011)	Assembly Bill 341 strives to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. The bill sets forth requirements of the statewide mandatory commercial recycling program, by requiring that commercial waste generators and multi-family residential dwellings arrange for recycling services. The bill sets specific requirements for waste reduction that are enforced by CalRecycle. A goal of 75 percent of solid waste generated be reduced, recycled, or composted by the year 2020. ⁶	No	Assembly Bill 341 aims to reduce waste sent to landfill before 2020, with GHG reductions achieved through the avoidance of landfill generated methane. Since the GHG emissions forecast analysis is considered for a post-2020 timeframe, the GHG reductions of Assembly Bill 341 may have already been achieved prior to this time period. As such, accounting for this bill in the GHG emissions forecast could result in double counting of GHG emissions reduction that may have already been achieved.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 350 – The Clean Energy and Pollution Reduction Act (2015)	Senate Bill 350 establishes an extension of the RPS requirements set by Senate Bill 1078, increasing RPS goals for retail electricity sales to 33 percent by 2020 and 50 percent by 2030. This bill also requires the state double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The implementation of the energy efficiency savings is done through the increasingly stringent building code standards of Title 24, and the reinvestment of revenue into customer end use energy efficiency programs by large utilities. ⁷	No	The RPS goals set by Senate Bill 350 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Additionally, the energy efficiency savings through this bill are partially accounted for through Title 24, which is accounted for in new construction in the GHG emissions forecast analysis. Since the energy efficiency savings targets include both Title 24 and additional energy efficiency programs, it is difficult to calculate to what degree this will reduce energy consumption in new construction versus existing buildings. Therefore, Title 24 is accounted for, but additional energy efficiency from this bill is not included.
Senate Bill 1383 – Short Lived Climate Pollutants (2016)	Senate Bill 1383 established a requirement that the California Air Resources Board implement a comprehensive strategy to reduce short lived climate pollutants emissions. This includes goals of reducing methane emissions by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also established reduction goals for landfilled organic waste of 50 percent below 2014 statewide disposal levels by 2020 and 75 percent below statewide disposal levels by 2025. ⁸	No	The implementation of organic waste reduction is expected to decrease methane emissions generated through the disposal of solid waste throughout the State; however, the implementation of policies to influence this reduction can vary between and within jurisdictions. Specifically, within the AMBAG planning area, there are rural and low population areas that may be exempt from the requirements of Senate Bill 1383. Since there is uncertainty with how these exemptions may influence the total organic waste reduction within the AMBAG planning area, GHG reductions are conservatively excluded from the GHG emissions forecast analysis.
Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (2017)	The Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, or Oil and Gas Regulation is designed to reduce methane emissions from oil and gas production, processing, storage, and transmission compressor stations. Entities regulated under the State’s Mandatory Greenhouse Gas Reporting Requirements (MRR) are required to take action to limit intentional and unintentional emissions from equipment and operation. ⁹	No	The GHG emissions reduction associated with the Oil and Gas Regulation is specific to entities regulated under the MRR. These methane emissions are not considered in the baseline GHG inventory for the AMBAG planning region, as they are monitored and regulated by CARB. As such these GHG emissions reductions are not included in the GHG emissions forecast analysis.

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State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 100 - California Renewables Portfolio Standard Program: emissions of greenhouse gases (2018)	Senate Bill 100 provides an extension of the RPS targets established by Senate Bill 1078, creating additional targets of achieving 60 percent eligible RPS electricity retail sales by 2030, and 100 percent zero-carbon or RPS eligible retail sales by 2045. This bill also sets an exclusion of large hydroelectric energy generation as an RPS eligible renewable energy source. ¹⁰	Yes	The RPS goals set by Senate Bill 100 are included in this GHG emissions forecast analysis. As all retail providers of electricity will be required by the state to meet the established RPS goals, it is appropriate to include the associated reductions in GHG emissions from future electricity consumption.

¹ California Legislative Information. 2002. SB-1078 Renewable energy: California Renewables Portfolio Standard Program. Available: <https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078>. Accessed June 23, 2021.

² California Energy Commission. ND. Building Energy Efficiency Standards - Title 24. Available: <<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>>. Accessed June 23, 2021.

³ California Energy Commission. ND. Past Building Energy Efficiency Standards. Available: <<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/past-building-energy-efficiency>>. Accessed June 23, 2021.

⁴ California Air Resources Board. 2020. Low Carbon Fuel Standards Basics. Available: <<https://ww2.arb.ca.gov/sites/default/files/2020-09/basics-notes.pdf>>. Accessed June 23, 2021.

⁵ California Department of Water Resources. ND. SB X7-7. Available: <<https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7>>. Accessed June 23, 2021.

⁶ CalRecycle. 2021. Mandatory Commercial Recycling. Available: <<https://www.calrecycle.ca.gov/recycle/commercial>>. Accessed June 23, 2021.

⁷ California Legislative Information. 2015. SB-350 Clean Energy and Pollution Reduction Act of 2015. Available: <https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350>. Accessed June 23, 2021.

⁸ California Legislative Information. 2016. SB-1383 Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills. Available: <https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383>. Accessed June 23, 2021.

⁹ University of California, Berkeley, Center for Law, Energy and the Environment. California Climate Policy Factsheet: Methane. Available: <<https://www.law.berkeley.edu/wp-content/uploads/2019/11/Fact-Sheet-Methane.pdf>>. Accessed June 23, 2021.

¹⁰ California Legislative Information. 2018. SB-100 California Renewables Portfolio Standard Program: emissions of greenhouse gases. Available: <https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100>. Accessed June 23, 2021.

A description of the methodology used to calculate GHG emissions reduction associated with the relevant legislation is provided in this section.

4.1.1 Title 24

The California Code of Regulations Title 24, Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption, which in turn reduces fossil fuel consumption and associated GHG emissions. The standards are updated triennially to allow consideration and possible incorporation of new energy-efficient technologies and methods. Since the 2018 inventory year, the 2019 Title 24 Energy Efficiency Standards have come into effect, creating significantly more efficient new building stock. Starting in 2020, new residential developments will include on-site solar generation and near-zero net energy use. For projects implemented after January 1, 2020, the California Energy Commission (CEC) estimates that the 2019 standards will reduce electricity and fuel consumption by 53 percent and 7 percent, respectively, for residential buildings and 30 percent reduction in electricity consumption for commercial buildings, relative to the 2016 standards.²³

²³ California Energy Commission. 2018. 2019 Building Energy Efficiency Standards *Frequently Asked Questions*. Available: <https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf>. Accessed June 21, 2021.

These percentage savings relate to heating, cooling, lighting, and water heating only and do not include other appliances, outdoor lighting that is not attached to buildings, plug loads, or other energy uses. Since commercial/industrial energy consumption is likely to include additional energy consumption from commercial/industrial processes, and a detailed understanding of the energy use in commercial/industrial buildings is not available, the reductions associated with commercial buildings is conservatively excluded for GHG emissions reduction calculations in this analysis.

4.1.2 Renewables Portfolio Standard & SB 100

Established in 2002 under Senate Bill 1078, enhanced in 2015 by Senate Bill 350, and accelerated in 2018 under SB 100, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. With the adoption of SB 100, the RPS program further requires these entities to increase procurement from GHG-free electricity sources to 100 percent of total procurement by 2045.

4.2 Legislative GHG Reduction Calculations

The following section provides an overview of the methodology used to calculate GHG emissions reduction from Title 24 and SB 100.

4.2.1 Title 24 GHG Emissions Reduction Calculations

The calculations and GHG emissions forecast assume that all growth in the residential sector is from new construction. Accordingly, Title 24 GHG emissions reduction for natural gas and electricity are calculated as a percentage of the projected increase in energy consumption above the baseline 2019/2020 GHG emissions inventory, under the BAU forecast, as provided in Table 23. While both Title 24 and SB 100 influence GHG emissions reductions in the electricity sector, double counting of these reductions is avoided by accounting for Title 24 reductions first, and then accounting for reductions from SB 100.

Table 23 Energy Consumption Reduction Impact of Title 24

GHG Emissions Source	Reduction in Energy Consumption Growth Above 2019/2020 Baseline
Residential Electricity	53%
Residential Natural Gas	7%

Data Source: California Energy Commission. 2018. 2019 Building Energy Efficiency Standards Frequently Asked Questions. Available: <https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf>. Accessed June 21, 2021.

4.2.2 SB 100 GHG Emissions Reduction Calculations

Pacific Gas and Electric (PG&E), 3CE, and King City Community Power (KCCP) currently provide electricity in the AMBAG planning area and are subject to SB 100 requirements. GHG emissions from electricity consumption are largely determined by the emissions factor associated with the supplied electricity. As the percentage of GHG-free sources of energy increases, the emissions factor associated with electricity GHG will decrease, thereby decreasing overall GHG emissions. Legislative

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GHG emissions reductions from SB 100 are calculated as the difference between GHG emissions under the BAU forecast electricity and GHG emissions calculated using a SB 100 adjusted GHG emissions factor for a given forecast year. An adjusted GHG emission factors can be calculated by scaling the baseline electricity GHG emissions factor with the RPS percentage for eligible renewable electricity required for compliance with SB 100.

Each of the electricity providers in the AMBAG planning area had different electricity GHG emissions factors that were a result of different RPS percentages in their electricity delivery mix. As part of the BAU forecast, 3CE’s 2030 emissions factor would reach the 100 percent RPS compliance rate. However, the GHG emission factors provided by 3CE show that a small amount of GHG emissions are expected to be generated by the 3CE electricity supply in 2030. To simplify calculations, it is expected that reaching the 100 percent RPS compliance, beyond 2030 for 3CE, would result in a GHG emission factors of zero for grid supplied electricity by the 2035 forecast year. The RPS percentages and associated GHG emissions factors used to determine the Adjusted forecast electricity GHG emissions are provided in Table 24. All GHG emissions factors have been converted from kilowatt-hour (kWh) to Megawatt-hour (MWh) in the table below.²⁴

Table 24 Electricity Provider Forecasted RPS and Electricity GHG Emissions Factors

Sector	2020 (Baseline)	2025	2030	2035	2040	2045
Pacific Gas and Electric						
Renewable Portfolio Standard Percentage	29%	45%	60%	73%	87%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.0021285	0.0016636	0.0011990	0.0007993	0.0003997	0.0000000
Central Coast Community Energy						
Renewable Portfolio Standard Percentage	33%	60%	100%	100%	100%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.007608	0.177300	0.003007	0.000000	0.000000	0.000000
King City Community Power						
Renewable Portfolio Standard Percentage	28%	44%	60%	73%	87%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.226138	0.175798	0.125458	0.083639	0.041819	0.000000

Notes: MT CO₂e = metric tons of carbon dioxide equivalent; MWh = Megawatt-hour

4.3 Monterey County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for Monterey County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing

²⁴ 1 Megawatt-hour = 1000 kilowatt-hours.

units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in Monterey County are summarized in Table 25.

Table 25 Monterey County Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	2,895	1,853	2,658	3,197	3,613
Residential	2,895	1,853	2,658	3,197	3,613
Electricity - 3CE	2,173	90	129	155	175
Electricity - PG&E	1	2	3	4	5
Electricity - KCCP	51	124	178	214	242
Natural Gas	671	1,637	2,348	2,823	3,191
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Electricity - KCCP	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	2,124	4,333	12,873	14,944	17,073
Residential	632	1,294	3,968	4,564	5,160
Electricity - 3CE	0	0	2,105	2,128	2,146
Electricity - PG&E	11	23	34	44	55
Electricity - KCCP	621	1,271	1,829	2,391	2,959
Commercial/Industrial	1,492	3,039	8,905	10,380	11,913
Electricity - 3CE	0	0	4,524	4,607	4,694
Electricity - PG&E	143	292	425	563	706
Electricity - KCCP	1,349	2,747	3,955	5,210	6,512
Total Reduction	5,020	6,187	15,531	18,140	20,686

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

A detailed summary of the Monterey County Adjusted Forecast is provided in Table 26, with GHG emissions reported in MT CO₂e.

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Table 26 Monterey County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>183,281</u> 212,784	<u>189,759</u> 222,446	<u>195,175</u> 231,800	<u>197,472</u> 237,473	<u>199,995</u> 242,793	<u>202,425</u> 247,881
Aviation Gasoline Fuel Sales	1,030	1,051	1,079	1,099	1,118	1,137
JET-A Fuel Sales	4,779	4,875	5,006	5,099	5,186	5,273
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>4,089</u> 4,613	<u>4,209</u> 4,748	<u>4,368</u> 4,927	<u>4,555</u> 5,139	<u>4,720</u> 5,324	<u>4,720</u> 5,324
Off-road Diesel	<u>111,736</u> 110,126	<u>115,990</u> 116,681	<u>118,962</u> 122,258	<u>119,160</u> 124,209	<u>119,674</u> 125,834	<u>120,431</u> 127,519
Off-road Gasoline	<u>20,364</u> 50,954	<u>21,530</u> 52,986	<u>22,515</u> 55,285	<u>23,514</u> 57,883	<u>24,499</u> 60,533	<u>25,316</u> 63,079
Residential	282,106	404,688	299,709	306,561	312,339	316,673
Electricity - 3CE	5,036	119,294	2,071	0	0	0
Electricity - PG&E	51	41	30	20	10	0
Electricity - KCCP	2,744	2,168	1,583	1,073	543	0
Natural Gas	274,275	283,185	296,025	305,467	311,787	316,673
Commercial/Industrial	354,978	602,846	354,773	355,078	360,248	365,716
Electricity - PG&E	652	514	377	256	130	0
Electricity - 3CE	10,954	257,428	4,448	0	0	0
Electricity - KCCP	6,008	4,709	3,423	2,322	1,182	0
Natural Gas	337,365	340,196	346,525	352,501	358,936	365,716
Wastewater	13,893	14,170	14,553	14,823	15,076	15,329
Fugitive Emissions from Septic Systems	5,362	5,469	5,617	5,721	5,818	5,916
Process N ₂ O from Wastewater Treatment	421	429	441	449	457	465
Process N ₂ O from Effluent Discharge	8,110	8,272	8,496	8,653	8,801	8,949
Solid waste	233,367	238,025	244,460	248,985	253,246	257,490
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
Community Generated Solid Waste	134,893	137,586	141,305	143,921	146,384	148,837
Agricultural	310,869	302,864	295,373	288,363	281,802	275,663
Enteric Fermentation	154,380	154,380	154,380	154,380	154,380	154,380
Manure Management	31,727	31,727	31,727	31,727	31,727	31,727
Nitrogen Fertilizer Application	124,762	116,757	109,266	102,256	95,695	89,556

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Total	<u>1,378,494</u>	<u>1,752,353</u>	<u>1,404,044</u>	<u>1,411,282</u>	<u>1,422,706</u>	<u>1,433,296</u>
	<u>1,407,997</u>	<u>1,785,039</u>	<u>1,440,669</u>	<u>1,451,283</u>	<u>1,465,504</u>	<u>1,478,752</u>

Notes: Values in this table may not add up to totals due to rounding
 All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)
 PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

4.4 San Benito County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for San Benito County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in San Benito County are summarized in Table 27.

Table 27 San Benito County Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	1,211	477	677	772	817
Residential	1,211	477	677	772	817
Electricity - 3CE	976	31	44	51	54
Electricity - PG&E	2	3	5	6	6
Natural Gas	234	442	628	716	757
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	15	32	1,179	1,220	1,257
Residential	9	18	410	424	435
Electricity - 3CE	0	0	383	389	392
Electricity - PG&E	9	18	26	35	43
Commercial/Industrial	7	14	769	796	823
Electricity - 3CE	0	0	749	769	789
Electricity - PG&E	7	14	20	27	34
Total Reduction	1,227	508	1,856	1,992	2,074

Notes: Values in this table may not add up to totals due to rounding
 All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)
 NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

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A detailed summary of the San Benito County Adjusted Forecast is provided in Table 28, with GHG emissions reported in MT CO₂e.

Table 28 San Benito County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	116,074	121,553	125,080	130,308	135,718	141,632
	31,548	32,965	33,142	34,186	35,196	36,197
Aviation Gasoline Fuel Sales	348	377	398	416	432	445
JET-A Fuel Sales	2,475	2,685	2,832	2,961	3,072	3,165
Off-road Diesel	<u>39,506</u>	<u>40,039</u>	<u>39,512</u>	<u>40,660</u>	<u>41,968</u>	<u>43,367</u>
	23,933	24,953	24,865	25,617	6,379	27,156
Off-road Gasoline	<u>73,161</u>	<u>77,867</u>	<u>81,766</u>	<u>85,696</u>	<u>89,679</u>	<u>94,087</u>
	4,132	4,290	4,401	4,543	4,673	4,791
Off-road Natural Gas	<u>584,659</u>	<u>584,659</u>	<u>572,646</u>	<u>575,648</u>	<u>568,640</u>	<u>568,640</u>
Residential	37,665	61,036	43,023	45,116	46,274	46,820
Electricity - 3CE	870	21,145	372	0	0	0
Electricity - PG&E	38	31	23	16	8	0
Natural Gas	36,757	39,861	42,628	45,100	46,266	46,820
Commercial/Industrial	48,552	89,355	49,382	49,850	51,196	52,498
Electricity - 3CE	1,777	41,965	731	0	0	0
Electricity - PG&E	30	24	18	12	6	0
Natural Gas	46,745	47,366	48,634	49,838	51,190	52,498
Wastewater	2,033	2,206	2,326	2,432	2,523	2,600
Fugitive Emissions from Septic Systems	747	811	855	894	928	956
Process N ₂ O from Wastewater Treatment	59	64	67	70	73	75
Process N ₂ O from Effluent Discharge	1,227	1,331	1,404	1,468	1,522	1,569
Solid Waste	81,176	88,079	92,900	29,037	30,121	31,036
John Smith Landfill	56,908	61,747	65,127	0	0	0
Community Generated Solid Waste	24,268	26,332	27,773	29,037	30,121	31,036
Agricultural	131,192	131,894	132,632	133,407	134,222	135,079
Enteric Fermentation	13,728	14,430	15,168	15,943	16,758	17,615
Manure Management	98,039	98,039	98,039	98,039	98,039	98,039
Nitrogen Fertilizer Application	19,425	19,425	19,425	19,425	19,425	19,425
Total	416,693	494,123	445,344	390,150	400,054	409,665
	332,166	405,535	353,406	294,028	299,532	304,230

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

4.5 Santa Cruz County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for Santa Cruz County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in Santa Cruz County are summarized in Table 29.

Table 29 Santa Cruz County Legislative GHG Emissions Reductions

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	1,831	621	778	871	939
Residential	1,831	621	778	871	939
Electricity - 3CE	1,479	41	52	58	63
Electricity - PG&E	0	1	1	1	1
Natural Gas	351	579	725	812	876
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	93	190	3,406	3,532	3,661
Residential	5	9	1,694	1,704	1,712
Electricity - 3CE	0	0	1,681	1,687	1,691
Electricity - PG&E	5	9	13	17	21
Commercial/Industrial	89	181	1,712	1,828	1,949
Electricity - 3CE	0	0	1,448	1,478	1,509
Electricity - PG&E	89	181	264	350	440
Total Reduction	1,924	811	4,184	4,403	4,600

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

A detailed summary of the Santa Cruz County Adjusted Forecast is provided in Table 30, with GHG emissions reported in MT CO₂e.

Table 30 Santa Cruz County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>50,070</u> 98,304	<u>52,073</u> 100,845	<u>52,982</u> 103,048	<u>54,037</u> 105,624	<u>55,101</u> 107,917	<u>56,272</u> 110,759
Aviation Gasoline Fuel Sales	1,301	1,329	1,355	1,378	1,402	1,418
JET-A Fuel Sales	931	951	970	986	1,003	1,015
Off-road Diesel	<u>28,971</u> 51,934	<u>30,061</u> 53,060	<u>30,354</u> 53,799	<u>30,780</u> 54,624	<u>31,265</u> 55,152	<u>31,799</u> 5,849
Off-road Gasoline	<u>15,034</u> 39,813	<u>15,882</u> 41,162	<u>16,474</u> 2,605	<u>17,051</u> 44,301	<u>17,599</u> 46,038	<u>18,209</u> 8,156
Off-road Natural Gas	<u>3,834</u> 4,325	<u>3,851</u> 4,344	<u>3,829</u> 4,320	<u>3,842</u> 4,334	<u>3,831</u> 4,322	<u>3,831</u> 4,322
Residential	177,463	275,701	182,683	182,948	184,104	184,941
Electricity - 3CE	4,136	97,713	1,672	0	0	0
Electricity - PG&E	21	16	12	8	4	0
Natural Gas	173,306	177,972	180,999	182,940	184,100	184,941
Commercial/Industrial	112,479	192,038	113,591	114,274	116,519	118,875
Electricity - 3CE	3,486	82,052	1,421	0	0	0
Electricity - PG&E	402	318	234	159	81	0
Natural Gas	108,591	109,668	111,937	114,115	116,438	118,875
Wastewater	8,579	8,762	8,938	9,088	9,247	9,350
Fugitive Emissions from Septic Systems	3,311	3,382	3,449	3,507	3,569	3,609
Process N ₂ O from Wastewater Treatment	260	266	271	275	280	283
Process N ₂ O from Effluent Discharge	5,008	5,115	5,218	5,305	5,398	5,459
Solid Waste	59,595	60,870	62,092	63,113	64,218	64,935
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	59,576	60,850	62,072	63,113	64,218	64,935
Agricultural	13,037	12,754	12,484	12,225	11,977	11,739
Enteric Fermentation	6,564	6,281	6,010	5,751	5,504	5,266
Manure Management	5,652	5,652	5,652	5,652	5,652	5,652
Nitrogen Fertilizer Application	821	821	821	821	821	821
Total	<u>421,223</u> 469,457	<u>602,199</u> 650,971	<u>432,770</u> 482,836	<u>435,685</u> 487,271	<u>441,165</u> 493,981	<u>446,113</u> 500,600

Notes: Values in this table may not add up to totals due to rounding

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

GHG Emissions Source	2020	2025	2030	2035	2040	2045
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All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

4.6 AMBAG Regional Adjusted Forecast Results

Consistent with the three counties in the AMBAG planning area, state legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for the region. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 for the AMBAG planning area are summarized in Table 31.

Table 31 AMBAG Regional Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	5,937	2,951	4,113	4,840	5,369
Residential	5,937	2,951	4,113	4,840	5,369
Electricity - 3CE	4,628	163	225	264	292
Electricity - PG&E	3	6	9	10	11
Electricity - KCCP	51	124	178	214	242
Natural Gas	1,256	2,658	3,701	4,352	4,825
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Electricity - KCCP	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	2,233	4,555	17,458	19,695	21,991
Residential	645	1,321	6,072	6,692	7,306
Electricity - 3CE	0	0	4,170	4,204	4,228
Electricity - PG&E	25	50	73	96	119
Electricity - KCCP	621	1,271	1,829	2,391	2,959
Commercial/Industrial	1,587	3,234	11,386	13,004	14,685
Electricity - 3CE	0	0	6,722	6,854	6,991
Electricity - PG&E	239	487	709	940	1,181
Electricity - KCCP	1,349	2,747	3,955	5,210	6,512
Total Reduction	8,170	7,506	21,571	24,535	27,360

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

GHG Emissions Source	2025	2030	2035	2040	2045
NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N ₂ O = nitrous oxide					

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

A detailed summary of the AMBAG regional Adjusted forecast is provided in Table 32, with GHG emissions reported in MT CO₂e.

Table 32 AMBAG Regional Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>349,425</u> 342,636	<u>363,386</u> 356,255	<u>373,238</u> 367,991	<u>381,817</u> 377,283	<u>390,813</u> 385,907	<u>400,329</u> 394,837
Aviation Gasoline Fuel Sales	2,679	2,757	2,832	2,893	2,952	2,999
JET-A Fuel Sales	8,185	8,511	8,809	9,047	9,262	9,453
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>8,507</u> 9,597	<u>8,643</u> 9,750	<u>8,770</u> 9,893	<u>8,972</u> 10,121	<u>9,118</u> 10,286	<u>9,118</u> 10,286
Off-road Diesel	<u>180,213</u> 185,994	<u>186,090</u> 194,694	<u>188,828</u> 200,923	<u>190,600</u> 204,450	<u>192,907</u> 207,365	<u>195,597</u> 210,524
Off-road Gasoline	<u>108,559</u> 94,899	<u>115,279</u> 98,437	<u>120,755</u> 102,290	<u>126,262</u> 106,728	<u>131,776</u> 111,244	<u>137,612</u> 116,026
Residential	497,234	741,426	525,414	534,624	542,717	548,435
Electricity - 3CE	10,043	238,152	4,114	-	-	-
Electricity - PG&E	109	88	65	44	22	-
Electricity - KCCP	2,744	2,168	1,583	1,073	543	-
Natural Gas	484,338	501,018	519,652	533,507	542,152	548,435
Commercial/Industrial	516,010	884,239	517,746	519,202	527,963	537,089
Electricity - 3CE	16,217	381,445	6,599	-	-	-
Electricity - PG&E	1,084	855	628	427	217	-
Electricity - KCCP	6,008	4,709	3,423	2,322	1,182	-
Natural Gas	492,701	497,230	507,095	516,454	526,563	537,089
Wastewater	24,504	25,138	25,818	26,343	26,846	27,279
Fugitive Emissions from Septic Systems	9,420	9,661	9,921	10,122	10,315	10,480
Process N ₂ O from Wastewater Treatment	740	759	779	795	810	823
Process N ₂ O from Effluent Discharge	14,345	14,718	15,117	15,426	15,722	15,976
Solid Waste	374,138	386,974	399,452	341,135	347,584	353,461
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
John Smith Landfill	56,908	61,747	65,127	-	-	-
Buena Vista Landfill	19	20	20	-	-	-
Community Generated Solid Waste	218,737	224,768	231,151	236,071	240,722	244,809

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Agricultural	455,098	447,513	440,489	433,995	428,001	422,481
Enteric Fermentation	258,071	258,071	258,071	258,071	258,071	258,071
Manure Management	51,973	51,973	51,973	51,973	51,973	51,973
Nitrogen Fertilizer Application	145,054	137,469	130,445	123,951	117,957	112,437
Total	<u>2,216,410</u>	<u>2,848,675</u>	<u>2,282,157</u>	<u>2,237,116</u>	<u>2,263,925</u>	<u>2,289,073</u>
	2,209,620	2,841,545	2,276,910	2,232,582	2,259,018	2,283,582

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

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Appendix F

AB 52 Consultation



August 12, 2020

Monica Arellano
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road
Suite 232
Castro Valley, CA 94546

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Arellano:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



Notice of Preparation for an Environmental Impact Report

**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

The 2045 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz and Monterey counties. The 2045 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Regional Transportation Plans for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The Regional Transportation Plans address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit www.ambag.org or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2045. The RTPs address all forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission (CTC) to describe the transportation issues and needs facing

each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from the RTPAs for San Benito, Santa Cruz, and Monterey counties, is currently reviewing SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional greenhouse gas reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail.

The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Wildfire

The EIR also will also address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use

plans and a transportation network comprised of committed transportation projects.

- **Active Transportation Mode and Transit Prioritized Alternative** – The Active Transportation Mode and Transit Prioritized Alternative would prioritize active transportation projects (e.g., bike lanes, pedestrian improvements) and public transit projects (e.g., bus stops, bus lanes) over projects that would improve or add to the road system that primarily serves personal motor vehicles. Thus, this alternative would encourage more active transportation and transit use in the region at an earlier date.
- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2025 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
 (County Boundaries)

 N

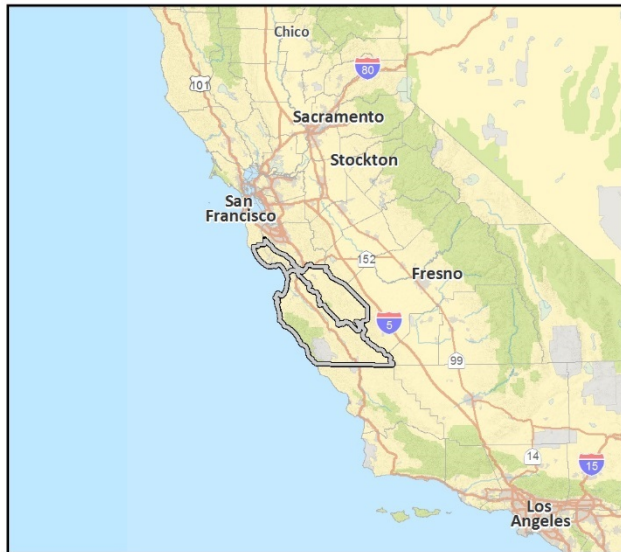


Fig 2. Project Location



August 12, 2020

Christanne Arias
Vice Chairperson
Ohlone/Castanoan-Esselen Nation
519 Viejo Gabriel
Soledad, CA 93960

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Arias:

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- Geology and Soils
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The EIR also will also address cumulative impacts and growth inducing impacts.

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2045 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.


**Project Location
(County Boundaries)**

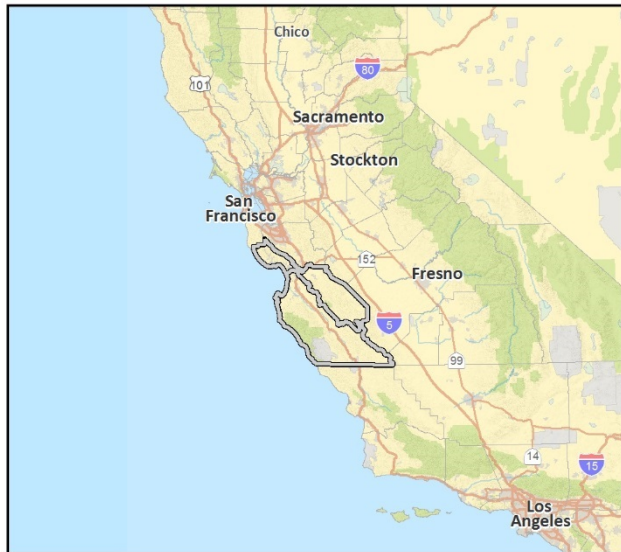


Fig 2 Project Location



August 12, 2020

Isaac Bojorquez

Chairman

Kokoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria

P.O. Box 541

Esparto, CA 95627

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Bojoquez:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson

Director of Planning

Attachment



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**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

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Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

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Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

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Project Location
 (County Boundaries)

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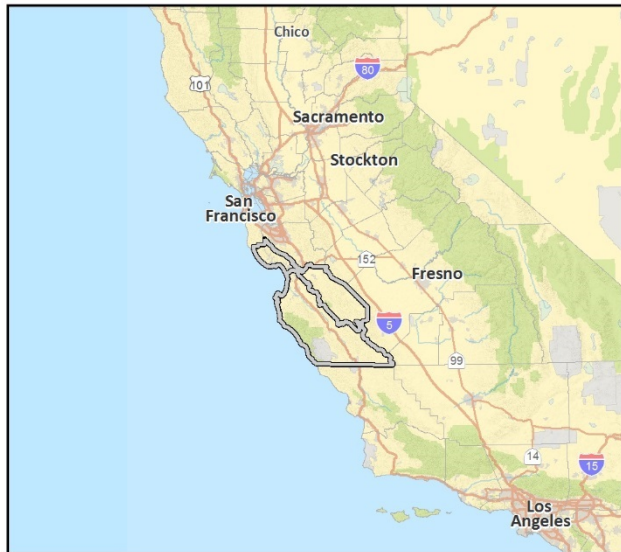


Fig 2. Project Location



August 12, 2020

Tony Cerda
Chairperson
Costanoan Rumsen Carmel Tribe
244 E. 1st Street
Pomona, CA 91766

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Cerda:

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Project Location
 (County Boundaries)

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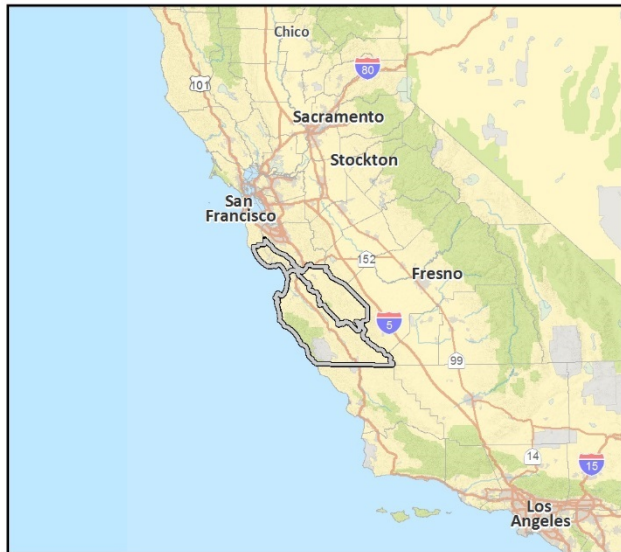


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August 12, 2020

Valentin Lopez
Chairperson
Amah Mutsun Tribal Band
P.O. Box 5272
Galt, CA 95632

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

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Imagery provided by ESRI and its licensors © 2017.

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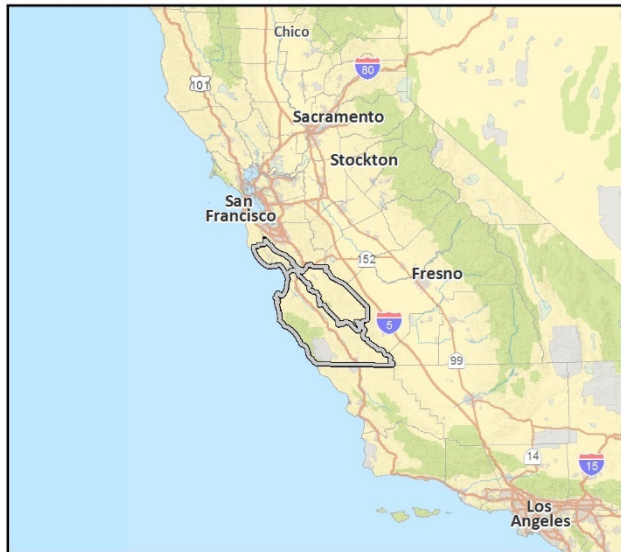


Fig 2. Project Location



August 12, 2020

Tom Little Bear Nason
Chairman
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA 93924

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Nason:

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

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Very Respectfully,

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Project Location
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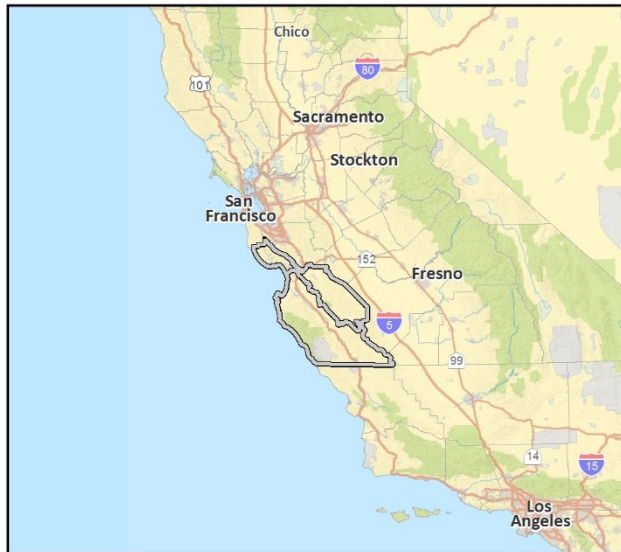


Fig 2. Project Location



August 12, 2020

Charlene Nijmeh
Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road
Suite 232
Castro Valley, CA 94546

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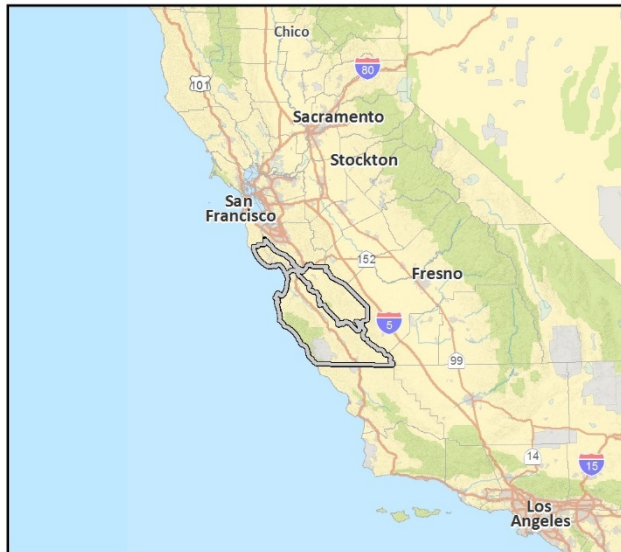


Fig 2. Project Location



August 12, 2020

Patrick Orozco
Chairman
Costanoan Ohlone Rumsen-Mutsun Tribe
644 Peartree Drive
Watsonville, CA 95076

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Orozco:

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



Notice of Preparation for an Environmental Impact Report

**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

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The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

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The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

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AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

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Impacts to Be Addressed in the EIR

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The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

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Imagery provided by ESRI and its licensors © 2017.


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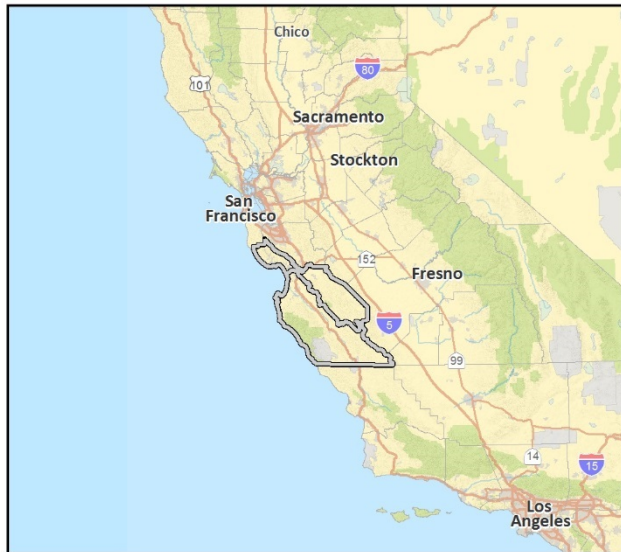


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August 12, 2020

Louise Miranda-Ramirez
Chairperson
Ohlone/Costanoan-Esselen Nation
P.O. Box 1301
Monterey, CA 93942

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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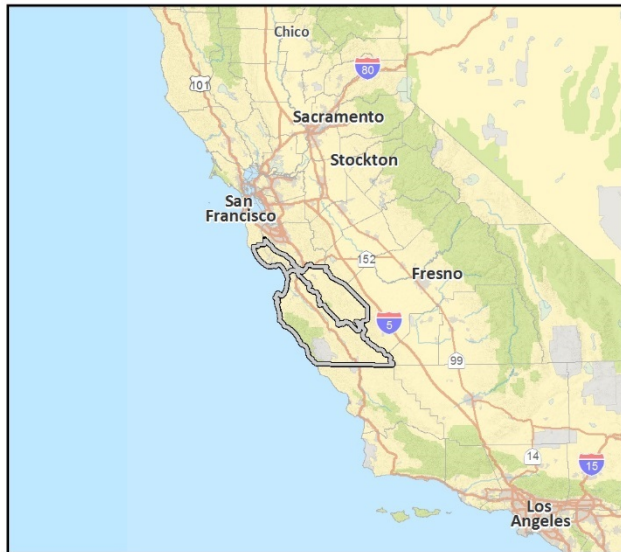


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August 12, 2020

Ann Marie Sayers
Chairperson
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

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The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

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- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
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- Noise
- Population and Housing
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- Tribal Cultural Resources
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The EIR also will also address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use

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- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2025 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
 (County Boundaries)

 N

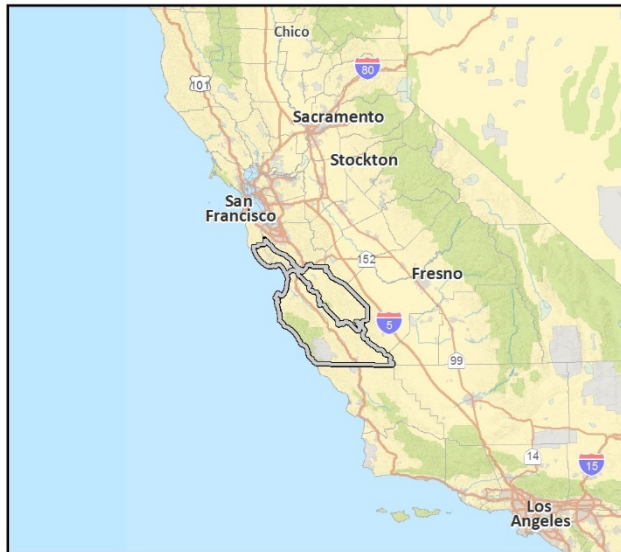


Fig 2. Project Location



August 12, 2020

Fredrick Segobia
Tribal Representative
Salinan Tribe of Monterey, San Luis Obispo Counties
7070 Morro Road
Suite A
Atascadero, CA 93422

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Segobia:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



Notice of Preparation for an Environmental Impact Report

**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

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The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

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Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit www.ambag.org or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

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Project Description

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2045 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
 (County Boundaries)

 N

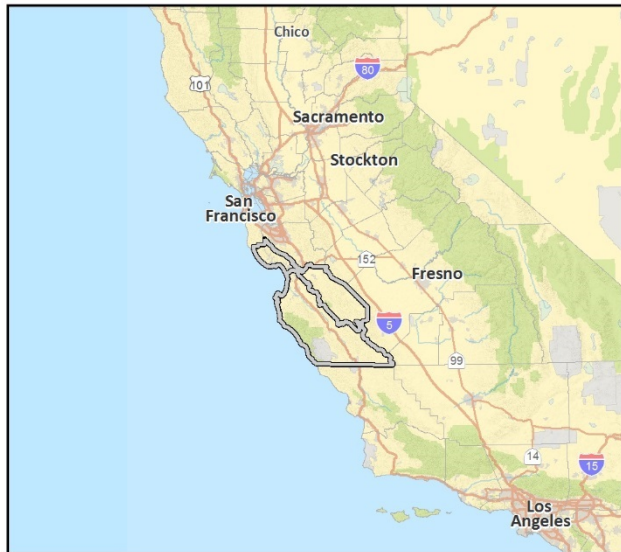


Fig 2. Project Location



August 12, 2020

Karen White
Chairperson
Xolon-Salinan Tribe
P.O. Box 7045
Spreckels, CA 93962

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. White:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

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Director of Planning

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Project Location
 (County Boundaries)

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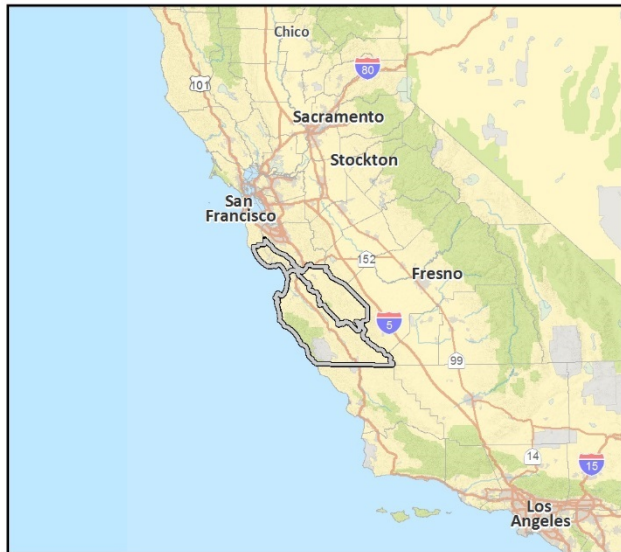


Fig 2. Project Location



August 12, 2020

Irene Zwierlein
Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Zwierlein:

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The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit www.ambag.org or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2045. The RTPs address all forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission (CTC) to describe the transportation issues and needs facing

each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from the RTPAs for San Benito, Santa Cruz, and Monterey counties, is currently reviewing SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional greenhouse gas reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail.

The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Wildfire

The EIR also will also address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use



plans and a transportation network comprised of committed transportation projects.

- **Active Transportation Mode and Transit Prioritized Alternative** – The Active Transportation Mode and Transit Prioritized Alternative would prioritize active transportation projects (e.g., bike lanes, pedestrian improvements) and public transit projects (e.g., bus stops, bus lanes) over projects that would improve or add to the road system that primarily serves personal motor vehicles. Thus, this alternative would encourage more active transportation and transit use in the region at an earlier date.
- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2045 MTP/SCS Location Map



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Project Location
 (County Boundaries)
 

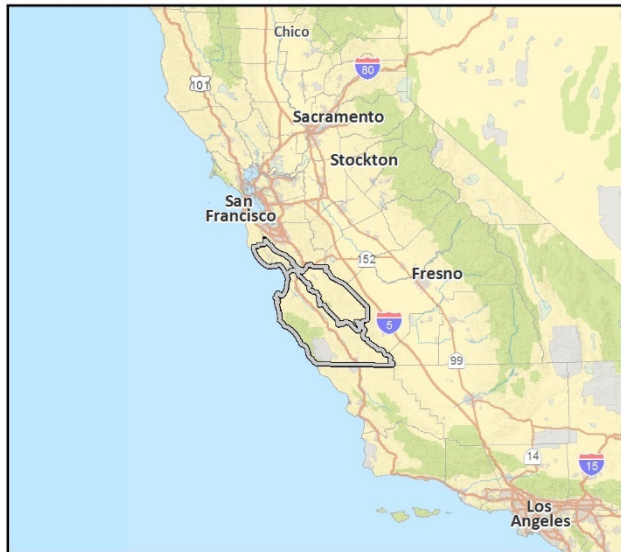


Fig 2. Project Location

Appendix G

2045 MTP/SCS and RTPs Transportation Alternative Project List

Alternative 2 – Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR018-CM	Rio Road Carmel Middle School Bicycle Connection	Install Class II Bike Lanes on Rio Road; Install Class I Path from Val Verde Drive - Carmel Middle School.	\$1,500
MON-CAR019-CM	Highway 1 Intersection Improvements Through Carmel (Rio Road/Ocean/Carpenter)	Bicycle detection to cross Hwy 1; ADA ramps; audible countdown; widen shoulders for bicycles; upgrade wayfinding signage to add distances.	\$200
MON-CAR020-CM	Carmel to Monterey Bicycle Connection	Bikeway improvements and wayfinding signage along Hwy 1/Hwy 68 West/Viejo Road Path/Viejo Road and Soledad Drive. Install painted class II bike lanes Viejo Road and Soledad Drive.	\$700
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR023-CM	Scenic Pathway Pedestrian Trail	Install ADA ramps, ADA parking, and hardscape safety improvement along the Scenic Pathway	\$400
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR037-CM	US Bike Route 95 Corridor Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along the USBR 95 route	\$100
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Franciscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR070-MA	Reservation Rd Cycle Track	Install Class IV bike lanes	\$3,000
MON-MAR087-MA	Citywide Class II Bike Lanes Project	Install Class II bike lanes	\$300
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$1,000
MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$1,500
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	\$1,500
MON-MRY042-MY	Lake El Estero Class I	Add Class 1 facilities on Fremont, Camino Aguajito and Camino El Estero to link Rec Trail to El Estero Park	\$3,000
MON-MRY043-MY	Mark Thomas Class 1	Connect N Fremont project to downtown via Mark Thomas and Fairgrounds Road	\$2,000
MON-MRY044-MY	Garden Road	Pedestrian and bike improvements on Garden Rd to connect future housing to Businesses	\$1,000
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC001-UM	Alisal Road	Install Class III bikeway	\$7
MON-MYC002-UM	San Benancio - Corral de Tierra Rd Loop	Install Class II bikeway	\$530
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC029-UM	Florence St. Extension	Install Class II bikeway	\$276
MON-MYC030-UM	Gonzales - River Road	Install Class II bikeway	\$1,127

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2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC036-UM	Hall Road - Tarpey Road	Install Class II bikeway	\$1,000
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC042-UM	Jonathan St. Extension	Install Class I bikeway	\$255
MON-MYC045-UM	Las Lomas Dr Bicycle Lane & Pedestrian Project	Install Class II bikeway, new sidewalks, curb & gutter, and a new drainage and water system.	\$2,673
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC056-UM	Monte Road	Install Class II bikeway	\$1,989
MON-MYC059-UM	Nacimiento-Ferguson Rd	Shoulder widening & geometrics	\$18,500
MON-MYC060-UM	Natividad Road	Install Class II bikeway	\$2,453
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC063-UM	Old Stage Road/Hebert Road	Install Class III bikeway	\$720
MON-MYC064-UM	Pajaro River Levee Trail	Install Class I bikeway	\$850
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$67
MON-MYC070-UM	Prunedale South Road	Install Class II bikeway	\$3,127
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install Class II bike lanes	\$29,300
MON-MYC078-UM	Rogge Road	Install Class II bikeway	\$1,414
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC095-UM	South Boundary Road	Install Class II bikeway.	\$1,934
MON-MYC114-UM	Reservation Rd.	Install Class II bikeway	\$6,099
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC121-UM	Tarpy Rd Improvements	LT Channelization and improve shoulders	\$1,000
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC126-UM	Abrams Dr	Install Class III bikeway	\$3
MON-MYC127-UM	Alta St/Old US Hwy 01	Install Class III bikeway	\$4
MON-MYC128-UM	Arroyo Seco Rd	Install Class III bikeway	\$24
MON-MYC130-UM	Artichoke Avenue	Install Class III bikeway	\$442

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$10
MON-MYC137-UM	Brooklyn Street	Install Class III bikeway	\$600
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC139-UM	Canada de la Segunda	Install Class III bikeway	\$12
MON-MYC140-UM	Carmel River Bridge	Install Class I bikeway	\$540
MON-MYC141-UM	Carmel Valley Class I Bicycle Path Project Phase IV	Install Class I bikeway.	\$1,275
MON-MYC142-UM	Carmel Valley Rd	Install Class II bikeway	\$278
MON-MYC143-UM	Carmel Valley Rd at Boronda Rd Intersection	Intersection improvements	\$1,278
MON-MYC144-UM	Carmel Valley Rd at Country Club Drive	Intersection improvements	\$1,120
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway.	\$3,602
MON-MYC148-UM	Cattleman Rd	Install Class III bikeway	\$51
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC160-UM	CVMP - Class II Bike Lanes	Install Class II bike lanes	\$308
MON-MYC168-UM	Davis Road	Install Class II bikeway.	\$3,193
MON-MYC170-UM	Drainage Pond/Miller Property	Install Class II bikeway	\$16
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$388
MON-MYC173-UM	Elm Ave	Install Class III bikeway	\$14
MON-MYC174-UM	Elm Ave	Install Class III bikeway	\$7
MON-MYC175-UM	Espinosa Rd	Install Class III bikeway	\$8
MON-MYC176-UM	Espinosa Rd	Install Class III bikeway	\$6
MON-MYC177-UM	Foletta Rd	Install Class III bikeway	\$12
MON-MYC178-UM	Fort Romie Rd	Install Class III bikeway	\$12
MON-MYC180-UM	Front Rd Extension	Install Class II bikeway	\$95
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC187-UM	Gloria Road	Install Class II bikeway	\$2,055
MON-MYC189-UM	Grant St	Install Class III bikeway	\$2
MON-MYC190-UM	Harkins Rd	Install Class II bikeway	\$68
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC196-UM	Iverson Rd	Install Class II bikeway	\$5,000
MON-MYC197-UM	Iverson Road	Install Class II bikeway	\$2,600
MON-MYC198-UM	Jetty Road/Pajaro River (Zmudowski Beach)	Install Class I bikeway	\$5,729
MON-MYC199-UM	Johnson Canyon Road	Install Class II bikeway	\$1,350
MON-MYC203-UM	Lanini Rd	Install Class II bikeway	\$2,000
MON-MYC204-UM	Main St	Install Class II bikeway	\$6
MON-MYC205-UM	McCoy Road	Install Class II bikeway	\$3,868
MON-MYC206-UM	McCoy Road	Install Class II bikeway	\$87
MON-MYC207-UM	McGowan Rd - MBSST	Install Class III bikeway	\$2
MON-MYC209-UM	Meade St (Extension)	Install Class II bikeway	\$2
MON-MYC210-UM	Meridian Rd	Install Class III bikeway	\$8
MON-MYC211-UM	Meridian Rd Path	Install Class I bikeway	\$95
MON-MYC212-UM	Mesa Verde	Install Class III bikeway	\$8
MON-MYC213-UM	Monte Rd - MBSST	Install Class II bikeway	\$81
MON-MYC214-UM	Monterey Bay Sanctuary Scenic Trail-Moss Landing	Install bikeway and bridge.	\$9,159
MON-MYC215-UM	Moro Rd	Install Class III bikeway	\$6
MON-MYC216-UM	Moss Landing Road Bike Lanes, Storm Drain, and Street Improvements	Install Class II/III bikeway and curb, gutter, and sidewalks.	\$3,228
MON-MYC220-UM	Old Stage - San Juan Grade	Install Class III bikeway	\$13
MON-MYC223-UM	Pajaro Rail Line	Install Class I bikeway	\$448
MON-MYC224-UM	Payson St - Chualar Rd	Install Class III bikeway	\$4
MON-MYC226-UM	Pesante Rd	Install Class III bikeway	\$2
MON-MYC228-UM	Portola Dr	Install Class II bikeway	\$16

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC229-UM	Prunedale North Rd	Install Class II bikeway	\$46
MON-MYC230-UM	Reese Cir - Country Meadows Rd	Install Class III bikeway	\$3
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC236-UM	Russell Road	Install Class II bikeway	\$1,105
MON-MYC237-UM	Salinas Rd - Hall Rd - Tarpey Rd	Install Class II bikeway	\$74
MON-MYC239-UM	Salinas Street	Install Class I/II bikeway	\$360
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC241-UM	San Juan Grade Rd	Install Class II bikeway	\$88
MON-MYC244-UM	San Juan Rd	Install Class II bikeway	\$5
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC249-UM	Sanctuary Scenic Trail Segment 10	Install Class I bikeway	\$2,058
MON-MYC250-UM	Sanctuary Scenic Trail Segment 11	Install Class I bikeway	\$634
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC253-UM	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	\$2,800
MON-MYC254-UM	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	\$258
MON-MYC255-UM	Sanctuary Scenic Trail Segment 14A	Install Class I bikeway	\$835
MON-MYC256-UM	Sanctuary Scenic Trail Segment 17A	Install Class I bikeway	\$699
MON-MYC257-UM	Sanctuary Scenic Trail Segment 17B	Install Class I bikeway	\$1,659
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC259-UM	Sanctuary Scenic Trail Segment 9	Install Class I bikeway	\$37
MON-MYC261-UM	Seymour St	Install Class III bikeway	\$2
MON-MYC262-UM	Sill Road	Install Class II bikeway	\$696
MON-MYC265-UM	Strawberry Rd	Install Class III bikeway	\$10
MON-MYC268-UM	Tafton Rd	Install Class III bikeway	\$8
MON-MYC269-UM	Tafton Rd	Install Class III bikeway	\$2
MON-MYC270-UM	Tafton Rd - MBSST	Install Class III bikeway	\$3

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC271-UM	Tavernetti Rd	Install Class II bikeway	\$94
MON-MYC272-UM	Tavernetti Rd	Install Class III bikeway	\$1
MON-MYC272-UM	Tavernetti Road	Install Class II bikeway	\$553
MON-MYC274-UM	Teague Ave	Install Class III bikeway	\$4
MON-MYC275-UM	Tembladero Slough	Install Class II bikeway	\$221
MON-MYC276-UM	Thorne Rd	Install Class III bikeway	\$11
MON-MYC277-UM	Werner Rd	Install Class II bikeway	\$9
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II bicycle lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA-PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie-install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-MYC329-UM	Esquiline Road Pedestrian Crossing	Pedestrian crossing (Bridge 509)	\$2,000
MON-MYC330-UM	Carmel Valley Road Class II Bikeway	Install Class II Bikeway and shoulder widening on south side of Carmel Valley Road from Carmel Rancho Blvd to Carmel Middle School	\$508
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I Bike Path Along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city-wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II bike lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57-mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class I Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS133-SL	Davis Road Bike Path	Install .57-mile bike path	\$200
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500
MON-SNS138-SL	Bardin Road Safe Routes to School/ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry	\$12,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		seal on East Alisal Street and crosswalk and ADA enhancements	
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, bike lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/Class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-SOL077-SO	Bryant Canyon Bike Trail	Bryant Canyon Bike Trail; construct bike lanes or trail	\$750
MON-SOL078-SO	San Vicente Bike Trail	San Vicente Bike Trail; construct bike lanes or trail	\$400
MON-TAMC006- TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741
MON-TAMC010- TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011- TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016- TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017- TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018- TAMC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT011-CT	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey.	\$94,143
MON-CT031-CT	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings, constructing a new interchange at Harris Road, and provide necessary frontage roads to allow farmers to access their lands. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and make related intersection improvements (EA 05-OH330). These improvements will enhance bicycle and pedestrian mobility and facilitate transit access.	\$112,000
MON-CT036-CT	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	\$55,200
MON-GON015-GO	US 101/Gloria Road Interchange	US 101/Gloria Road Interchange Improvements. (EA 05-OP930) PM 68.4/70.4	\$36,000
MON-GRN008-GR	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	\$39,800
MON-KCY006-CK	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77).	\$32,580
MON-MAR136-MA	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	\$590
MON-MAR137-MA	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	\$500
MON-SOL002-SO	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	\$5,200
MON-SOL003-SO	US 101 - South Interchange	Install new interchange south of US 101 and Front Street.	\$21,760
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	\$15,589

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOL046-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY016-CK	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	\$10,000
MON-KCY017-CK	Bypass (Lonoak Connection)	Road and Ped/Bike Construction.	\$15,000
MON-MAR077-MA	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete Streets design with the widening. Previous FORA project.	\$1,915
MON-MAR114-MA	Del Monte Boulevard Widening	Widen to 4 lanes and add Class II bike lanes. Triggered by Marina Station Subdivision	\$5,000
MON-MAR150-MA	Del Monte Blvd Extension	Construct new roadway	\$13,000
MON-MAR153-MA	Patton (Abrams) Pkwy Extension	Construct new roadway	\$1,150
MON-MAR154-MA	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$41,750
MON-MAR165-MA	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	\$2,075
MON-MRY005-MY	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	\$8,000
MON-MYC192-UM	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	\$13,300

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC245-UM	San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpinteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.	\$71,900
MON-SCY015-SA	Tioga widening	Widen Tioga Ave. at Del Monte; Install Class II bike lanes and fill sidewalk gaps.	\$600
MON-SNS006-SL	US 101 - Alvin Drive Overpass/Underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	\$12,325
MON-SNS008-SL	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Rosarita Dr.	\$1,647
MON-SNS012-SL	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	\$6,671
MON-SNS029-SL	John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	\$8,513
MON-SNS035-SL	Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	\$1,117
MON-SNS037-SL	Main Street (North) Widening	Widen to 6 lanes from Market to Casentini including bicycle and pedestrian improvements.	\$5,060
MON-SNS044-SL	Natividad Road Widening	Widen from 2 to 4 lanes	\$4,296
MON-SNS048-SL	Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	\$1,218
MON-SNS050-SL	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	\$3,078
MON-SNS052-SL	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Street; accommodations for bikes and peds.	\$14,737
MON-SNS059-SL	Williams Road Widening	Widen from 2 to 4 lanes	\$5,500
MON-SNS090-SL	Russell Road Extension	Extend 4 lane arterial	\$17,557
MON-SNS092-SL	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	\$3,635
MON-SNS093-SL	Independence Boulevard Extension	Extend as 2 lane collector	\$1,374
MON-SNS094-SL	Hemingway Drive Extension	Construct 4 lane road	\$2,871
MON-SNS095-SL	Constitution Boulevard Extension	Construct 4 lane street	\$9,556
MON-SNS096-SL	Sanborn Road Extension	Construct 4 lane arterial	\$6,895
MON-SNS097-SL	Williams Russell Collector	Construct new north - south connection	\$8,115
MON-SNS098-SL	Alisal Street Extension	Extend as 2 lane collector street with bike lanes	\$5,119
MON-SNS099-SL	Moffett Street Extension	Extend as 4 lane collector	\$3,336
MON-SNS100-SL	Rossi Street Widening	Widen to 4 Lanes, install median and bike lanes	\$300
MON-SNS101-SL	Bernal Drive Extension	Extend as 4 lane arterial	\$6,976

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS102-SL	Constitution Boulevard Extension	Construct new 2 lane street	\$3,403
MON-SNS103-SL	Williams Road Widening	Widen from 3 to 4 lanes	\$2,975
MON-SNS104-SL	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.	\$2,908
MON-SNS108-SL	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	\$2,161
MON-SNS121-SL	McKinnon Street Extension	Extend as a two-lane collector from Boronda Rd to Rogge Road	\$3,710
MON-SNS279-SL	Ross Rd Extensions	Extend Rossi St as 4-lane arterial btwn Western Bypass and Davis Rd with bike lanes.	\$2,488
MON-SNS280-SL	Eastern Bypass	Construct four-lane arterial from US 101 to Williams Rd	\$17,837
MON-SNS281-SL	El Dorado Drive Extension	Extend as two-lane collector from Boronda Rd to Rogge Rd	\$2,398
MON-SNS282-SL	Abbott Street Widening	Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street	\$1,266
MON-SOL065-SO	Camphora-Gloria Road (2007 TIF R12)	Camphora-Gloria Road (2007 TIF R12); Construct to 4 lanes	\$18,617

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	\$200
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoe Road	Install two lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US-101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or roundabout	\$2,500
MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left- turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY022-MY	Citywide Street Reconstruction	Street reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street panel replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide traffic signal pole replacement	\$20,000
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & Geometric Improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and Rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved Turnouts and Signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder Widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laureles Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to grade separation)	\$7,890
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay existing roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes between future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA- PW&F)	\$2,968
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA- PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs and adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA- PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA- PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing between Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class I bike path SB on San Miguel Canyon between the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 project is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and	\$1,950

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Moore Corridor Improvements	Roundabout installation intersection improvements along General Jim at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161
MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median improvements/median left turn lanes between Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33
MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install signal	\$546

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersection Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800
MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000
MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/Sn Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/ Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST019-MST	Highway 68 Corridor Transit Improvements	Highway 68 Corridor Transit Improvements	\$15,000
MON-MST020-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along North Main Street.	\$15,000
MON-TAMC001-TAMC	Monterey Branch Line Light Rail- Phase 1	Provide light rail transit service using the existing 16-mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations.	\$145,000
MON-TAMC003-TAMC	Rail Extension to Monterey County- Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$150,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST013-MST	Zero Emission Buses and Infrastructure	Electrification and/or fuel cell technology vehicles and infrastructure	\$149,500
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

Alternative 2 – San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Striping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A21	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	\$300
SB-SJB-A22	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$75

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to four lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase II	Convert to four lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

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Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2-lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemi Street to Muckelemi Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	\$500
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 <u>47,048</u>
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800

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2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4-lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpinteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	\$450

Appendix G: Alternative Project Lists
Alternative 2 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A03	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short- and long-range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$132,130

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Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Alternative 2 – Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot-wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$1,340
SC-CAP-P04b-CAP	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola Village along Stockton Avenue, Esplanade, San Jose Avenue & Monterey Avenue. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,100
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$520
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$200
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$200
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	\$50
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$1,250

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$1,050
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class I bike path along the levees and a Class II bikeway on Thurwatcher Road and Beach Road.	\$9,500
SC-CO-P40-USC	Glen Coolidge Drive/Hwy 9 Bike Path	Class I bike facility from Glen Coolidge Drive to Hwy 9 to provide eastern access to UCSC.	\$2,380
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$72,310
SC-CO-P46-USC	San Lorenzo River Valley Trail	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,830
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CO-P68-USC	Thurwachter Road Bike Lanes	Install bicycle lanes.	\$50
SC-CO-P77-USC	East Cliff (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.	\$410
SC-CO-P78-USC	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$520
SC-CO-P103-USC	East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	Construct sidewalks and bike lanes on East Cliff where there are gaps	\$7,000
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P07a-VAR	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene Marks SP to the Sea trail concept. Lead agency TBD.	\$14,000
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02 Bicycle Safety Education (BikeSmart and WalkSmart)</u>	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$7,460 <u>\$450</u>
SC-MTD-P23-MTD	Bike Station at Capitola Mall	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,030
SC-MTD-P49-MTD	Pacific Station Bike Station	Establish bike station at Pacific Station.	\$410
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k 1M/yr)	\$17,500 <u>\$25,000</u>
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$630
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$20,660
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P107-SCR	Arroyo Seco Trail (Medar Street to Grandview Street)	Pave exiting gravel trail and widen and pave connection to Grandview Street.	\$500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P120-SCR	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$620
SC-SC-P123-SCR	Soquel/Branciforte/Water <u>Bike Lane Treatments (San Lorenzo River to Branciforte)</u> Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P124-SCR	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$8,204
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400
SC-SC-P132-SCR	Swanton Blvd Multi-Use Trail Connector	Install a 10-12-foot-wide multi-use trail along Swanton, Delaware and Natural Bridges, completing a missing link.	\$1,900
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$1,970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multi-modal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P21-SCR	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.	\$1,030
SC-SC-P22-SCR	Chestnut Street Pathway	Install a Class I bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	\$570
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class I bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class I bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$1,000
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P47-SCR	Chestnut Street Bike Lanes	Install Class II bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class I bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$100

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class II bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications. <u>Improvements.</u>	\$2,070 \$500
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class II bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 \$500
SC-SC-P75-SCR	Lump Sum Bike Projects	Bike projects based on needs identified through the Active Transportation Plan and Santa Cruz City Schools Complete Streets Master Plan. These are in addition to projects listed individually in the RTP.	\$6,800
SC-SC-P95-SCR	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,410
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 \$520
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,600
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50
SC-SV-P29-SCV	Glen Canyon Road Bike Lanes	Class II Bike lanes from Flora Lane to Green Hills.	\$1,030
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 \$250
SC-SV-P33-SCV	Civic Center Drive Bike Lanes	Add bike lanes to narrow road.	\$410
SC-SV-P34-SCV	N. Navarra Drive-Sucinto Drive Bike Lanes	Add bike lanes to developing area behind commercial.	\$620
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410
SC-SV-P36-SCV	El Rancho Drive Bike Lanes	Add bike lanes on El Rancho within city limits.	\$310
SC-SV-P37-SCV	Lockhart Gulch Road Bike Lanes	Add Class II bike lanes to narrow, primarily residential street.	\$720
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,360
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue	\$515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P55-SCV	Bean Creek Rd at Bluebonnet Traffic Circle	Install traffic circle to slow traffic and improve visibility of crosswalk. Source ATP Plan	\$300
SC-SV-P57-SCV	Bean Creek Rd Traffic Calming and Sidewalk Upgrades	Install traffic calming measures and upgrade to standard sidewalk on east side of the street. Study options to install Class I facility on east side of the street. Source ATP Plan	\$650
SC-SV-P58-SCV	Bluebonnet Lane Separated Bikeway	Install raised cycletrack or Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance. Source ATP Plan	\$290
SC-SV-P59-SCV	Bluebonnet Lane at Monteville Crosswalk Improvements	Install high-visibility raised crosswalk. Source ATP Plan	\$25
SC-SV-P60-SCV	Carbonera Creek Multi-Use Path	Study options to install multi-use path connecting parks along Carbonera Creek. Source ATP Plan	\$300
SC-SV-P61-SCV	Upgrade Bicycle Sharrows	Upgrade all white sharrows in City limits to green backed sharrows. Source ATP Plan	\$12
SC-SV-P62-SCV	In-Street Pedestrian Crossing Improvements	Install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic. Source ATP Plan	\$5
SC-SV-P63-SCV	Citywide Bicycle Detection at Intersections	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves. Source ATP Plan	\$380
SC-SV-P64-SCV	Citywide Crosswalk Improvements	Upgrade crosswalks near schools to high visibility. Source SRTS Plan	\$70
SC-SV-P65-SCV	Bean Creek Rd/Camp Evers Connection	Pave (asphalt or concrete) existing dirt paths on Bean Creek Rd. Source SRTS Plan	\$21
SC-SV-P66-SCV	El Pueblo Rd Sidewalk Connections	Fill sidewalk gaps and install pedestrian-scale lighting. Source ATP Plan	\$950
SC-SV-P67-SCV	Erba Lane/ MacDorsa Sidewalk Connection	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park. Source Parks Master Plan	\$200
SC-SV-P68-SCV	Erba Lane Sidewalk Connection	Install sidewalk between Scotts Valley Drive and fire station. Source ATP Plan	\$85
SC-SV-P69-SCV	Glen Canyon Rd at Hwy 17 Overpass Pedestrian Bridge	Study options to install pedestrian pathway under freeway bridge. Source ATP Plan	\$100
SC-SV-P70-SCV	Glenwood Dr/Meadow View Dr Intersection Improvements	Install curb extensions to shorten crossing distance. Upgrade crosswalks to high visibility and install LED flashing stop signs. Source SRTS Plan	\$117

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P71-SCV	Glendwood Dr Bicycle Improvements	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way. Source SRTS Plan	\$103
SC-SV-P72-SCV	Granite Creek Rd Overpass Bike/Ped Modifications	Study options to rebuild overpass to widen sidewalks and install Class IV separated bikeways. Install pedestrian-scale lighting (long term). Source ATP Plan	\$200
SC-SV-P73-SCV	Granite Creek Rd Overpass Bike Improvements	Narrow travel lanes to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane (short term). Source ATP Plan	\$50
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P75-SCV	Kings Village Rd Bike/Ped Connection	Install bike/pedestrian connection between potential new development at 440 Kings Village Road and Town Center property. Source ATP Plan	\$95
SC-SV-P76-SCV	Kings Village Rd Crosswalk Improvements	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible. Source ATP Plan	\$370
SC-SV-P77-SCV	La Madrona Dr Bike/ Ped Improvements	Install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road, when Gateway South project developed. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane. Source ATP Plan	\$200
SC-SV-P78-SCV	Lockwood Lane Multi-Use Path	Install Class I multi-use path between Mount Hermon Road and Whispering Pines Drive. (long term) Source ATP Plan	\$1,300
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	\$90
SC-SV-P80-SCV	Citywide Pedestrian Signals	Install pedestrian countdown signal heads at all signalized intersections. Source ATP Plan	\$120
SC-SV-P81-SCV	Lockhart Gulch Road Multi-Use Path	Study options to install multi-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway. Source ATP Plan	\$25
SC-SV-P82-SCV	Mt Hermon Rd Bike & Ped Improvements	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	\$800
SC-SV-P83-SCV	Mt Hermon Rd Buffered Bike Lanes	Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop. Source ATP Plan	\$190
SC-SV-P84-SCV	N. Navarra Dr Bike/Ped Access	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access. Source Parks Master Plan	\$50
SC-SV-P85-SCV	Navarra Dr Sharrows & Wayfinding	Install green backed sharrows on N. Navarra Dr. Install bike wayfinding signage on S. Navarra Dr. to highlight Green Hills Road connection. Source ATP Plan	\$4

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P86-SCV	Quien Sabe Rd Sidewalk	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard. Source ATP Plan	\$100
SC-SV-P87-SCV	Sandraya Heights Rd Crossing Improvements	Install curb extension on northwest corner to shorten crossing. Install high-visibility crosswalk. Source SRTS Plan (long term)	\$53
SC-SV-P88-SCV	Santa's Village Rd Sidewalk Improvements	Widen sidewalk to Class I multi-use path to connect new housing developments with Granite Creek Road. Source ATP Plan	\$400
SC-SV-P89-SCV	Scotts Valley Drive at Bean Creek Road Crossing Improvements	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval. Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance. Source SRTS Plan	\$150
SC-SV-P90-SCV	Scotts Valley Drive at Mount Hermon Road Lane Modifications	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility. Source ATP Plan	\$30
SC-SV-P91-SCV	Scotts Valley Dr at Victor Square Crosswalk/Sidewalk Improvements	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads. Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance. Source ATP Plan	\$40
SC-SV-P92-SCV	Scotts Valley Dr Lane Modifications/Pedestrian Crossing Improvements	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeway. Source ATP Plan and SRTS Plan	\$516
SC-SV-P94-SCV	Highway 17 On/Off Ramp Modernization & Redesign	Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Long term: Study options to redesign intersection. Source ATP Plan	\$100
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P98-SCV	Vine Hill School Rd Sidewalk Improvements	Fill sidewalk gaps on north/ east side of street. Source ATP Plan	\$250
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P10-UC	Hagar/McLaughlin Intersection Improvements	Signal, pedestrian safety improvements (including new crosswalk) and roadway improvements.	\$520
SC-UC-P30-UC	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	Install Class II bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,580
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520
SC-UC-P34-UC	Spring Street Bikeway	Construct bikeway connecting Spring Street to Hagar Court.	\$310
SC-UC-P36-UC	Porter/Performing Arts Pedestrian Bridge	Construct pedestrian bridge.	\$1,030

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-UC-P37-UC	College Nine/Crown College Pedestrian Bridge	Construct pedestrian bridge.	\$1,550
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-UC-P39-UC	College Nine/Communications Pedestrian Bridge	Construct pedestrian bridge.	\$1,030
SC-UC-P40-UC	Science Hill/North Academic Core Pedestrian Bridge	Construct pedestrian bridge.	\$1,030
SC-UC-P50-UC	Sidewalk/Pedestrian Improvements	Widen sidewalks/improve ped access in areas of campus.	\$5,170
SC-UC-P55-UC	UCSC Bicycle Facilities	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	\$1,030
SC-UC-P56-UC	Heller Drive Bicycle Lanes (Empire Grade to Porter College)	Add Class II bicycle lanes in downhill direction as feasible.	\$830
SC-UC-P72-UC	Kerr/Porter Road Pedestrian Bridge ADA Upgrades	Modify bridge to improve access.	\$3,100
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$2,000
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$5,170
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P33-VAR	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,170
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$3,870
SC-WAT-P15-WAT	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,380
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$6,250
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>
SC-WAT-P42-WAT	Pajaro Valley High School Connector Trail	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Boulevard).	\$710
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P51-WAT	Rodriguez Street (Main Street to Riverside)- Buffered Bike Lane	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez Street to delineate bike lane from vehicle parking and traffic.	\$12
SC-WAT-P52-WAT	Union/Brennan (Freedom to Riverside) - Sharrows	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$12
SC-WAT-P53-WAT	Kearney/Rodriguez - Ped Crossing	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$35
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 <u>\$900</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P55-WAT	Main/Rodriguez/Union/ Brennan (Freedom to Riverside) - Crosswalks	Evaluate and if found necessary, increase the number of crosswalks on Main Street, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$115
SC-WAT-P58-WAT	Main Street (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$890
SC-WAT-P60-WAT	Hillside Avenue to Freedom Boulevard Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$360
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$600
SC-WAT-P63-WAT	Pajaro Lane to Freedom Boulevard Ped/Bike Connection	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Boulevard to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$360
SC-WAT-P64-WAT	Freedom Boulevard/Green Valley Road Neighborhood Bike/Ped Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Boulevard.	\$1,800
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one-foot-deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 <u>\$660</u>
SC-WAT-P70-WAT	Pennsylvania Drive (Green Valley Road to Clifford Avenue)	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,600
SC-WAT-P71-WAT	MBSST (Coastal Rail Trail) - Walker Street - (Watsonville Slough Trailhead to Walker Street) <u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker Street. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	\$2,760 <u>\$3,400</u>
SC-WAT-P73-WAT	Main Street Modifications (East Lake Avenue to Freedom Boulevard)	Provide complete streets improvements including but not limited to pedestrian crossings, bicycle facilities, bus stops, parking, sidewalks and traffic management.	\$1,000
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting,	\$27,000

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		bus shelters, bike parking and benches	
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$20,600
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$20,000
SC-WAT-P82-WAT	Lincoln St Safety Improvements	Pedestrian Crossing Enhancements that incorporate bulbouts, landscaping, lighting, decorative pedestrian scale fencing, enhanced crosswalks, improved sidewalks and pedestrian amenities, fencing, artistic enhancements by high school artists and classes in crossings and on lighting. Also includes bicycle racks, pavement sharrows, and signage.	\$600
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700
TRL 05cSC	Yellowbank/Panther Beach parking lot bicycle/pedestrian overcrossing	Construction of a bicycle and pedestrian crossing of the rail line and Hwy 1 to provide access to the North Coast Rail Trail (NCRT) at formalized Yellowbank/Panther Beach with connections to Cotoni Coast Dairies.	\$2,000
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7- Phase 2 (Bay/California St to Pacific Ave/wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7- Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road- Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 \$4,000
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60-foot-long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 <u>\$274,012</u>
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 <u>\$291,364</u>
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 <u>\$3,500</u>
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR Preserve pavement and replace 87 ADA ramps as needed. 9 to north of Western Drive)		\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(south of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P78-CT	Hwy 17 Capital Maintenance (SR 1 to Vine Hill School Road area)	Preserve pavement, upgrade median barrier, install 12 TMS	\$17,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salspuedes Creek to Old Chittenden Road)	\$12,500

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	<u>Clares Street Traffic Calming- Phase I and II and Pavement Preservation</u>	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.	\$1,350
CAP 20SC	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	\$415
CAP 22SC	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	\$1,000
CO 90SC	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	\$2,084
CO 91SC	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	\$1,863
CO 92SC	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	\$1,643

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 93SC	<u>Holohan Road Resurfacing</u>	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	\$490
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CAP-19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P55-CA	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500
SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two-way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two-way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Cassery Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC City Limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley City Limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530
SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Captiola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length- El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$2,110
SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 <u>\$600</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install traffic signal or roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona Iowa/Nobel Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini-roundabout to replace the all-way stop to improve safety and capacity.	\$500
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	<u>\$100</u>
			<u>\$1,100</u>
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes- narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000
SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps: replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

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Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/State Park Drive Improvements	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800
SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short-range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-09s-VAR	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
SC-VAR-P50-VAR	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 <u>\$140</u>
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT-43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO-50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC-02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 \$51,750
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data	Replace mobile data terminals in vehicles.	\$400

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Terminals/Radios		
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low-income seniors for transit expenses to/from employer sites.	\$1,600
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P15-CAP	Capitola Jitney Transit Service	Purchase and operate local transit service.	\$1,030
SC-CAP-P18-CAP	Capitola Intra-City Rail Trolley	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,460
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$12,650
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$237,800
SC-MTD-P15-MTD	Bus Rapid Transit	Transit signal priority, queue jumps, and enhanced stations to speed up major cross-county trunk routes.	\$36,500
SC-MTD-P24-MTD	Small Bus Fleet	Purchase smaller shuttle buses, possibly autonomous, for first mile/last mile connections. Cost currently unknown.	\$1,700
SC-MTD-P38-MTD	Maintenance Facility Expansion	Property acquisition, design, and construction of maintenance facility expansion.	\$15,850
SC-MTD-P53-MTD	Park and Ride Facilities	Fund purchase and construction or lease of parking areas for commuter bus patrons, either surface lot or parking structure.	\$29,400
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$25,000

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P22-UC	Alternative Fuel/Electric Shuttle Vehicles	Capital acquisition of vehicles/conversion of shuttles to EV.	\$10,330
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-UC-P46-UC	East Collector Transit Hub	New transit hub at East Collector (East Remote) lot.	\$5,170
SC-UC-P48-UC	UCSC - Metro Station Bus Rapid Transit Improvements	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor and UCSC roadways.	\$5,170
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-MTD-P18-MTD	Commuter/Subscription Bus Program	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).	\$6,500
SC-MTD-P21-MTD	Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,070
SC-MTD-P54-MTD	South County Operations and Maintenance Facility	Acquisition of property and construction of second operations and maintenance facilities to better serve South County.	\$50,000
SC-MTD-P55-MTD	Customer IT amenities	Upgrade Hwy 17 Wi-Fi and expand to local routes	\$1,010

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on-campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640
SC-VAR-P41-VAR	Transportation for Low Income Families	Transportation service for low-income families with children. Includes medical service rides, out-of-county rides, volunteer rides, taxi script, ride to work program, etc. Current avg annual need \$.5M. Constrained=\$0M.	\$11,000
SC-VAR-P42-VAR	Transportation for Caregivers of Seniors/People with Disabilities	Transportation service for caregivers of seniors or people with disabilities. Including, but not limited to programs such as, volunteer rides, taxi script, ride to work program. Current avg annual need \$.5M. Constrained=\$0M.	\$11
SC-WAT-P27-WAT	Watsonville Shuttle	Year-round public transit service.	\$300

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$25,000
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$131,100
SC-MTD-P20-MTD	Bikes on Buses Expansion	Add additional space for bikes on articulated buses when/if METRO purchases or leases 60-ft articulated buses.	\$60
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P35-MTD	Transit System Technology Improvements	Hardware and software for essential transit operations and administration: computer servers, networking equipment, telephones, personal computers, digital ID processing equipment, office equipment, and software. Periodic replacement at end of useful life.	\$5,000
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$6,270
SC-MTD-P46-MTD	Watsonville Transit Center Improvements	Minor upgrades to Watsonville Transit Center.	\$1,030
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-MTD-P56-MTD	Replacement of Watsonville Transit Center	Replacement transit center at existing or new location.	\$25,000
SC-RTC-03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-RTC-P41-RTC	Rail Line: Freight Service Upgrades	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals and replace ties.	\$25,000
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P51-UC	Bike Shuttle Vehicle Acquisition	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$520
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,100

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Soquel to Brommer)- Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-Wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 <u>\$16,851</u>
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC-34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate standalone project (\$6.7 M)	\$1
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Alternative 3 – Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1

Appendix G: Alternative Project Lists
Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Franciscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$100

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$923
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class I and/or Class IV connection to N Fremont project to FORTAG	\$300
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$30
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install Class II bike lanes	\$29,300
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$5
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway	\$3,602
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC168-UM	Davis Road	Install Class II bikeway	\$3,193
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$194

Appendix G: Alternative Project Lists
Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA- PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie- install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I Bike Path along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57-mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500

Appendix G: Alternative Project Lists
Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS138-SL	Bardin Road Safe Routes to School/ ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry seal on East Alisal Street and crosswalk and ADA enhancements	\$12,000
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, Bike Lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-TAMC006- TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741
MON-TAMC010- TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011- TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016- TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017- TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018- TAMCC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

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Table 2 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOL046-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

Table 3 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety	Realign side streets and intersections with Mountain View to reduce potential conflicts	\$200

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Enhancements	at offset skew intersections	
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoe Road	Install two lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US-101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or Roundabout	\$2,500
MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left-turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500
MON-MRY022-MY	Citywide Street Reconstruction	Street Reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street Panel Replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct Roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide Traffic Signal Pole Replacement	\$20,000
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & geometric improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved turnouts and signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laurels Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to grade separation)	\$7,890

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay existing roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes btwn future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F)	\$2,968
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA-PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs and adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA-PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class I bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study-Project Area 6	Project area 6 is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	\$1,950
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Moore Corridor Improvements	Roundabout installation intersection improvements along General Jim Moore at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161
MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median Improvements/median left turn lanes btwn Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33

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MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install Signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install Signal	\$546
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersecton Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800

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MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000
MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/San Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166

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Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 4 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/ Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 5 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 6 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 7 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000
MON-MST019-MST	Highway 68 Corridor Transit Improvements	Highway 68 Corridor Transit Improvements	\$15,000
MON-MST020-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along North Main Street.	\$15,000
MON-TAMC001-TAMC	Monterey Branch Line Light Rail- Phase 1	Provide light rail transit service using the existing 16-mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations.	\$145,000
MON-TAMC002-TAMC	Monterey Branch Line Light Rail - Salinas River Bridge Replacement - Phase 2	Build new rail bridge on the Monterey Branch Line over the Salinas River and reconstruct tracks to connect to the planned commuter rail station in Castroville.	\$125,000
MON-TAMC003-TAMC	Rail Extension to Monterey County- Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC004-TAMC	Coast Rail Service	Build new train station at Soledad and King City and acquire equipment to run passenger rail service on main line. Includes bi-hourly service on main line. (Related to constrained King City Multimodal Station-KCY052)	\$482,000
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000
MON-TAMC019-TAMC	Around the Bay Rail	Construct Around the Bay Rail project- Monterey to Santa Cruz. Identified in the Monterey Bay Area Rail Network Integration Study. Includes 4 rail stations. Related rail projects include TAMC001, TAMC002, TAMC014 and TAMC015.	\$400,000

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Table 8 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

Table 9 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$150,000
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 10 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

Alternative 3 – San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Striping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to four lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase II	Convert to four lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension:185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemi Street to Muckelemi Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street.	\$500

Appendix G: Alternative Project Lists
Alternative 3 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		TIF	
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 <u>\$47,048</u>
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>\$1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpenteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	\$450
SB-SJB-A03	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short- and long-range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$132,130

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Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Tale 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Alternative 3 – Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot-wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$500
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$250
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$100
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$100
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th	\$50

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Clares) Bike Path	Avenue.	
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$750
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$400
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class I bike path along the levees and a Class II bikeway on Thurwatcher Road and Beach Road.	\$2,500
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$7,000
SC-CO-P46a-USC	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$3,500
SC-CO-P46b-USC	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Road to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$5,000
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02</u> Bicycle Safety Education (BikeSmart and WalkSmart)	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$440 <u>\$450</u>

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k <u>1M</u> /yr)	\$17,500 <u>\$25,000</u>
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$240
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$5,500
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P123-SCR	Soquel/Branciforte/Water Bike Lane Treatments (San Lorenzo River to Branciforte) Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$1,404
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400
<u>SC-SC-P132-SCR</u>	<u>Swanton Blvd. Multi-Use Trail Connector</u>	<u>Install a 10-12 foot wide multi-use trail along Swanton, Delaware and Natural bridges, completing a missing link.</u>	<u>\$1,900</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multi-modal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class I bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class I bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$210
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class II bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications. <u>Improvements.</u>	\$2,070 <u>500</u>
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class II bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 <u>\$500</u>
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 <u>\$520</u>
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$4,000
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 <u>\$250</u>
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$2,060
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$515
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	\$90
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$400
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$2,570
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$1,140
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$3,125
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 <u>\$900</u>
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street	\$600

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		and Marin Street).	
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one-foot-deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 <u>\$660</u>
<u>SC-WAT-P71-WAT</u>	<u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	<u>Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.</u>	<u>\$3,400</u>
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches	\$5,000
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$4,000
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$700
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California St to Pacific Ave/wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7-Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road-Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 <u>\$4,000</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60-foot-long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 <u>\$274,012</u>
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 <u>\$291,364</u>
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 <u>\$3,500</u>
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR 9 to north of Western Drive)	Preserve pavement and replace 87 ADA ramps as needed.	\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(South of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	\$12,500

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	<u>Clares Street Traffic Calming- Phase I and II and Pavement Preservation</u>	<u>Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.</u>	\$1,350
<u>CAP 20SC</u>	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	<u>\$415</u>
<u>CAP 22SC</u>	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	<u>\$1,000</u>
CO 64SC	Aptos Village Plan Improvements	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Drive; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Drive/Aptos Creek Road & Soquel/Trout Gulch. Left turn lanes on Soquel at new street – Parade Street and at Aptos Creek Road. RR crossing modifications – new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR crossing at Parade Street. Phase 1: Trout Gulch-Road improvements with traffic signal and upgraded railroad crossing at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$5,200
<u>CO 90SC</u>	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	<u>\$2,084</u>

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<u>CO 91SC</u>	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$1,863</u>
<u>CO 92SC</u>	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	<u>\$1,643</u>
<u>CO 93SC</u>	<u>Holohan Road Resurfacing</u>	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$490</u>
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CAP 19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20
SC-CAP-P55-CA	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500

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SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two-way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two-way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340

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SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Casserly Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530

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SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655

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SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length- El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two-lane clear span concrete slab bridge and standard bridge approaches.	\$2,110

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SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 \$600
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona <u>Iowa/Nobel</u> Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini -roundabout to replace the all-way stop to improve safety and capacity.	\$500
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100

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SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	\$100 \$1,100
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000

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SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/State Park Drive Improvements	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800
SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short-range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>
<u>SC-VAR-09s-VAR</u>	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
<u>SC-VAR-P50-VAR</u>	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 \$140
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT-43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO 50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC 02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 <u>\$51,750</u>
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data Terminals/Radios	Replace mobile data terminals in vehicles.	\$400
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$12,650
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$98,800
SC-MTD-P15-MTD	Bus Rapid Transit	Transit signal priority, queue jumps, and enhanced stations to speed up major cross-county trunk routes.	\$36,500
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$850,000
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

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Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640
SC-VAR-P43-VAR	Transit Service to San Jose Airport	Provide transit service to San Jose airport from Santa Cruz. Current average annual need \$0.5 M	\$11,000

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$10,000 <u>\$25,000</u>
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$67,200
SC-MTD-P27-MTD	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	\$11,700
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$4,300
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-RTC 03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-RTC-P41-RTC	Rail Line: Freight Service Upgrades	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals and replace ties.	\$25,000
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$500

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Soquel to Brommer) Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-Wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 <u>\$16,851</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC 34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate standalone project (\$6.7 M)	\$1
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-SV-P42-SCV	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Appendix H

Responses to Comments on the Draft EIR and Partially Recirculated Draft EIR

Responses to Comments on the Draft EIR and Partially Recirculated Draft EIR

1 Introduction

1.1 Purpose of the Response to Comments Document

This Response to Comments (RTC) document provides responses to all written and oral comments received by the Association of Monterey Bay Area Governments (AMBAG) on the Draft Environmental Impact Report (EIR) and Partially Recirculated Draft EIR for the 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) (hereinafter “project”).

1.2 Public Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The Draft EIR was made available for a 70-day public review period that began on November 22, 2021 and ended on January 31, 2022. After the close of the first comment period on the Draft EIR, AMBAG decided to recirculate a part of Section 6, Other Statutory Considerations, of the Draft EIR. The partially recirculated Draft EIR was circulated for a 46-day comment period extending from April 15, 2022 to May 31, 2022.

AMBAG received nine (9) written comment letters on the Draft EIR and two (2) written comment letters on the Partially Recirculated Draft EIR. Copies of these written comments, as well as responses to those comments, are included in Section 3 of this document. The oral comments received during the January 12, 2022 and January 19, 2022 virtual public workshops follow the letters.

2 List of Commenters

This section presents a list of comment letters received during the circulation of the Draft EIR and Partially Recirculated Draft EIR and describes the organization of the letters and comments that are provided in Section 3, *Comments and Responses*, of this document.

The Draft EIR was circulated for a 70-day public review period that began on November 22, 2021 and ended on January 31, 2022. The Partially Recirculated Draft EIR was circulated for a 46-day comment period that began on April 15, 2022 and ended May 31, 2022. AMBAG received nine (9) written comment letters on the Draft EIR and two (2) written comment letters on the Partially Recirculated Draft EIR. The commenters and the page number on which each commenter’s letter appear are listed below.

2.1 Organization of Comment Letters and Responses

The written public comment letters and responses are presented by type of commenter, in the following order: State agencies; regional and local public agencies; private groups and organizations; and individuals. No federal agencies provided written comments. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue. (For example, Response 1.1 indicates that the response is for the first issue raised in comment Letter 1.)

The following letters were submitted to AMBAG during the Draft EIR public review period:

Letter Number and Commenter	Agency/Group/Organization	Page Number
State Agencies		
1. Sean Drake, Senior Transportation Program Analyst	California Coastal Commission	5
2. Julie A. Vance, Regional Manager	California Department of Fish and Wildlife	18
Regional and Local Agencies		
3. Jaime Scott Guthrie, Planner	Monterey County Housing and Community Development	45
Private Groups and Organizations		
4. Elizabeth Reid-Wainscoat, Campaigner	Center for Biological Diversity	55
5. Marc Del Piero, Executive Director	Ag Land Trust of Monterey County	107
6. Rick Longinotti, Co-Chair	Campaign for Sustainable Transportation	116
7. John Farrow	LandWatch Monterey County	160
Individuals		
8. Jack Nelson	Public	185
9. Micheal Saint	Public	190

The following letters were submitted to AMBAG during the Partially Recirculated Draft EIR public review period:

Letter Number and Commenter	Agency/Group/Organization	Page Number
10. Jaime Scott Guthrie, Planner	Monterey County Housing and Community Development	195
11. Linda Wilshusen	Public	197

In addition to the written letters listed above, the two oral comments provided at the January 12, 2022 and January 19, 2022 public workshops follow the letters.

3 Comments and Responses

Written responses to each comment letter received on the Draft EIR are provided in this section. All letters received during the public review period on the Draft EIR are provided in their entirety.

Please note that text within individual letters that has not been numbered does not specifically raise environmental issues nor relate directly to the adequacy of the information or analysis within the Draft EIR, and therefore no response is required, pursuant to State CEQA Guidelines Sections 15088 and 15132.

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; where text has been deleted from the Draft EIR, changes are shown with strikeouts (~~strikeouts~~). Page numbers cited in this section correspond to the page numbers of the Draft EIR. When mitigation measure language has been changed, it has been changed in both the text on the stated Draft EIR page and the summary table (Table 1-1) in the Executive Summary of the Draft EIR.

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
 725 FRONT STREET, SUITE 300
 SANTA CRUZ, CA 95060
 PHONE: (831) 427-4863
 WEB: WWW.COASTAL.CA.GOV



January 31, 2022

Heather Adamson
 Director of Planning
 Association of Monterey Bay Area Governments
 24580 Silver Cloud Court
 Monterey, CA 93940

Subject: Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report

Dear Ms. Adamson:

Thank you for the opportunity to provide comments on the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR). The Coastal Commission strongly supports many of the priorities enumerated in the Draft MPT/SCS, including thoughtfully planning future transportation projects to protect and conserve natural, agricultural, and other coastal resources; mitigating and adapting to the effects of climate change; advancing multimodal and active transportation opportunities; promoting affordable housing and visitor-serving facilities; and others. The Commission has a longstanding history of partnering with Caltrans, regional transportation agencies, and local governments to advance plans and projects that further these priorities consistent with the Coastal Act and Local Coastal Programs (LCPs). Commission staff appreciate the Draft 2045 MPT/SCS and associated Draft EIR as high-level framework documents that chart out how these shared priorities may continue to be implemented throughout the Monterey Bay region over the coming decades. With that frame in mind, our comments: (1) reiterate critical aspects of the planning and regulatory roles of the Coastal Commission and local governments under the Coastal Act and how these roles relate to transportation decisions, (2) seek clarity on the extent of climate change adaptation planning in the MPT/SCS, (3) remark on the discussion of active transportation; and (4) provide miscellaneous comments and suggested revisions of specific text.

1. Coastal Act and Local Coastal Program (LCP) Policies

As a reminder, the Coastal Commission regulates land use in the coastal zone through the issuance of Coastal Development Permits (CDPs) for proposed development. “Development” is a broadly defined term that includes, among other things, the construction of physical infrastructure such as roads, highways, bridges, and public transportation systems as well as their repair and maintenance. Activities that change the intensity of use of land or public access to coastal waters are also considered development under the Coastal Act. In order for the Commission to approve a CDP, proposed development must be consistent with the policies of Chapter 3 of the Coastal Act (Pub. Res. Code § 30200 et seq.). In areas where the Commission has certified a

1.1

Local Coastal Program (LCP) for a local government, that local government exercises primary CDP authority, with the policies of the LCP serving as the primary standard of review. In all cases, including in a jurisdiction with a certified LCP, the Commission retains CDP permitting jurisdiction on lands below the mean high tide line and on public trust lands (e.g., historic wetlands, marshlands, and tidal channels). In the Monterey Bay region, the Commission's CDP jurisdiction extends relatively far inland in several areas, such as throughout Elkhorn Slough and Moro Cojo Slough and to just north of Castroville. The Commission also has appeal jurisdiction for CDPs issued by local governments for projects located seaward of the first public road; projects within 100 feet of the edge of a wetland, stream or other public trust lands; and most types of public works/infrastructure projects. Given that the Coastal Commission and local governments both exercise jurisdiction over development within various portions of the Monterey Bay region, it is critical that AMBAG develop future plans and projects in coordination with Coastal Commission and local government staff to ensure consistency with the policies of both the Coastal Act and LCPs. We also suggest incorporating all of the above information into the summary of the Coastal Act on page 4.11-10.

1.1

Several of the projects mentioned in the MTP/SCS have the potential to significantly impact coastal resources and thus raise consistency problems with the Coastal Act/LCPs. It is important to note that the Coastal Act and LCPs contain policies generally prohibiting most types of development within, and resultant impacts to, sensitive coastal resources such as wetlands, environmentally sensitive habitat areas (ESHA), and prime agricultural lands, regardless of any mitigation that is proposed. The DEIR rightly recognizes on page 4.11-21 that such projects which conflict with LCP policies are not approvable. We are concerned, then, by the DEIR's subsequent assertion that local government staff share AMBAG's overall perspective on future land use and transportation in the Monterey Bay region, and that this consensus suggests that future transportation projects will be approved despite their significant impacts to visual resources, agricultural resources, biological resources, cultural resources, hazards, public recreation, and multiple other listed coastal resources.

To be clear, the policies of the Coastal Act and LCPs constitute the legal standard of review by which any Coastal Development Permit is approved. A project that is not consistent with these policies (e.g., policies that do not allow transportation infrastructure within ESHA or conversion of prime/working agricultural lands) is not approvable, regardless of whatever conceptual agreement may exist regarding a project's merit. To resolve a project's inconsistency with LCP policies, the applicant must either revise the proposed project or work with the applicable local government to amend the LCP, so long as the proposed project/amendment can demonstrate consistency with the Coastal Act.

1.2

We strongly suggest that AMBAG revise the discussion on page 4.11-21 to recognize these basic aspects of the Coastal Act. Specifically, the supposition that projects may be approved despite being inconsistent with LCP policies should be removed. In its

place, the EIR should recognize that some future projects as currently envisioned may not be consistent with the policies of the relevant LCP, and that AMBAG will coordinate with local government and Coastal Commission staff to achieving consistency, including by potentially revising project proposals and/or by possibly amending applicable LCP policies consistent with the Coastal Act.

1.2

2. Climate Change Adaptation

As is recognized in the Draft MTP/SCS, the effects of climate change pose a significant threat to the Monterey Bay region. The draft is thorough in its discussion of opportunities to mitigate the effects of climate change by conserving natural resources and by designing a transportation system that will minimize greenhouse gas (GHG) emissions. However, discussion of climate change adaptation is largely absent from the draft. Adaptation is not mentioned in the introductory section that characterizes the term “resilient” and summarizes AMBAG’s vision for the MTP/SCS. The remainder of the document focuses on sustainability almost exclusively in terms of GHG minimization. Of the 174 pages in the draft, aside from a few cursory mentions, climate change adaptation is confined to a one-page section beginning on page 4-27.

1.3

The Draft MTP/SCS’s focus on GHG mitigation is understandable given that that was the emphasis of SB 375, the legislation motivating development of the document. However, the report’s focus on climate change mitigation and cursory discussion of climate change adaptation seems problematic. From our perspective, both topics are coequal public policy objectives in climate change resiliency planning. As such, we suggest that the final MTP/SCS include a discussion that provides greater context for the relationship between mitigation and adaptation, states that mitigation is the focus of this document, and recognizes that future coordinated planning is essential to adapt the Monterey Bay region to the effects of climate change. Adaptation planning for future transportation/infrastructure projects is further necessitated by Coastal Act Section 30421 and 30270, which require state and regional agencies to avoid, minimize, and mitigate the impacts of sea level rise.

3. Active Transportation and the California Coastal Trail

The Coastal Commission has been a longstanding partner with Caltrans, regional transportation agencies, and local governments in promoting active transportation in California’s coastal zone as a means of maximizing public access to and along the coast, reducing greenhouse gas emissions, and improving the overall livability of coastal communities for residents and visitors alike. A particular point of focus for this coordination has been continuing to promote and develop the California Coastal Trail (CCT), a continuous and interconnected public trail system along the California coastline from Oregon to Mexico. As it continues to expand, the CCT provides an increasingly critical active transportation resource that connects coastal communities to natural resources, other active transportation and public transit networks, and one

1.4

another. For these reasons, the Commission has placed a high priority on developing plans and projects that continue to build out the CCT.

Given these efforts, we are gratified to see that page 2-16 of the Draft MTP/SCS recognizes the CCT and the roles of the Coastal Commission and the State Coastal Conservancy in developing the trail. We would suggest adding to this section that the CCT's presence in the Monterey Bay region is not confined to the Monterey Bay Sanctuary Scenic Trail, and that continuing to build out segments of the CCT has the potential to provide enhanced active transportation connectivity throughout the region, including on State Parks lands and other public lands. To help readers visualize this potential, we would suggest that this section of the MTP/SCS reference the CCT Mapping Viewer, which is an interactive online map of existing CCT segments that was published by Coastal Commission and State Coastal Conservancy staff in February.¹ This tool can be helpful to AMBAG and its partners for identifying gaps or improvement areas in the region's coastal active transportation network.

1.4

4. Miscellaneous Comments

Commission staff would also like to provide the following miscellaneous comments on and revisions to specific text within the draft documents:

- DEIR p. 4.4-27: We suggest the following revisions, for accuracy and clarity:

*“...The California Coastal Act of 1976 **and Local Coastal Programs certified by the Commission pursuant to the Coastal Act** contains **contain** specific policies aimed at preserving biological resources, such as wetlands, riparian habitat, and marine habitat, **and restrict what types of uses are allowed in these habitats and what impacts are allowed to these resources.** CCG policies, as codified under the California Coastal Act of 1976, are implemented through Coastal Development Permits issued under Local Coastal Programs administered by counties and cities that lie within the coastal zone. **The Coastal Commission approves Coastal Development Permits (CDPs) for development found to be consistent with the Coastal Act, and local governments approve CDPs for projects found to be consistent with their LCP....”***

1.5

- DEIR p. 4.11-3: The width of the coastal zone is highly variable throughout Monterey Bay due to the diversity of natural coastal features. As such, we suggest adding the following language:

1.6

¹ The CCT Mapping viewer is accessible online at <https://the-california-coastal-trail-1-coastalcomm.hub.arcgis.com/>.

“...The Coastal Zone generally consists of all land 1,000 yards inland of the mean high tide line **and may extend much farther inland in certain areas to encompass whole watersheds, as shown in Figure 4.11-1....**”

1.6

- DEIR p. 4.11-10: We suggest the following revisions, for accuracy and clarity:

“...Development activities, which are broadly defined by the CZMA **Coastal Act** to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. **The** CZMA **also** gives State coastal management agencies regulatory control over all **federal** activities **and federally licensed, permitted, or funded activities** that may affect coastal resources, including ~~any new developments,~~ and highway improvement projects that use federal funds....”

1.7

- DEIR p. 4.14-18: The discussion of Coastal Act public access and recreation policies should also include summaries of Public Resources Code Sections 30221 and 30223.

1.8

- DEIR p. 5-3: The discussion of the Monterey County LCP should be revised as follows for accuracy and clarity. This document should not conclude that the project described in the 2045 MTP/SCS are consistent with the policies of the LCP. The consistency analysis for any project occurs when the project is before the Coastal Commission or local government for approval.

“...The coastal zone within Monterey County is divided into four LUPs **LCP segments**: North County, Del Monte Forest, Carmel Area, and Big Sur Coast. **The Monterey County LCP consists of four Land Use Plan (LUP) documents, one for each segment, and the Coastal Implementation Plan, which includes regulations for development in each planning area, zoning ordinances, and maps and appendices.** Projects in the 2045 MTP/SCS **within the Monterey County coastal zone** that support or facilitate coastal access while meeting other provisions of the Coastal Act would be consistent with the Monterey County LCP **must be consistent with the policies of the Monterey County LCP in order to receive a Coastal Development Permit.** The four LUPs are integrated into the 1982 County General Plan and remain in effect. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the 1982 and 2010 County General Plans and is therefore consistent with the LUPs. Projects occurring within the Monterey County coastal zone would be evaluated for consistency with the LUPs **LCP policies** as part of the project specific environmental review (Monterey County, 1982 and 2010)....”

1.9

- DEIR p. 5-5: Same as the previous comment, but with regard to the Santa Cruz County LCP:

“The 2045 MTP/SCS is generally consistent with the broad goals and policies of the Santa Cruz County General Plan/LCP in that both clearly support focused development within existing urban boundaries to preserve natural habitats and agricultural resources. Further, both documents address the importance of maintaining a job/housing balance by, in part, diversifying transportation options as well as supporting efforts focused on reducing regional traffic congestion. The Santa Cruz County LCP is integrated into the County General Plan. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the County General Plan and is therefore consistent with the LCP. **Projects in the 2045 MTP/SCS within the Santa Cruz County coastal zone must be consistent with the policies of the Santa Cruz County LCP in order to receive a Coastal Development Permit. Projects within the Santa Cruz County coastal zone will be evaluated for consistency with LCP policies as part of the project specific review...**”

1.10

- General: While the DEIR recognizes the Monterey County LCP and the Santa Cruz County LCP, it does not recognize that cities within the coastal zone of Monterey Bay also have LCPs. These include the Cities of Santa Cruz, Capitola, Watsonville, Marina, Sand City, Seaside, Pacific Grove, and Carmel.

1.11

Thank you for your consideration of these comments. We are available for questions should AMBAG staff wish to discuss them further. Given the Coastal Act and LCP policy consistency concerns raised in our comments, we encourage AMBAG and its local government partners to coordinate directly with Commission staff to develop approvable proposals for future transportation projects. Please do not hesitate to contact me.

1.12

Sincerely,



Sean Drake
Senior Transportation Program Analyst
California Coastal Commission

Copy: Tami Grove, Statewide Transportation Program Manager, CCC
Peter Allen, Northern California Transportation Program Manager, CCC
Kevin Kahn, Central Coast District Manager, CCC
Kate Anderson, Coastal Program Manager, Caltrans
Mitch Dallas, Coastal Resources Specialist, Caltrans District 5
Elizabeth Gonzales, Supervising Planner, Monterey County HCD

Letter 1

COMMENTER: Sean Drake, Senior Transportation Program Analyst, California Coastal Commission

DATE: January 31, 2022

Response 1.1

The commenter provides a summary of what the California Coastal Commission (CCC) is, its role, and the issuance of Coastal Development Permits (CDPs). The commenter summarizes the four points raised in the comment letter, which are each individually addressed in further responses below. The commenter further asks that its provided summary is incorporated into the Draft EIR's Coastal Act section on page 4.11-10.

The commenter's summary of the CCC is accurate and in response, page 4.11-10 of the Draft EIR has been revised as follows:

California Coastal Act

The California Coastal Commission is one of California's three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the ~~CZMA~~ Coastal Act to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities that may affect coastal resources, including ~~any new developments, and~~ highway improvement projects that use federal funds.

The mission of the California Coastal Commission, established by voter initiative in 1972 and later made permanent by the legislature through adoption of the California Coastal Act of 1976, is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations. The California Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower-cost visitor accommodation, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The coastal zone, which was specifically mapped by the legislature, covers an area larger than the State of Rhode Island. On land, the coastal zone varies in width from several hundred feet in highly urbanized areas to up to 5 miles in certain rural areas, and offshore, the coastal zone includes a 3-miles-wide band of ocean.

The Coastal Commission regulates land use in the coastal zone through the issuance of Coastal Development Permits (CDPs) for proposed development. "Development" is a broadly defined term that includes, among other things, the construction of physical infrastructure such as roads, highways, bridges, and public transportation systems as well as their repair and maintenance. Activities that change the intensity of use of land or public access to coastal waters are also considered development under the Coastal Act. In order for the Commission to approve a CDP, proposed development must be consistent with the policies of Chapter 3 of the Coastal Act (Pub. Res. Code § 30200 et seq.).

In areas where the Commission has certified a Local Coastal Program (LCP) for a local government, that local government exercises primary CDP authority, with the policies of the LCP serving as the primary standard of review. In all cases, including in a jurisdiction with a certified LCP, the Commission retains CDP permitting jurisdiction on lands below the mean high tide line and on public trust lands (e.g., historic wetlands, marshlands, and tidal channels). In the Monterey Bay region, the Commission's CDP jurisdiction extends relatively far inland in several areas, such as throughout Elkhorn Slough and Moro Cojo Slough and to just north of Castroville. The Commission also has appeal jurisdiction for CDPs issued by local governments for projects located seaward of the first public road; projects within 100 feet of the edge of a wetland, stream or other public trust lands; and most types of public works/infrastructure projects.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify the role of the Coastal Commission in the CDP process, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.2

The commenter states that several of the projects mentioned in the MTP/SCS have the potential to significantly impact coastal resources and thus raise consistency problems with the Coastal Act/LCPs. The commenter states the Draft EIR, on page 4.11-21, correctly recognizes that projects conflicting with LCP policies are not approvable.

The commenter suggests the discussion on page 4.11-21 of the Draft EIR should be revised to recognize that some future projects as currently envisioned may not be consistent with the policies of the relevant LCP, and that AMBAG will coordinate with local government and Coastal Commission staff to achieving consistency, which may include revising project proposals and/or amending applicable LCP policies consistent with the Coastal Act.

The commenter is accurate in stating that potential future projects may not be consistent with the LCP and would require additional coordination. In response to this comment, the text on page 4.11-21 of the Draft EIR has been revised as follows:

The overall goal of applying for and receiving a coastal development permit is to ensure that a project is consistent with the Coastal Act, and by extension LCPs. However, conflict and some inconsistencies with LCPs could occur. A project that is not consistent with

these policies (e.g., policies that do not allow transportation infrastructure within environmentally sensitive habitat areas or conversion of prime/working agricultural lands) is not approvable. To resolve a project's inconsistency with LCP policies, the applicant must either revise the proposed project or work with the applicable local government to amend the LCP, so long as the proposed project/amendment can demonstrate consistency with the Coastal Act. ~~Meetings with local agency staff, as discussed above, resulted in consensus among the local agencies on a land use pattern and transportation network for the AMBAG region. While this consensus suggests~~ Even with this coordination, as presented throughout this EIR, the 2045 MTP/SCS would result in significant and unavoidable impacts in several environmental issue areas, including: aesthetics/visual resources, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, and utilities, transportation, tribal cultural resources, and wildfire. The 2045 MTP/SCS would result in significant and unavoidable impacts to these environmental issue areas as disclosed in the respective EIR sections. The envisioned land use scenario would not result in additional impacts beyond the findings of significant and unavoidable impacts as already analyzed in respective environmental issue area sections of this EIR.

No additional edits to the Draft EIR are required in response to this comment. These revisions solely acknowledge potential future inconsistencies with *LCP policies*, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.3

The commenter applauds the Draft EIR for thoroughly discussing opportunities to mitigate the effects of climate change by conserving natural resources and by designing a transportation system that will minimize greenhouse gas emissions. The commenter expresses an opinion that the Draft MTP/SCS should include a discussion of climate change adaptation, provide greater context for the relationship between climate change mitigation and adaptation, and recognizes that future coordinated planning is essential to adapt the Monterey Bay region to the effects of climate change.

This comment does not pertain to the Draft EIR and no further response is required. For informational purposes, the 2045 MTP/SCS identifies the importance of adapting the Monterey Bay region to the effects of climate change. For example, pages 4-25 through page 4-27 of the 2045 MTP/SCS discuss regional climate change issues.

Response 1.4

The commenter notes the Coastal Commission's relationship with Caltrans, regional transportation agencies, and local governments regarding active transportation in the coastal zone. The commenter discusses the California Coastal Trail (CCT), which the commenter states provides an active transportation resource that connects coastal communities to natural resources and other active transportation and public transit networks. The

commenter suggests the Draft MTP/SCS's discussion on page 2-16 should include an expanded discussion of the CCT to note that the CCT is not limited to the Monterey Bay Sanctuary Scenic Trail, and that continuing to build out segments of the CCT has the potential to provide enhanced active transportation connectivity throughout the region, including on State Parks lands and other public lands. The commenter also suggests the Draft MTP/SCS reference the CCT Mapping Viewer to help identify improvement areas in the region's coastal active transportation network.

While this comment provides valuable information regarding the region's active transportation resource the California Coastal Trail, the comment does not pertain to CEQA or the Draft EIR's environmental analysis.

Response 1.5

The commenter suggests text edits for accuracy and clarity on page 4.4-27 of the Draft EIR.

In response to this comment, page 4.4.27 of the Draft EIR has been revised as follows:

The mission of the California Coastal Commission (CCC) is to “protect, conserve, restore and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.” The California Coastal Act of 1976 and Local Coastal Programs certified by the Commission pursuant to the Coastal Act ~~contains~~ contain specific policies aimed at preserving biological resources, such as wetlands, riparian habitat, ~~and~~ marine habitat, and restrict what types of uses are allowed in these habitats and what impacts are allowed to these resources. ~~CCC policies, as codified under the California Coastal Act of 1976, are implemented through Coastal Development Permits issued under Local Coastal Programs administered by counties and cities that lie within the coastal zone. The Coastal Commission approves Coastal Development Permits (CDPs) for development found to be consistent with the Coastal Act, and local governments approve CDPs for projects found to be consistent with their LCP.~~

No additional edits to the Draft EIR are required in response to this comment. These revisions acknowledge the role of the California Coastal Commission, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.6

The commenter suggests text edits on page 4.11-10 of the Draft EIR to describe the variability of the coastal zone more precisely throughout Monterey Bay.

In response to this comment, the second to last sentence on page 4.11-3 of the Draft EIR has been revised as follows:

The Coastal Zone generally consists of all land 1,000 yards inland from the mean high tide line and may extend much farther inland in certain areas to encompass whole watersheds, as shown in Figure 4.11-1.

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.7

The commenter suggests text edits for accuracy and clarity on page 4.11-10 of the Draft.

In response to this comment, the second paragraph on page 4.11-10 of the Draft EIR has been revised as follows:

The California Coastal Commission is one of California's three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the ~~CZMA~~ Coastal Act to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities that may affect coastal resources, including any new developments, and highway improvement projects that use federal funds.

No additional edits to the Draft EIR are required in response to this comment. These revisions acknowledge the role of the California Coastal Commission and the Coastal Zone Management Act, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify the content of the EIR.

Response 1.8

The commenter suggests page 4.14-18 of the Draft EIR include a discussion of Public Resources Code Sections 30221 and 30223.

In response to this comment, the Coastal Act discussion on page 4.14-18 of the Draft EIR has been revised as follows:

California Coastal Act, Coastal Recreation Policies

California Coastal Act policies related to coastal recreation include Public Resources Code Section 30210, which requires that maximum access and recreational opportunities shall be provided for all people; ~~and~~ Section 30213, which protects lower cost visitor and recreational facilities, and encourages the provision of public recreational opportunities; Section 30221, which protects oceanfront land that is suitable for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area; and Section 30223 which reserves upland areas to support coastal recreational uses.

These minor textual revisions adding provisions of the Coastal Act to the Draft EIR do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the EIR's already-comprehensive discussion of the Coastal Act.

Response 1.9

The commenter suggests text edits for accuracy and clarity regarding the Monterey County LCP on page 5-3 of the Draft EIR to recognize the Coastal Commission or local government's role in determining whether projects are consistent with the policies of the applicable LCP.

In response to this comment, the second to last paragraph on page 5-3 of the Draft EIR has been revised as follows:

The coastal zone within Monterey County is divided into four ~~LUPs~~ LCP segments: North County, Del Monte Forest, Carmel Area, and Big Sur Coast. The Monterey County LCP consists of four Land Use Plan (LUP) documents, one for each segment, and the Coastal Implementation Plan, which includes regulations for development in each planning area, zoning ordinances, and maps and appendices. Projects in the 2045 MTP/SCS within the Monterey County coastal zone that support or facilitate coastal access while meeting other provides of the Coastal Act would be consistent with the Monterey County LCP. must be consistent with the policies of the Monterey County LCP in order to receive a Coastal Development Permit. The four LUPs are integrated into the 1982 County General Plan and remain in effect. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the 1982 and 2010 County General Plans and is therefore consistent with the LUPs. Projects occurring within the Monterey County coastal zone would be evaluated for consistency with ~~the LUPs~~ LCP policies as part of the project specific environmental review (Monterey County, 1982 and 2010).

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.10

The commenter suggests text edits for accuracy and clarity regarding the Santa Cruz County LCP on page 5-5 of the Draft EIR.

In response to this comment, the second paragraph on page 5-5 of the Draft EIR has been revised as follows:

The 2045 MTP/SCS is generally consistent with the broad goals and policies of the Santa Cruz County General Plan/LCP in that both clearly support focused development within existing urban boundaries to preserve natural habitats and agricultural resources. Further, both documents address the importance of maintaining a job/housing balance by, in part, diversifying transportation options as well as supporting efforts focused on reducing regional traffic congestion. ~~The Santa Cruz County LCP is integrated into the~~

~~County General Plan. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the County General Plan and is therefore consistent with the LCP. Projects in the 2045 MTP/SCS within the Santa Cruz County coastal zone must be consistent with the policies of the Santa Cruz County LCP in order to receive a Coastal Development Permit. Projects within the Santa Cruz County coastal zone will be evaluated for consistency with LCP policies as part of the project specific review.~~

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.11

The commenter states that while the Draft EIR acknowledges the Monterey County LCP and Santa Cruz County LCP, it does not recognize other cities within the coastal zone of Monterey County that have LCPs.

The commenter is correct in stating that the Draft EIR does not directly reference individual City LCPs within the coastal zone of Monterey County. While it is not critical to the analysis of the Draft EIR's environmental impacts to list each city in the AMBAG region that has an LCP, these cities will be listed in the Draft EIR for informational purposes.

In response to this comment, the final paragraph on page 4.11-20 of the Draft EIR has been revised as follows:

Monterey County, Santa Cruz County, and cities within the counties have certified Local Coastal Programs (LCPS). In Monterey County, the cities of Carmel, Marina, Monterey, Pacific Grove, Sand City, and Seaside have certified LCPS; in Santa Cruz County, the cities of Capitola, Santa Cruz, and Watsonville have certified LCPS. Development that would occur within the Coastal Zone would be subject to the respective LCP.

The changes reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because they simply note the cities that have certified LCPs. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify the particular cities in the AMBAG region that have certified LCPs.

Response 1.12

The commenter indicates that they are available for questions and encourage AMBAG and its local government partners to coordinate directly with Commission staff to develop approval proposals for future transportation projects.

The comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the comment is noted and will be shared with AMBAG and RTPA decision makers for consideration.



State of California – Natural Resources Agency
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



January 31, 2022

Heather Adamson, Planning Director
 Association of Monterey Bay Area Governments
 24580 Silver Cloud Court
 Monterey, California 93940
 hadamson@ambag.org

**Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable
 Communities Strategy and Regional Transportation Plans (MTP/SCS)
 (Project)
 Draft Environmental Impact Report (DEIR)
 State Clearinghouse No. 2020010204**

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received a draft Environmental Impact Report (DEIR) from the Association of Bay Area Governments (AMBAG) for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish and G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Heather Adamson
Association of Bay Area Governments
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Page 2

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW’s lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in “take” as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

2.1

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: AMBAG

Objective: The proposed Project is the region’s long range land use and transportation plan through 2045. The Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout the three-county region. Specifically, the Project is intended to implement regional goals regarding future mobility needs and identify programs, actions and a plan of projects intended to address these needs consistent with adopted goals and policies. The SCS is included as a component of the Project pursuant to Senate Bill 375 and provides a framework for land use patterns that would effectively meet Senate Bill 375 greenhouse gas emission requirements.

2.2

Location: The Project site is the three-county AMBAG region, including Monterey, San Benito, and Santa Cruz counties.

Timeframe: 2045 is the horizon year of the proposed Project.

COMMENTS AND RECOMMENDATIONS

CDFW previously commented on the Notice of Preparation for the Project in a letter dated February 10, 2020. Our February 10, 2020 letter (Attachment 2) provided recommendations for listed plant and wildlife species, and concerns for Project impacts

2.3

Heather Adamson
Association of Bay Area Governments
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Page 3

to waterways/waterbodies. CDFW recognizes that some of the recommendations from that letter were included in the DEIR for the Project. CDFW maintains the same recommendations for advised survey methods and mitigations measures that are not included in the DEIR. CDFW has the following recommendations on specific mitigation measures be included in the DEIR in regard to compliance with CESA and Fish and Game Code section 1600 *et seq.*

2.3

Mitigation Measure BIO-1(c)

Mitigation Measure BIO-1(c) states that if special-status plants species cannot be avoided, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts. While CDFW agrees that this mitigation measure is important, CDFW recommends the DEIR also include that the project proponent pursue take coverage and acquire an Incidental Take Permit (ITP) from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), if plants listed pursuant to CESA or the Native Plant Protection Act cannot be avoided prior to any ground-disturbing activities.

2.4

Mitigation Measure BIO-1(e)

Mitigation Measure BIO-1(e) in the DEIR states that if occupied habitat cannot be avoided, or if the implementing agency assumes presence of listed animal species, the implementing agency shall purchase credits at a CDFW-approved conservation bank. While the purchase of credits are important for the conservation of species, CDFW continues to recommend that the project proponent pursue take authorization through acquisition of an ITP from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), for potential impacts to CESA listed species prior to any ground-disturbing activities.

2.5

Mitigation Measure BIO-2(a)

Mitigation Measure BIO-2a in the DEIR states that an aquatic resources delineation shall be completed for projects that occur within or adjacent to wetland, drainage, or riparian habitat and the results shall be submitted to the implementing agency for review and approval. In addition to submittal of the aquatic resources delineation, CDFW recommends notification to CDFW's Lake and Streambed Alteration Program pursuant to Fish and Game Code section 1600 *et seq.*, prior to conducting any project activities that have the potential to impact or change the bed, bank, and channel of rivers, streams, and other waterways.

2.6

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or

2.7

Heather Adamson
Association of Bay Area Governments
January 31, 2022
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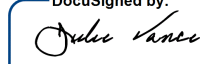
supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the AMBAG in identifying and mitigating the Project's impacts on biological resources. If you have any questions for Project activities in Santa Cruz County, please contact Serena Stumpf, Environmental Scientist, by telephone at (707) 337-1364, or by electronic mail at Serena.Stumpf@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3203, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: LSA/1600
Jeff Cann
Kelley Nelson
Serena Stumpf
California Department of Fish and Wildlife

2.7

Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: State-listed Wildlife Species Take Authorization	
Mitigation Measure 2: Special-Status Plant Take Authorization	
<i>Before Impacting the Bed, Bank, or Channel of any Stream or River</i>	
Mitigation Measure 3: Notification to CDFW's Lake and Streambed Alteration Program	

2.8



State of California – Natural Resources Agency
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 10, 2020

Governor's Office of Planning & Research

FEB 14 2020

STATE CLEARINGHOUSE

Heather Adamson
 Association of Bay Area Governments
 24580 Silver Cloud Court
 Monterey, California 93940
hadamson@ambag.org

Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans (Project) Notice of Preparation (NOP) SCH#: 2020010204

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received the NOP from the Association of Bay Area Governments for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

2.8

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Water Pollution: Pursuant to Fish and Game Code section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without appropriate mitigation measures, implementation of the Project could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and United States Army Corps of Engineers also have jurisdiction regarding discharge and pollution to Waters of the State.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on Project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Bay Area Governments

Objective: The proposed Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout Monterey, Santa Cruz and San Benito Counties. Specifically, the Project is intended to implement Regional Transportation Planning Agency goals regarding future mobility needs and identify programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Project includes the Sustainable Communities Strategy pursuant to the requirements of Senate Bill 375. Accordingly, the Project identifies transportation improvement projects and a land use scenario that would meet Senate Bill 375 greenhouse gas emission requirements.

Location: The Project is located throughout Monterey, San Benito, and Santa Cruz Counties.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the Association of Bay Area Governments in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

There are many special-status resources present within the Project location and these resources may need to be evaluated and addressed prior to any approvals that would allow vegetation- or ground-disturbing activities. CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State and federally endangered as well as State fully protected Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), the State threatened and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State and federally endangered as well as State fully protected blunt-nosed leopard lizard (*Gambelia sila*), the State threatened bank swallow (*Riparia riparia*), the State and federally endangered as well as State fully protected California least tern (*Sternula antillarum browni*), the State endangered and federally threatened western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), the State threatened tricolor blackbird (*Agelaius tricolor*), the State and federally endangered least Bell's vireo (*Vireo bellii pusillus*), the State endangered and fully protected bald eagle (*Haliaeetus leucocephalus*), the State and federally endangered as well as State fully protected California condor (*Gymnopyps californianus*), the State fully

protected white-tailed kite (*Elanus leucurus*), the State threatened Nelson's antelope squirrel (*Ammospermophilus nelsoni*), the State and federally endangered giant kangaroo rat (*Dipodomys ingens*), the State and federally endangered Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*), the State candidate for listing as threatened foothill yellow-legged frog (*Rana boylei*), the State and federally endangered California Ridgway's rail (*Rallus obsoletus obsoletus*), the State candidate for listing as endangered western bumble bee (*Bombus occidentalis*), the State candidate for listing as endangered crotch bumble bee (*Bombus crotchii*), the State endangered San Francisco popcornflower (*Plagiobothrys diffusus*), the State threatened surf thistle (*Cirsium rhotophilum*), the State and federally endangered marsh sandwort (*Arenaria paludicola*), the State and federally endangered Menzies' wallflower (*Erysimum menziesii*), the State threatened beach spectaclepod (*Dithyrea maritima*), the State endangered and federally threatened Santa Cruz tarplant (*Holocarpha macradenia*), the State threatened and federally endangered Gambel's water cress (*Nasturtium gambelii*), the State and federally endangered Nipomo Mesa lupine (*Lupinus nipomensis*), the State threatened and federally endangered La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*), the State and federally endangered Indian Knob mountainbalm (*Eriodictyon altissimum*), the State rare and federally endangered Pismo clarkia (*Clarkia speciosa* ssp. *immaculata*), the State rare and federally threatened Camatta Canyon amole (*Chlorogalum purpureum* var. *reductum*), the State rare Cuesta Pass checkerbloom (*Sidalcea hickmanii* ssp. *anomala*), the State endangered Hearsts' manzanita (*Artostaphylos hookeri* ssp. *hearstiorum*), the State rare Dudley's lousewort (*Pedicularis dudleyi*), the State rare Hearsts' ceanothus (*Ceanothus hearstiorum*), the State rare adobe sanicle (*Sanicula maritima*), the State and federally endangered Chorro Creek bog thistle (*Cirsium fontinale* var. *obispoense*), the State threatened and federally endangered Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), the State endangered seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), the State and federally listed Santa Cruz wallflower (*Erysimum teretifolium*), the State endangered and federally threatened marbled murrelet (*Brachyramphus marmoratus*), the State endangered and federally threatened Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), the State threatened and State fully protected California black rail (*Laterallus jamaicensis coturniculus*), the State and federally endangered coho salmon - central California coast ESU (*Oncorhynchus kisutch*), the State and federally endangered white-rayed pentachaeta (*Pentachaeta bellidiflora*), the State and federally endangered Scotts Valley polygonum (*Polygonum hickmanii*), and the following State species of special concern: burrowing owl (*Athene cunicularia*), western pond turtle (*Actinemys marmorata*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), tidewater goby (*Eucyclogobius newberryi*), California giant salamander (*Dicamptodon ensatus*), black swift (*Cypseloides niger*), Townsend's big-eared bat (*Corynorhinus townsendii*), northern California legless lizard (*Anniella pulchra*), Santa Cruz black salamander (*Aneides niger*), western snowy plover (*Charadrius alexandrinus nivosus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), and American badger (*Taxidea taxus*).

Due to the very limited information provided in the Project description, CDFW is only able to provide general comments regarding potential impacts to State-listed species. CDFW will provide more substantive comments when specific Project description details are provided, such as specific routes and/or specific Project construction locations, when the Environmental Impact Report (EIR) prepared for this Project is circulated for public review. Please note that the large-scale tri-county Project involves multiple CDFW Regions: Region 3 (Bay Delta Region), Region 4 (Central Region), and potentially Region 7 (Marine Region). The general comments below pertain to the coastal area of California in Santa Cruz and Monterey Counties in CDFW Region 7, inland Santa Cruz County in CDFW Region 3, and inland Monterey and San Benito Counties in CDFW Region 4.

I. Environmental Setting and Related Impact

Would the Project 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 CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: State Fully Protected Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State fully protected species are known to occur within the Project area (CDFW 2020). CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Take, as defined by Fish and Game Code section 86 is to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”, of any fully protected species is prohibited and CDFW cannot authorize their incidental take. Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific Impacts: Without appropriate avoidance and minimization measures for fully protected species, potentially significant impacts associated with Project activities may include, but are not limited to, burrow collapse, inadvertent entrapment, reduced reproductive success, reduced health and vigor, nest abandonment, loss of nest trees, and/or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality.

Evidence impact would be significant: The Project will involve noise, groundwork, use of heavy machinery, and movement of workers that may occur in or

directly adjacent to habitat and thus have the potential to significantly impact fully protected species populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to fully protected species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: Fully Protected Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project site or its vicinity contains suitable habitat for fully protected raptors.

Recommended Mitigation Measure 2: Fully Protected Species Surveys

CDFW recommends that focused surveys following a species-specific protocol or methodology, if applicable, be conducted by experienced biologists at the Project site prior to Project implementation to avoid impacts to these species. If Project activities are to take place when fully protected species are active, CDFW recommends that additional pre-activity surveys for active nests or above-ground individuals be conducted by a qualified biologist no more than ten days prior to the start of Project activities.

Recommended Mitigation Measure 3: Fully Protected Species Avoidance

In the event a fully protected species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. Detection during surveys or construction activities warrants consultation with CDFW to discuss how to implement the Project and avoid take. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that an appropriate no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to fully protected species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance.

CDFW recommends that the Project completely avoid impacts to Santa Cruz long-toed salamander. Santa Cruz long-toed salamander is a State fully protected species located only within Santa Cruz and Monterey counties. CDFW is unable to issue permits for take of Santa Cruz long-toed salamander, which includes take

during species-specific surveys, unless they are conducted for scientific purposes pursuant to Fish and Game Code section 2081(a) or a project has an approved Natural Communities Conservation Plan pursuant to Fish and Game Code section 2800. Therefore, CDFW recommends impacts to Santa Cruz long-toed salamander be completely avoided. Contacting CDFW for assistance with avoidance measures is recommended.

COMMENT 2: State Threatened or Endangered Wildlife Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State threatened or endangered wildlife species are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories or habitats have the potential to significantly impact these species.

Specific impact: Impacts to State-listed wildlife species include, but are not limited to, inability to reproduce, capture, burrow/den collapse, crushing as a result of burrow collapse, entombment, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, nest abandonment, loss of nest trees/breeding habitat, or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Unauthorized take of species listed as threatened or endangered pursuant to CESA is a violation of Fish and Game Code.

Evidence impact would be significant: Approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, use of heavy machinery, and movement of workers that could affect these State-listed wildlife species throughout the Project location.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State-listed wildlife species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 5: State-listed Wildlife Species Focused Surveys

CDFW recommends that the Project area be surveyed for State-listed wildlife species by a qualified biologist following species-specific protocol-level surveys, if applicable. Protocol-level surveys contain methods that, when adhered to, are intended to maximize detectability. In the absence of protocol-level surveys being

performed or when performed outside of the parameters of the methodology, additional surveys may be necessary.

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance

In the event a State-listed wildlife species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that a no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to State-listed wildlife species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 7: State-listed Species Take Authorization

If a State-listed wildlife species is identified and detected during surveys or during project implementation, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, take authorization through acquisition of an Incidental Take Permit (ITP) issued by CDFW pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.

COMMENT 3: State Threatened, Endangered, or Rare Plant Species in Monterey, San Benito, Santa Cruz Counties

Issue: Special-status plants have been documented to occur in the vicinity of the Project area (CDFW 2020). The Project area contains habitat that may support special-status plants meeting the definition of rare or endangered under Fish and Game Code sections 1901 and 1907 and CEQA Guidelines section 15380.

Specific impact: Without appropriate avoidance and minimization measures potential impacts to special-status plants include inability to reproduce and direct mortality. Unauthorized take of plant species listed as threatened, endangered, or rare pursuant to CESA or the Native Plant Protection Act is a violation of Fish and Game Code.

Evidence impact would be significant: Many special-status plants are narrowly distributed endemic species. These species are threatened with habitat loss and habitat fragmentation resulting from development, vehicle and foot traffic, road maintenance, and introduction of non-native plant species (CNPS 2020). Therefore, impacts of the Project have the potential to significantly impact populations of the species mentioned above.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to special-status plants, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 8: Special-Status Plant Focused Surveys

CDFW recommends that the Project area be surveyed for special-status plants by a qualified botanist following the “Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities” (CDFW 2018b). This protocol, which is intended to maximize detectability, includes identification of reference populations to facilitate the likelihood of field investigations occurring during the appropriate floristic period. In the absence of protocol-level surveys being performed, additional surveys may be necessary.

Recommended Mitigation Measure 9: Special-Status Plant Avoidance

CDFW recommends special-status plant species be avoided whenever possible by delineation and observing a no-disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species.

Recommended Mitigation Measure 10: Special-Status Plant Take Authorization

If a State-listed or State rare plant is identified during botanical surveys, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, acquisition of an Incidental Take Permit (ITP) or a Native Plant Protection Act Incidental Take Permit issued by CDFW Pursuant to Fish and Game Code section 2081(b) and/or section 1900 et seq is necessary to comply with CESA and the Native Plant Protection Act.

COMMENT 4: State Species of Special Concern in Monterey, San Benito, Santa Cruz Counties

Issue: State species of special concern are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific impact: Without appropriate avoidance and minimization measures, potential impacts to species of special concern include nest reduction, inadvertent entrapment, reduced reproductive success, reduction in health or vigor of eggs and/or young, and direct mortality.

Evidence impact would be significant: The Project involves ground-disturbing activities in species of special concern habitat. Noise, vegetation removal, use of heavy machinery, movement of workers, and ground-disturbance as a result of Project activities have the potential to significantly impact species of special concern populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State species of special concern, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 11: State Species of Special Concern Focused Surveys

CDFW recommends that a qualified biologist conduct focused surveys for species of special concern no more than ten days prior to Project implementation. In addition, CDFW recommends that focused surveys for eggs/nests occur during the egg-laying season and that any eggs/nests discovered remain undisturbed until the eggs have hatched and the young are no longer dependent on the nest or parental care.

Recommended Mitigation Measure 12: State Species of Special Concern Avoidance

CDFW recommends species of special concern be avoided whenever possible by delineation and observing a no-disturbance buffer. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to species of special concern.

COMMENT 5: Lake and Streambed Alteration in Monterey, San Benito, and Santa Cruz Counties

Issue: The Project area has the potential to contain features subject to CDFW's lake and streambed alteration authority, pursuant to Fish and Game Code section 1600 *et seq.* Ground- and vegetation-disturbing activities associated with the Project have the potential to involve temporary and permanent impacts to these features. CDFW recommends that aquatic features be evaluated to determine whether or not they are subject to CDFW's lake and streambed alteration regulatory

authority and that Notification to CDFW for impacts to features that fall under this regulatory authority be required as conditions of approval in the Project's EIR.

Specific impact: Work within freshwater marsh, wetland, and riparian features has the potential to result in substantial diversion or obstruction of natural flows; substantial change or use of material from the bed, bank, or channel (including removal of riparian vegetation); deposition of debris, waste, sediment, toxic runoff or other materials into water causing water pollution and degradation of water quality.

Evidence impact is potentially significant: The Project area has the potential to include features subject to CDFW's lake and streambed alteration regulatory authority. Construction activities within these features has the potential to impact downstream waters and to significantly impact the remaining acreage of freshwater marsh, wetland, and riparian communities.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of the Project to features subject to CDFW's lake and streambed alteration authority, CDFW recommends conducting the following evaluation of the Project area and including the following measures as conditions of approval in the Project's EIR.

Recommended Mitigation Measure 13: Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if the Project area or its immediate vicinity supports freshwater marsh, wetland, and/or riparian communities.

Recommended Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification

Where applicable, CDFW recommends a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on or within the vicinity of the Project area. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code section 1602, differ. Therefore, CDFW further recommends that the delineation identify both State and Federal wetlands as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code section 2785 (g) defines wetlands; further section 1600 *et seq.* applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for

applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any site evaluations.

Recommended Mitigation Measure 15: Notification of Lake or Streambed Alteration

Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 *et seq.*, therefore in these instances Notification is recommended. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593 for Monterey and San Benito Counties or (707) 428-2002 for Santa Cruz County.

II. Impact Analysis

The CEQA Guidelines (§15126.2) necessitate that the draft EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with implementation of the Project. This includes evaluating and describing impacts such as:

- Potential for take of special-status species;
- Loss or modification of breeding, nesting, dispersal and foraging habitat, including vegetation removal, alternation of soils and hydrology, and removal of habitat structural features (e.g. snags, roosts, overhanging banks, etc.);
- Direct and cumulative impacts to species and biological resources;
- The cumulative impact of the installation of infrastructures within the watershed;
- Permanent and temporary habitat disturbances associated with ground-disturbance, noise, lighting, reflection, air pollution, traffic, or human presence; and
- Obstruction of movement corridors, fish passage, or access to water sources and other core habitat features.

The CEQA document also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project's contribution to the impact (CEQA Guidelines, §15355). Although a project's impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact – e.g., reduction of available habitat for a listed species – should be considered cumulatively considerable without mitigation to minimize or avoid the impact.

III. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than ten days prior to the start of ground or vegetation-disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species, a 500-foot no-disturbance buffer around active nests of non-listed raptors, and a ½-mile buffer for listed bird/raptor species. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW

recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

Federally Listed Species: CDFW recommends consulting with the USFWS and National Marine Fisheries Service (NMFS) on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS and NMFS in order to comply with FESA is advised well in advance of any ground-disturbing activities.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the Association of Bay Area Governments in identifying and mitigating the Project's impacts on biological resources. Due to the large extent of the Project and the limited information provided in the NOP, CDFW recommends a consultation meeting with CDFW to discuss methods to fully address potential impacts to State-listed species and to provide additional species-specific avoidance, minimization, and mitigation measures prior to circulating the EIR. Survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

Heather Adamson
Association of Bay Area Governments
February 10, 2020
Page 15

If you have any questions for Project activities in Santa Cruz County, please contact Monica Oey, Environmental Scientist, by telephone at (707) 428-2088, or by electronic mail at Monica.Oey@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014 extension 254, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager (Central Region, Region 4)

cc: United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, California 95825

United States Army Corps of Engineers
San Joaquin Valley Office
1325 "J" Street, Suite #1350
Sacramento, California 95814-2928

Regional Water Quality Control Board
Central Coast Region
895 Aerovista Place, Suite 101
San Luis Obispo, California 93401

NOAA Fisheries West Coast Region
777 Sonoma Avenue, Room 325
Santa Rosa, CA. 95404

ec: Monica Oey
Jeff Cann
Ken Spencer
Linda Connolly
California Department of Fish and Wildlife

Literature Cited

California Department of Fish and Wildlife (CDFW). 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. California Department of Fish and Wildlife, March 2018.

CDFW. 2020. Biogeographic Information and Observation System (BIOS).
<https://www.wildlife.ca.gov/Data/BIOS>. Accessed 4 February 2020.

California Native Plant Society, Rare Plant Program (CNPS). 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website
<http://www.rareplants.cnps.org>. Accessed 4 February 2020.

Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: Fully Protected Habitat Assessment	
Mitigation Measure 2: Fully Protected Species Surveys	
Mitigation Measure 3: Fully Protected Species Avoidance	
Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	
Mitigation Measure 5: State-listed Wildlife Species Focused Surveys	
Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Mitigation Measure 7: State-listed Species Take Authorization	
Mitigation Measure 8: Special-Status Plant Focused Surveys	
Mitigation Measure 9: Special-Status Plant Avoidance	
Mitigation Measure 10: Special-Status Plant Take Authorization	
Mitigation Measure 11: State Species of Special Concern Focused Surveys	
Mitigation Measure 12: State Species of Special Concern Avoidance	
Mitigation Measure 13: Habitat Assessment	
Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification	
Mitigation Measure 15: Notification of Lake or Streambed Alteration	
<i>During Construction</i>	
Mitigation Measure 3: Fully Protected Species Avoidance	
Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Recommended Mitigation Measure 9: Special-Status Plant Avoidance	
Recommended Mitigation Measure 12: State Species of Special Concern Avoidance	

Letter 2

COMMENTER: Julie A. Vance, Regional Manager, California Department of Fish and Wildlife – Central Region

DATE: January 31, 2022

Response 2.1

The commenter summarizes the role and responsibilities of the California Department of Fish and Wildlife (CDFW) as a Trustee Agency and Responsible Agency. The commenter states they expect CDFW may need to exercise regulatory authority in relation to lake and streambed alterations or the “take” of species protected under the California Endangered Species Act. The commenter further explains that the CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. The commenter notes CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

The comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 2.2

The commenter summarizes the Draft EIR’s project description of the proposed 2045 MTP/SCS including the project proponent, objective, location, and timeframe.

The commenter correctly summarizes the proposed project. Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 2.3

The commenter acknowledges that some of the CDFW recommendations regarding listed plant and wildlife species and waterways/waterbodies provided in their Notice of Preparation (NOP) comment letter dated February 10, 2020 were incorporated into the Draft EIR. The commenter expresses that the CDFW maintains the same recommendations for advised survey methods and mitigation measures that were not incorporated in the Draft EIR. The commenter recommends further mitigation in regard to CESA and that Fish and Wildlife Game Code section 1600 et seq. be included in the Draft EIR.

As shown in Table 1-1 on page 1-3 in the Introduction of the Draft EIR, a summary of the comments and recommendations in CDFW’s NOP comment letter were addressed. Table 1-1 refers to specific sections in the Draft EIR that relate to CDFW’s comments and requests. These recommendations are addressed in Section 4.4, *Biological Resources*, and Section 4.10, *Hydrology and Water Quality*. CDFW’s February 10, 2020 NOP comment letter is included in the Draft EIR in Appendix A. The commenter’s specific recommendations are discussed further in Response 2.4 through Response 2.7 below. Generally, as described further in Responses 2.4 through 2.7, incorporation of the commenter’s recommendations into the

Draft EIR is unnecessary because the recommendations are required by laws and regulatory programs and therefore already assumed into the Draft EIR's analysis and impact determination.

Response 2.4

The commenter summarizes Mitigation Measure BIO-1(c) and recommends that, in addition to Mitigation Measure BIO-1(c), the Draft EIR also include that the project proponent pursue take coverage and acquire an Incidental Take Permit (ITP) from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), if plants listed pursuant to CESA or the Native Plant Protection Act cannot be avoided prior to any ground-disturbing activities.

The 2045 MTP/SCS EIR determines compliance with all biological resource mitigation measures, including Mitigation Measure BIO-1(c), would reduce impacts to special-status species and their habitat to less than significant levels. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, significant impacts would therefore occur. Lastly, state and federal law already require an ITP for take of state or federally listed species, and as such, the commenter's suggestion is already assumed in the impact analysis and thus, it is unnecessary to require such a mitigation measure.

Mitigation Measures BIO-1(c) is considered adequate and enforceable. However, to address the commenter's concern regarding plants listed pursuant to CESA or the Native Plant Protection Act, the following edits have been made to page 4.4-32 of the Draft EIR to clarify ITPs requirements:

Because of the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation projects on special-status species is not possible. As noted in Section 2.5.2, future projects envisioned in the 2045 MTP/SCS are planned and designed, site specific environmental review will be conducted by the agencies responsible for implementing such projects. In the event that impacts to listed species would occur, an incidental take permit would be required from CDFW, USFWS, and NMFS (where applicable) in compliance with CESA and ESA. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, significant impacts would therefore occur.

Response 2.5

The commenter summarizes Mitigation Measure BIO-1(e) and continues to recommend that, in addition to Mitigation Measure BIO-1(e), the project proponent pursue take authorization through acquisition of an ITP from CDFW pursuant to Fish and Game Code section 2081 subdivision (b), for potential impacts to CESA listed species prior to any ground-disturbing activities.

Please see Response 2.4 above. As noted therein, it is unnecessary to require a permit as mitigation, as adherence to an existing law or regulation is already required by state and

federal law and the impact analysis assumes compliance. As such, no further revisions to the Draft EIR are required in response to this comment.

Response 2.6

The commenter summarizes Mitigation Measure BIO-2a, which requires an aquatic resources delineation for projects that occur within or adjacent to wetland, drainage, or riparian habitat, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC. The commenter recommends that, in addition to Mitigation Measure BIO-2(a), CDFW's Lake and Streambed Alteration Program is notified prior to conducting any project activities that have the potential to impact or change the bed, bank, and channel of rivers, streams, and other waterways. Mitigation Measure BIO-2a requires the results of the aquatic resources delineation be submitted to CDFW for review and approval, and requires the project be designed to minimize impacts to jurisdictional areas to the extent feasible.

State law already requires project sponsors to notify CDFW's Lake and Streambed Alteration Program pursuant to Fish and Game Code section 1600 et seq., prior to conducting any project activities that affect waters regulated under this program; thus, it is unnecessary to require such as a mitigation measure.

Response 2.7

The commenter restates Public Resources Code section 21003(e) and requests that any special-status species or natural communities detected during project surveys be reported to the CNDDDB, provides a weblink to the CNDDDB field survey form, and information regarding form submittal. The commenter also notes that filing fees, which help defray the cost of environmental review by CDFW, are payable upon filing of the NOD. The commenter additionally provides contact information, should AMBAG have any questions regarding project activities.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 2.8

The commenter provided an attachment of a recommended Mitigation Monitoring and Reporting Program (MMRP) as well as a copy of their NOP comment letter from February 14, 2020.

The recommended MMRP reiterates the three mitigation measures suggested previously in Comments 2.3, 2.4, and 2.5. Please see Responses to Comments 2.3, 2.4, and 2.5 for information regarding the commenter's suggested mitigation measures.

The NOP comment letter from February 14, 2020 included with this comment is already included in Appendix A to the Draft EIR. As shown in Table 1-1 on page 1-3 in the Introduction of the Draft EIR, a summary of the comments and recommendations in CDFW's NOP comment letter were addressed. Table 1-1 refers to specific sections in the Draft EIR that

relate to CDFW's comments and requests. These recommendations are addressed in Section 4.4, *Biological Resources*, and Section 4.10, *Hydrology and Water Quality*, of the Draft EIR.

MONTEREY COUNTY
HOUSING AND COMMUNITY DEVELOPMENT
Erik V. Lundquist, AICP, Director



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January 31, 2022

SENT VIA EMAIL ONLY

Heather Adamson
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

hadamson@ambag.org

Subject: Draft 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) for Monterey, San Benito and Santa Cruz Counties AND Draft Environmental Impact Report (DEIR) – SCH#2020010204

Dear Ms. Adamson,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the Draft 2045 MTP/SCS and DEIR. Comments on the document are as follows:

- General comments:
 - Recommend that actions required for an “implementing agency” to comply with mitigation measures would not include preparation of reports, retainer of technical experts, or direct incorporation of project-level requirements to reduce potential impacts.
 - Recommend that “is comprised of” is incorrect grammar – recommend correction with “comprises/ing” or “consists of” throughout the document.
- Page 1-12 under **1.4.3 Streamlining Under SB 743** typo – first bullet point: 1. It a residential, employment, or mixed use project...
- Page 2-18 redundancy – the seven chapters plus an Executive Summary are first listed on pages ES-2 and ES-3.
- Page 2-19 under **2.3.1.1 2022 Monterey County RTP – Goal 2: Safety and Health.** Create a safer transportation system that fosters countywide health – Consider use of the word “safer”. Safer than what?
- Page 2-29 under **2.5.2 Project Permits and Approvals** – California Coastal Commission is listed twice.
- Page 2-32 at **8. Zero Emission Electric Motorcycle Pilot Project** – which organization is providing the electric motorcycles and to which police departments?
- Page 3-1 under **3.2 Sub-Region Descriptions** second paragraph – The cities of Gonzalez, Soledad, Greenfield, and King City are in...
- Page 4-1 last paragraph last sentence – The impact analysis concludes...in conjunction with other projects in the area...
- Page 4.1-1 under **Monterey County:**
 - first paragraph third sentence – Monterey County includes dramatic...east by the ~~very~~ steep Santa Lucia Mountain range.

3.1

3.2

- Second paragraph fourth sentence – Cities and towns with the valleys include ~~Castroville~~, Salinas...King City and ~~Carmel Valley~~. *Castroville and Carmel Valley are unincorporated areas of Monterey County.
- Page 4.1-13 under *AES-1(b) Tree Protection and Replacement* – Recommend leaving tree replacement ratio 1:1 since each later project should identify replacement ratio during permitting and environmental review of the individual project.
- Page 4.1-19 third bullet point – Recommend change to “low reflective glass” because reduction in glare or reflection of glass requires chemical or mechanical coating. The cost is prohibitive for producing glass at scale that is inherently low in glare or reflection, reducing feasibility to comply with the mitigation measure.
- Page 4.3-36:
 - first white bullet point – Install air filtration...to ~~indoor~~ reduce pollution...
 - first black bullet point – The vegetation buffer...to the top of the canopy. Install...
- Throughout mitigation measures *BIO-1(a) – BIO-3(c)* – Recommend that the “implementing agency” would not retain qualified technical experts; whereas, the implementing agency requires the project proponent(s)/sponsor(s) retain qualified technical experts.
- Page 4.5-9 under **b. State Laws, Regulations and Policies – California Register of Historical Resources (CRHR)**
- Throughout mitigation measures *CR-1 – CR-2(b)* – Recommend that the “implementing agency” would not prepare a map defining the Area of Potential Effects (APE) nor retain a qualified archaeologist; whereas, the implementing agency would require the project proponent(s)/sponsor(s) prepare a map and retain a qualified archaeologist.
- Page 4.7-27 under *GEO-5 Paleontological and Geologic Resources Impact Minimization* – Recommend that the “implementing agency” would not retain a qualified paleontologist; whereas, the implementing agency would require the project proponent(s)/sponsor(s) retain a qualified paleontologist.
- Page 4.8-14 – **c. Regional and Local Laws, Regulations, and Policies, and Programs**
- Page 4.8-28 under *GHG-4(a) Transportation-related GHG Reduction Measures* – Recommend that the “implementing agency” would not incorporate GHG reduction measures and/or technologies; whereas, the implementing agency would require the project proponent(s)/sponsor(s) incorporate GHG reduction measures and/or technologies.
- Page 4.9-26 under *HAZ-3 Site Remediation* – Recommend that the “implementing agency” would not prepare a Phase 1 ESA; whereas, the implementing agency would require the project proponent(s)/sponsor(s) prepare a Phase 1 ESA.
- Page 4.10-10:
 - **Sustainable Groundwater Management Act (SGMA)**
 - third bullet point – spell out GSP before introducing abbreviation
- Page 4.10-11 – **Table 4.10-2 Medium and High Priority Basins and GSP Status**
- Page 4.13-7 – *City of King City Housing Element* – correct throughout paragraph.
- Page 4.14-1 **Table 4.14-1 Fire Service Providers in the AMBAG Region¹** – The organization of the table is unclear and the data in this table is confusing as to the usefulness of the information for discussion of fire protection services. For example:
 - the unincorporated county communities of “Big Sur”, “Carmel Valley”, “San Ardo”, and “Spreckels” are listed separately from “Monterey County (unincorporated)”. Similarly, unincorporated county communities are listed separately from “Santa Cruz County (unincorporated)”.
 - the “Number of Stations” column lists 6 stations in both “City of Monterey” and “City of Sand City” which could mislead the reader to think there are 12 physical

3.2

3.1

3.2

3.1

3.2

3.1

3.2

3.3

stations if the reader does not understand that the “Monterey Fire Department” serves both cities.

- the “Monterey County (unincorporated)” row has incomplete lists under “Fire Service Provider” and “Number of Stations” columns.
- Page 4.14-2 second-to-last paragraph – last two sentences are repeated at the beginning of the following paragraph.
- Page 4.14-11 first bullet point – Monterey One Water: Regional Treatment Plant near Marina
- Page 4.14-13 **Table 4.14-4 Phase II Regulated Small MS4s within the AMBAG Region** – define each “MS4 Type” listed in the column and how the information is meaningful to the discussion of Stormwater Management services.
- Page 4.15-29 under *T-2(a) Land Use Project VMT Analysis and Reduction* second paragraph second sentence – Where project level significant impacts are identified, implementing agencies shall require project proponent(s)/sponsor(s) to identify and implement measures that reduce VMT.
- Page 6-9 first paragraph – The description of information in **Table 6-2 Cumulative Impact Analysis Geographic Scope** is of data not shown in Table 6-2.
- Page 6-20 under **k. Land Use and Planning** – the last sentence of **Impact LU-C-1** is: THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD BE CUMULATIVELY CONSIDERABLE. However, conclusions under this section are contradictory at the end of each supporting paragraph.

3.3

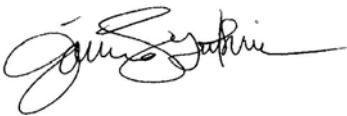
3.2

3.1

3.2

Thank you again for the opportunity provided Monterey County HCD to comment on the MTP/SCS and DEIR. Please feel free to contact me with any questions at 831.796.6414 or email guhtriejs@co.monterey.ca.us

Sincerely,



Jaime Scott Guthrie, AICP, Planner
Housing and Community Development

cc: File REF210033
Monterey County Clearinghouse

Letter 3

COMMENTER: Jaime Scott Guthrie, AICP, Planner, Monterey County Housing and Community Development

DATE: January 31, 2022

Response 3.1

The commenter recommends that required actions for implementing agencies not include preparation of reports, retainer of technical experts, or direct incorporation of project-level requirements. This general comment is repeated and elaborated upon in subsequent statements made later in the letter. These related, additional comments are also marked as comment 3.1. Specifically, the commenter reiterates its opinion that implementing agencies should not be required to: (1) retain qualified technical experts for mitigation measures BIO-1(a) through BIO-3(c); (2) prepare a map defining the Area of Potential Effects nor retain a qualified archaeologist for mitigation measures CR-1 through CR-2(b); (3) to retain a qualified palaeontologist as stated on Draft EIR page 4.7-27 under GEO-5; (4) incorporate GHG reduction measures and/or technologies; (5) prepare a Phase 1 ESA as stated on Draft EIR page 4.9-26 under HAZ-3; and (6) identify and implement measures that reduce VMT as stated on Draft EIR page 4.15-29 under T-2(a) Land Use Project VMT Analysis and Reduction and instead require project proponents/sponsors to identify and implement such VMT reduction measures.

The commenter suggests such mitigation measure requirements should be the responsibility of the project proponent or project sponsor, which could be a person, organization, company, governmental agency, or otherwise, that proposes a project.

An implementing agency is a governmental agency, such as Caltrans or a city or county, that proposes to implement a transportation project or land use development and therefore typically will be the CEQA lead agency. As discussed on page 4-2 of the Draft EIR, AMBAG, TAMC, SBtCOG, and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies) that are responsible agencies for this EIR, but that will be lead agencies for future transportation and land use development projects. It is the responsibility of the lead agency implementing specific second-tier projects implementing the 2045 MTP/SCS to conduct environmental review consistent with CEQA and where applicable, consider mitigation measures provided in the Program EIR and modify them appropriate for the specific project. the project. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions.

Response 3.2

The commenter provides numerous grammatical and typographical suggestions for text throughout the Draft EIR. This comment does not raise, nor would the suggested revisions

implicate, an environmental issue related to EIR adequacy, and no further response is required.

In response to the remainder of this comment's grammatical and typographical suggestions, several typographical revisions have been made to the EIR and are detailed below.

Page 1-12 of the Draft EIR has been revised as follows:

1.4.3 Streamlining Under SB 743

...The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment, or mixed use project and is located within a transit priority area;

Page 2-29 of the Draft EIR has been revised as follows:

Depending on the location of the project, individual transportation projects identified in the 2045 MTP/SCS, MC-RTP, SC-RTP, and SB-RTP would have to be approved by one or more of the following agencies:

- California Department of Transportation
- Monterey Bay Air Resources District
- California Coastal Commission
- Transportation Agency for Monterey County
- Council of San Benito County Governments
- Santa Cruz Regional Transportation Commission
- Monterey-Salinas Transit
- Santa Cruz Metropolitan Transit District
- San Benito County Express
- Cities and counties in the AMBAG region (which are also responsible for approving land use projects)
- Airports
- California Department of Fish & Wildlife
- Regional Water Quality Control Board
- California Public Utilities Commission
- ~~California Coastal Commission~~

The commenter asks which organization would provide electric motorcycles and to which departments under the Zero Emission Electric Motorcycle Pilot Project. This program, as defined on page 2-32, of the Draft EIR is not a part of the proposed project and is not evaluated under the Draft EIR. Accordingly, for clarification purposes, page 2-32 of the Draft EIR has been revised as follows:

~~**8. Zero Emission Electric Motorcycle Pilot Project.** To reduce air pollution while contributing to the safety of the community, providing electric motorcycles to regions' police departments is an important first step in demonstrating the effectiveness of electric vehicles.~~

8. 9. Freeway Service Patrol and Motorist Assistance Program. The Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local transportation agency. The FSP program is a free service of privately owned tow trucks that patrol designated routes on congested urban California freeways.

9. 10. Seniors & Accessible Transportation Services. Focused transportation services to meet the unique needs of seniors and other individuals with accessibility issues.

The last paragraph on page 3-1 of the Draft EIR has been revised as follows:

Other urban or centralized population centers include the cities of Monterey, Carmel-by-the-Sea, Pacific Grove, Marina, Sand City, Seaside and Del Rey Oaks. The cities of Gonzales, Soledad, Greenfield, and King City are in the Salinas River Valley southeast of Salinas.

The last sentence on page 4-1 of the Draft EIR has been revised as follows:

The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other projects in the area listed in Section 3.0, *Environmental Setting*.

The second paragraph on page 4.1-1 of the Draft EIR has been revised as follows:

Monterey County includes dramatic shoreline scenery along the Big Sur coast, which is bounded on the east by the ~~very~~ steep Santa Lucia Mountain range. Other scenic resources within Monterey County include the Fort Ord National Monument in western Monterey County and Pinnacles National Park located east of Soledad.

The third paragraph on page 4.1-1 of the Draft EIR has been revised as follows:

Cities and ~~towns~~ unincorporated communities within the valleys include Castroville, Salinas (the largest city in the County), Gonzales, Soledad, Greenfield, King City and Carmel Valley.

The commenter suggests changing the minimum tree replacement ratio in Mitigation Measure AES-1(b) on page 4.1-13 of the Draft EIR from 2:1 to 1:1, noting each 2045 MTP/SCS project will identify a site-specific tree replacement ratio under project-specific environmental review. The commenter does not provide a reason why a 1:1 minimum tree replacement ratio is more appropriate than a 2:1 ratio, which the Draft EIR determines is appropriate. This comment does not require a revision to the Draft EIR.

Page 4.1-19 of the Draft EIR has been revised as follows:

- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low reflective glass where feasible; and

Page 4.3-36 of the Draft EIR has been revised as follows:

- Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to ~~indoor~~ reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
- Use air filtration devices rated MERV-13 or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting.

Page 4.5-9 of the Draft EIR has been revised as follows:

b. State Laws, Regulations, and Policies

California Register of Historical Resources

The California Register of Historical Resources (CRHR) program was designed for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources.

Page 4.8-14 of the Draft EIR has been revised as follows:

c. State Laws, Regulations, ~~and~~ Policies, and Programs

Page 4.10-10 of the Draft EIR has been revised as follows:

Sustainable Groundwater Management Act

... SGMA establishes the key elements, presented below, which facilitate sustainable groundwater management including with consideration to historical overdraft conditions.

- Requires the establishment of a Groundwater Sustainability Agency (GSA) for each groundwater basin in the state, subject to DWR approval, with the GSA for each respective groundwater basin or subbasin consisting of one or more local agencies with management authority over the basin(s).

- If the DWR does not approve of a proposed GSA, or if no agency steps forward or is formed to fulfill the role of GSA, this role defaults to the DWR which then assumes the GSA responsibilities, including development of a GSP for the affected basin(s).
- Requires all groundwater basins designated by the DWR as Medium- or High Priority to prepare and implement a Groundwater Sustainability Plan (GSP) to achieve and maintain sustainable groundwater conditions for the applicable basin according to a SGMA-established timeline, which depends upon the priority ranking of the basin. In Santa Cruz, San Benito, and Monterey counties, groundwater basins are all designated as Medium- or High Priority.

Page 4.10-11 of the Draft EIR has been revised as follows:

Table 4.10-2 Medium and High Priority Basins and GSP Status

The commenter suggests revisions to a paragraph on page 4.13-7 to revise instances of “City of King Housing Element” to “City of King City Housing Element”. AMBAG recognizes and utilizes the City of King phrasing. This comment does not raise, nor would the suggested revisions implicate, an environmental issue related to EIR adequacy; thus, no further response is required.

Page 4.14-2 of the Draft EIR has been revised as follows:

... Each fire protection agency is responsible for serving its own prescribed area, but mutual aid agreements are in wide use across the region such that agencies can rely on assistance from neighboring agencies in the case of overwhelming demand. ~~Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies.~~

Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies.

No additional edits to the Draft EIR are required in response to this comment.

Page 4.14-11 of the Draft EIR has been revised as follows:

Monterey One Water: Regional Treatment Plant near Marina.

Page 4.14-13 of the Draft EIR has been revised as follows:

...MS4s are interconnected and often share facilities, cooperatively manage systems, and coordinate pollution control efforts. MS4s within this table are broken down into three types: Traditional, Non-traditional, and Waiver. Traditional MS4 operators are incorporated cities, towns, Urbanized Areas (UAs), counties, and similar municipal

organizations. Non-traditional MS4 operators are transportation agencies (where the 'MS4' is often a system of drainage channels alongside transportation infrastructure), military bases, public universities, and prisons. Waiver MS4 are types of waivers and exemptions to permit requirements, examples include small MS4s, usually less than 1,000 connections or population, MS4s that can demonstrate they are not discharging pollutants in any significant level, or MS4s whose discharges are accounted for in TMDL limits already set for impaired bodies.

The second paragraph on page 6-7 of the Draft EIR has been revised as follows:

.... The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. The geographic scope for each environmental issue analyzed in this EIR is identified in ~~Table 6-1~~ Table 6-2.

The first paragraph on page 6-9 of the Draft EIR has been revised as follows:

As shown in ~~Table 6-2~~ Table 6-1, in the cumulative impact analysis area the AMBAG region comprises approximately 12.5 percent of the existing population, 12.4 percent of the existing number of households and 14.9 percent of the existing number of jobs and approximately 18.5 percent of the total acreage....

Due to a typographical error which misidentified the impact determination, Impact LU-C-1 on page 6-20 of the Draft EIR has been revised as follows:

Impact LU-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. HOWEVER, IT COULD RESULT IN INCONSISTENCIES OR CONFLICTS WITH LOCAL LAND USE PLANS AND LOCAL COASTAL PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING ENVIRONMENTAL EFFECTS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD NOT BE CUMULATIVELY CONSIDERABLE.

This comment's suggested textual revisions have been considered and addressed. Except as identified above, no further suggested revisions to the Draft EIR are required. The above revisions rectify typographical or editorial errors, and do not constitute significant new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. These minor textual revisions serve to clarify and amplify the content of the EIR.

Response 3.3

The commenter suggests that Table 4.14-1, Fire Service Providers in the AMBAG Region, on page 4.14-1 of the Draft EIR is unclear and provides confusing data regarding the fire service areas and number of fire stations in the AMBAG region. Specifically, the commenter notes certain unincorporated county communities are separately listed from the unincorporated county in which they are located; the number of stations data could mislead readers; and there is an incomplete list under the "Monterey County (unincorporated)" row.

Table 4.14-1 in Section 4.14, *Public Services, Recreation, and Utilities*, provides a list of fire service providers serving the AMBAG region. In response to this comment, portions of Table

4.14-1 on page 4.14-1 of the Draft EIR have been revised to clarify the data and explain that some fire service providers serve multiple cities or towns. The revisions are shown as follows (portions of table not below remain unchanged):

Table 4.14-1 Fire Service Providers in the AMBAG Region¹

County/City/Town	Fire Service Provider	Number of Stations²
Monterey County		
Monterey County (<u>remaining unincorporated</u>)	CAL FIRE, Monterey County Regional Fire District, North Monterey County Fire Protection District, US Forest Service	11, 7, 3,
Santa Cruz County		
Santa Cruz County (<u>remaining unincorporated</u>)	CAL FIRE	13

¹ Table is an estimation of fire service providers within the AMBAG region and does not include private fire protection departments

² As shown in the table, some fire service providers serve multiple cities or towns. The number of stations in this column reflect the number of stations operated by the provider; not the number of stations within each city or town.

These revisions do not constitute significant new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. These minor textual revisions serve to clarify and amplify the content of the EIR.

Letter 4



CENTER for BIOLOGICAL DIVERSITY

Because life is good.

January 31, 2022

Sent via email

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
2045rtp@scrtc.org

Re: Draft Programmatic Environmental Impact Report for Santa Cruz County's Draft 2045 Regional Transportation Plan & Sustainable Communities Strategy

Dear Regional Transportation Commission:

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the Draft Programmatic Environmental Impact Report ("DEIR") for the Draft 2045 Regional Transportation Plan & Sustainable Communities Strategy for Santa Cruz County ("RTP/SCS"). The Center has reviewed the DEIR and RTP/SCS and provides these comments for consideration by the Santa Cruz County Regional Transportation Commission ("SC RTC"). As outlined in further detail below, we urge SC RTC to ensure that the DEIR fully considers and mitigates the impacts of the RTP/SCS on mountain lions, wildlife connectivity, and wildfire. As currently written, we are concerned that the DEIR does not meet these goals.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center and its members have worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in California.

We urge SC RTC staff and the Board to consider and implement the recommendations in this letter so that the RTP/SCS complies with applicable laws. We also request a meeting with staff or appropriate Board members to discuss how these recommendations can be implemented.

4.1

I. The EIR Must Analyze and Mitigate Impacts of the RTP/SCS to Mountain Lions (*Puma concolor*) throughout Santa Cruz County.

We are concerned that the DEIR does not adequately analyze or mitigate impacts of the RTP/SCS on mountain lions. Mountain lions in Santa Cruz County are part of the “Central Coast North” population of mountain lions, which is provisionally listed under the California Endangered Species Act (“CESA”) (Yap et al. 2019). In compliance with CESA, all projects associated with the RTP/SCS must be designed to allow safe passage of mountain lions under or over transportation projects that cross mountain lion movement corridors. (Fish & Game Code § 2054.) In addition, any structures adjacent to open space should include mitigation measures that reduce or eliminate mountain lion conflict (e.g., livestock should be kept in lion-proof enclosures at night), lighting should be turned away from open space, noise should be limited, pet cats and dogs should be kept indoors, and measures that reduce the risk of wildfire ignitions and/or spread should be required (e.g., avoiding new development in fire-prone areas and retrofitting existing communities with solar microgrids, ember-resistant vents and roofing, and 100-foot buffer immediately adjacent to structures with lightly irrigated native vegetation).

We were unable to find any such discussion in the DEIR. The omission is inconsistent with SC RTC’s obligations under the California Environmental Quality Act (“CEQA”). CEQA requires an EIR to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. (Pub. Res. Code § 21061.) CEQA further requires a lead agency to mitigate to the extent feasible significant impacts. (CEQA Guidelines § 15064.4.) More specifically, CEQA requires a “mandatory finding of significance” if there is substantial evidence in the record that a proposed plan or project *may* cause a “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 an endangered, rare or threatened species” (CEQA Guidelines § 15065(a)(1).) This means that a project or plan is deemed to have a significant impact on the environment as a matter of law if it reduces the habitat of a species, or reduces the number or range of an endangered, rare, or threatened species. (See *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 792 fn. 12 [citing *Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4th 1261, 1273–1274].)

Here, any further impairment of connectivity or destruction of habitat has the potential to significantly impact the Central Coast North mountain lions, as well as the broader Evolutionarily Significant Unit (“ESU”). By way of background, there is ample scientific evidence that indicates mountain lion populations in Southern California and the Central Coast are threatened and that human activities and land use planning that does not integrate adequate habitat connectivity can have adverse impacts on mountain lions. Continued habitat loss and fragmentation has led to 10 genetically isolated populations within California. Several populations in Southern California are facing an extinction vortex due to high levels of inbreeding, low genetic diversity, and high human-caused mortality rates from car strikes on roads, depredation kills, rodenticide poisoning, poaching, disease, and increased human-caused wildfires (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Benson et al. 2016; Gustafson et al. 2018; Benson et al. 2019). This is detailed in the Center’s petition to

4.2

the California Fish and Game Commission to protect Southern California and Central Coast mountain lions under CESA (Yap et al. 2019).

The primary threat to the long-term survival of mountain lions in the Southern California/Central Coast ESU is genetic isolation due to lack of connectivity caused by continuous development in mountain lion habitat with little regard of their movement needs. Thus, the persistence of the populations within Santa Cruz County relies heavily on being connected with mountain lions throughout the ESU *as well as* statewide. Mountain lions are wide ranging species that have home ranges of 75 to 200 mi²; clearly, anthropogenic barriers are likely limiting their movement and preventing adequate gene flow for the long-term survival of mountain lions throughout the SC RTC region (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Gustafson et al. 2018; Benson et al. 2019). Yet the RTP/SCS will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate mitigation for mountain lion specific wildlife connectivity, which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement corridors. Such development without addressing wildlife connectivity issues and integrating effective mountain lion specific wildlife crossings and corridors could lead to the extirpation of multiple mountain lion populations in the Santa Cruz and Central Coast region.

As the last remaining wide-ranging top predator in the region, impacts to mountain lions in the Santa Cruz Region could have severe ecological consequences; loss of the keystone species could have ripple effects on other plant and animal species, potentially leading to a decrease in biodiversity and diminished overall ecosystem function. In some ecosystems that lack mountain lions, increased deer populations can overgraze vegetation and cause stream banks to erode (Ripple and Beschta 2006; Ripple and Beschta 2008). Many scavengers, including foxes, raptors, and numerous insects, can lose a reliable food source without mountain lions (Ruth and Elbroch 2014; Barry et al. 2019). Fish, birds, amphibians, reptiles, rare native plants, and butterflies could diminish if this apex predator were lost (Ripple and Beschta 2006; Ripple and Beschta 2008; Ripple et al. 2014).

SC RTC also has an obligation to protect species that are listed or provisionally listed under CESA, including Central Coast and Southern California mountain lions. Under CESA, the SC RTC may not approve projects (including the RTP/SCS) that could jeopardize the continued existence of these populations or result in destruction of essential habitat (Cal. Fish & Game Code § 2053(a) and SC RTC must require that appropriate mitigation measures be implemented for projects that could destroy mountain lion habitat or impair connectivity (Cal. Fish & Game Code § 2054).

Given that the Central Coast North mountain lion population are a candidate species under the CESA, the DEIR must be revised and recirculated to analyze and fully mitigate potential impacts on these populations in compliance with both CESA and CEQA.

II. The EIR Must Analyze and Mitigate Impacts of the RTP/SCS on Wildlife Movement and Habitat Connectivity.

The EIR must analyze the potential impacts of the RTP/SCS and its associated projects on wildlife connectivity. Roads and development create barriers that lead to habitat loss and fragmentation, which harms native wildlife, plants, and people. As barriers to wildlife movement, poorly-planned development and roads can affect an animal's behavior, movement patterns, reproductive success, and physiological state, which can lead to significant impacts on individual wildlife, populations, communities, landscapes, and ecosystem function (Mitsch and Wilson 1996; Trombulak and Frissell 2000; van der Ree et al. 2011; Brehme et al. 2013; Haddad et al. 2015; Marsh and Jaeger 2015; Ceia-Hasse et al. 2018). For example, as noted above, habitat fragmentation from roads and development has been shown to cause mortalities and harmful genetic isolation in mountain lions in southern California (Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015), increase local extinction risk in amphibians and reptiles (Cushman 2006; Brehme et al. 2018), cause high levels of avoidance behavior and mortality in birds and insects (Benítez-López et al. 2010; Loss et al. 2014; Kantola et al. 2019), and alter pollinator behavior and degrade habitats (Trombulak and Frissell 2000; Goverde et al. 2002; Aguilar et al. 2008). Habitat fragmentation also severely impacts plant communities. An 18-year study found that reconnected landscapes had nearly 14% more plant species compared to fragmented habitats, and that number is likely to continue to rise as time passes (Damschen et al. 2019). The authors conclude that efforts to preserve and enhance connectivity will pay off over the long-term (Damschen et al. 2019). In addition, connectivity between high quality habitat areas in heterogeneous landscapes is important to allow for range shifts and species migrations as climate changes (Heller and Zavaleta 2009; Cushman et al. 2013; Krosby et al. 2018). Loss of wildlife connectivity decreases biodiversity and degrades ecosystems.

Edge effects of development in and adjacent to open space will likely impact key, wide-ranging predators, such as mountain lions and bobcats (Crooks 2002; Riley et al. 2006; Delaney et al. 2010; Lee et al. 2012; Smith et al. 2015; Vickers et al. 2015; Smith et al. 2017; Wang et al. 2017), as well as smaller species with poor dispersal abilities, such as song birds, small mammals, and herpetofauna (Cushman 2006; Slabbekoorn and Ripmeester 2008; Benítez-López et al. 2010; Kociolek et al. 2011). Limiting movement and dispersal can affect species' ability to find food, shelter, mates, and refugia after disturbances like fires or floods. Individuals can die off, populations can become isolated, sensitive species can become locally extinct, and important ecological processes like plant pollination and nutrient cycling can be lost. Negative edge effects from human activity, such as traffic, lighting, noise, domestic pets, pollutants, invasive weeds, and increased fire frequency, have been found to be biologically significant up to 300 meters (~1000 feet) away from anthropogenic features in terrestrial systems (Environmental Law Institute 2003)

The EIR must also consider corridor redundancy (*i.e.* the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience. Compared to a single pathway, multiple connections between habitat patches increase the probability of movement across landscapes by a wider variety of species, and they provide more habitat for low-mobility species while still allowing for their dispersal (Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008). In addition, corridor redundancy provides resilience to uncertainty, impacts of climate change, and extreme events, like flooding or wildfires, by providing alternate escape routes or refugia for animals seeking safety (Cushman et al., 2013; Mcrae et al., 2008; Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008).

Corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. Climate change is increasing stress on species and ecosystems, causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes, and increasing species extinction risk (Warren et al. 2011). A 2016 analysis found that climate-related local extinctions are already widespread and have occurred in hundreds of species, including almost half of the 976 species surveyed (Wiens 2016). A separate study estimated that nearly half of terrestrial non-flying threatened mammals and nearly one-quarter of threatened birds may have already been negatively impacted by climate change in at least part of their distribution (Pacifiçi et al. 2017). A 2016 meta-analysis reported that climate change is already impacting 82 percent of key ecological processes that form the foundation of healthy ecosystems and on which humans depend for basic needs (Scheffers et al. 2016). Genes are changing, species' physiology and physical features such as body size are changing, species are moving to try to keep pace with suitable climate space, species are shifting their timing of breeding and migration, and entire ecosystems are under stress (Parmesan and Yohe 2003; Root et al. 2003; Parmesan 2006; Chen et al. 2011; Maclean and Wilson 2011; Warren et al. 2011; Cahill et al. 2012).

The DEIR must also analyze the RTP/SCS's potential impacts to riparian corridors. Riparian ecosystems have long been recognized as biodiversity hotspots performing important ecological functions in a transition zone between freshwater systems and upland habitats. Many species that rely on these aquatic habitats also rely on the adjacent upland habitats (*e.g.*, riparian areas along streams, and grassland habitat adjacent to wetlands). In fact, 60% of amphibian species, 16% of reptiles, 34% of birds and 12% of mammals in the Pacific Coast ecoregion depend on riparian-stream systems for survival (Kelsey and West 1998). Many other species, including mountain lions and bobcats, often use riparian areas and natural ridgelines as migration corridors or foraging habitat (Dickson et al, 2005; Hilty & Merenlender, 2004; Jennings & Lewison, 2013; Jennings & Zeller, 2017). Additionally, fish rely on healthy upland areas to influence suitable spawning habitat (Lohse et al. 2008), and agricultural encroachment on these habitats and over-aggressive removal of riparian areas have been identified as a major driver of declines in freshwater and anadromous fish (*e.g.*, Stillwater Sciences 2002; Lohse et al. 2008; Moyle et al. 2011). Therefore, buffers that allow for connectivity between the aquatic resource and upland habitat is vital for many species to persist.

4.4

4.5

It is estimated that 90-95% of historic riparian habitat in the state has been lost (Bowler 1989; Riparian Habitat Joint Venture 2009). Using 2002 land cover data from CalFire, the Riparian Habitat Joint Venture estimated that riparian vegetation makes up less than 0.5% of California's total land area at about 360,000 acres (Riparian Habitat Joint Venture 2004). This is alarming because riparian habitats perform a number of biological and physical functions that benefit wildlife, plants, and humans, and loss of what little is left will have severe, harmful impacts on special-status species, overall biodiversity, and ecosystem function. California cannot afford to lose more riparian corridors.

A literature review found that recommended buffers for wildlife often far exceeded 100 meters (~325 feet), well beyond the largest buffers implemented in practice (Robins 2002). For example, Kilgo et al. (1998) recommend more than 1,600 feet of riparian buffer to sustain bird diversity. In addition, amphibians, which are considered environmental health indicators, have been found to migrate over 1,000 feet between aquatic and terrestrial habitats through multiple life stages (Semlitsch and Bodie 2003; Trenham and Shaffer 2005; Cushman 2006; Fellers and Kleeman 2007). Accommodating the more long-range dispersers is vital for continued survival of species populations and/or recolonization following a local extinction (Semlitsch and Bodie 2003; Cushman 2006). In addition, more extensive buffers provide resiliency in the face of climate change-driven alterations to these habitats, which will cause shifts in species ranges and distributions (Cushman et al., 2013; Heller & Zavaleta, 2009; Warren et al., 2011). This emphasizes the need for sizeable riparian and upland buffers around streams and wetlands in and adjacent to any project included in the RTP/SCS, as well as connectivity corridors between heterogeneous habitats. Again, the EIR must adequately assess and mitigate impacts to local, regional, and global wildlife movement and habitat connectivity.

It is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes our (humans, plants, and animals) ability to adapt to climate change. In a report for the International Union for Conservation of Nature (IUCN), world-renowned scientists from around the world stated that “[s]cience overwhelmingly shows that interconnected protected areas and other areas for biological diversity conservation are much more effective than disconnected areas in human-dominated systems, especially in the face of climate change” and “[i]t is imperative that the world moves toward a coherent global approach for ecological connectivity conservation, and begins to measure and monitor the effectiveness of efforts to protect connectivity and thereby achieve functional ecological networks” (Hilty et al. 2020).

Given the potential for projects authorized or streamlined by the RTP/SCS to fragment and destroy important habitat, including riparian areas, the Center urges the SC RTC to avoid further fragmentation and degradation of existing, intact, heterogeneous habitats and incorporate clear and enforceable wildlife connectivity mitigation measures that address the needs of target species into the RTP/SCS and EIR.

While DEIR does include some measures specifically for fencing, lighting and drainage systems, it does not include specific measures related to roads, nor does it provide detailed mitigation for target species (DEIR, page 4.4-46). The RTP/SCS should encourage the involvement of wildlife connectivity experts from CDFW and other agencies, organizations,

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academic institutions, communities, and local groups starting at the initial planning stage of development and transportation projects so that habitat connectivity can be strategically integrated into project design and appropriately considered in the project budget. The RTP/SCS should require road and highway projects to include adequate wildlife crossing infrastructure in order to reduce impacts to mountain lions and other species.

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In incorporating such measures into future drafts of the EIR and RTP/SCS, it is important to consider that different species have different behaviors and needs that affect how they move. For example, smaller species with poor dispersal abilities, like rodents and herpetofauna, would require more frequent intervals of crossings compared to larger wide-ranging species, like mountain lions or coyotes, to increase their chances of finding a crossing. Gunson et al. (2016) recommend that crossing structures generally be spaced about 300m (~0.19mi) apart for small animals when transportation infrastructure bisects large expanses of continuous habitat, though they recognize that some amphibians may need more frequent crossings no more than 50m (~0.03mi) apart. And for many amphibian and reptile species, undercrossings should have grated tops so that the light and moisture inside the crossings are similar to that of the ambient environment. Brehme and Fisher (2020) also provides additional guidance regarding amphibian crossings. Therefore, **multiple crossings designed for different target species may be required. In-depth analyses that include on-the-ground movement studies of which species are moving in the area and their home range area, habitat use, and patterns of movement are needed to determine how to best implement such crossings.** In addition, associated crossing infrastructure (*e.g.*, exclusionary fencing appropriate for target species, berms to buffer crossings from sound and light) should be included to improve chances of wildlife using crossings, and such crossings and associated infrastructure should be designed and built in consultation with local and regional experts, including agency biologists. And **to improve the effectiveness of any wildlife crossings, there should be protected habitat on both sides of the crossing; therefore, mitigation should also include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented,** again, in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. Given that impacts of noise, light, and vibration can affect the use of wildlife crossings, even if crossings are designed with adequate parameters and fencing, the crossings should be built with wildlife responsive design; crossings should have sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and they should be well-maintained on both sides of the crossing for animals to use them (Shilling 2020; Vickers 2020).

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Here are some additional mitigation measures that should be included in the EIR that projects should be required to implement if they are to be considered “consistent” with the RTP/SCS or receive funding from SC RTP:

- Lead agency shall consult with applicable counties, cities, Tribes, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. 4.10
- Lead agency and/or project applicant shall design projects to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. 4.11
- Lead agency must conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. 4.12
- For long linear projects with the possibility of impacting wildlife movement (e.g., road expansion), lead agency shall analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce the function of recognized movement corridors. 4.13
- Lead agency must require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. 4.14
- For projects with impacts to habitat linkages or corridors, lead agency shall ensure adequate preservation and mitigation of habitat linkages and corridors (e.g., through mitigation banking or purchasing, maintain or restoring offsite habitat). 4.15
- Lead agency shall design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. 4.16
- Lead agency shall install overpasses, underpasses, or culverts as appropriate to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. 4.17
- Lead agency shall install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. 4.18
- Where avoidance of impacts is determined by the lead agency to be infeasible, the lead agency shall design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., United States Fish and Wildlife Service and/or CDFW) and in accordance with the respective county and city general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, where applicable: Wildlife movement buffer zones, appropriately spaced 4.19

breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, other comparable measures.

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- Lead agency shall implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.

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- Lead agency shall reduce lighting impacts on sensitive species through implementation of mitigation measures including, but not limited to:

- Use high pressure sodium and/or cut-off fixtures instead of typical mercury vapor fixtures for outdoor lighting;
- Design exterior lighting to confine illumination to the project site;
- Provide structural and/or vegetative screening from light-sensitive uses;
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces;
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
- Minimize lighting at night.

4.21

- Lead agency shall reduce noise impacts to sensitive species through implementation of mitigation measures including, but not limited to:

- Install temporary noise barriers during construction.
- Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools.
- Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require

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re-pavement, or normal reconstruction of roadways where re-pavement is planned.

- Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.

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III. The EIR Must Adequately Assess and Mitigate Impacts of New Development in High Fire-prone Areas to Wildfire Risk.

Fire is a natural and necessary ecological process for many different ecosystems within the region; however, increased human-caused ignitions and the expansion of flammable non-native grasses has led to increased fire activity in the area, which is harmful to numerous biological resources and people.

4.23

A. The EIR Must Fully Inform the Public and Decisionmakers of the Potential Impacts of More Fire Ignitions from Placing Homes and People in High Fire-Prone Areas.

According to a report from Governor Gavin Newsom’s Office, construction of more homes in the wildland-urban interface is one of the main factors that “magnify the wildfire threat and place substantially more people and property at risk than ever before” (Governor Newsom’s Strike Force 2019). Syphard et al. (2019) found that housing and human infrastructure in fire-prone wildlands are the main drivers of fire ignitions and structure loss. This is not new information; scientists have been reporting it for many years in scientific, peer-reviewed journals, and firefighters have observed it.

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As outlined in the Center’s recent report, *Built to Burn*¹, increasing housing development in high fire-risk wildlands is putting more people in harm’s way and contributing to a dramatic increase in costs associated with fire suppression and damages. Next 10 and UC Berkeley’s recent report, *Rebuilding for a Resilient Recovery: Planning in California’s Wildland Urban Interface*², likewise found that state and local land use policies are increasing the economic and human cost of wildfire by encouraging rebuilding in the high risk-wildland urban interface instead of focusing development away from fire-prone areas. Sprawl developments with low/intermediate densities extending into habitats that are prone to fire have led to more frequent

¹ Tiffany Yap, et al, *Built to Burn: California’s Wildlands Developments Are Playing With Fire* (Feb. 2021), available at <https://www.biologicaldiversity.org/programs/urban/pdfs/Built-to-Burn-California-Wildfire-Report-Center-Biological-Diversity.pdf>.

² Next 10 and UC Berkeley, *Rebuilding for a Resilient Recovery: Planning in California’s Wildland Urban Interface* (June 2021), available at <https://www.next10.org/sites/default/files/2021-06/Next10-Rebuilding-Resilient-Final.pdf>.

wildfires caused by human ignitions, like power lines, arson, improperly disposed cigarette butts, debris burning, fireworks, campfires, or sparks from cars or equipment (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019). Human-caused fires account for 95-97% of all fires in Southern California's Mediterranean habitats (Syphard et al. 2007; Balch et al. 2017). In some Southern California counties, Keeley and Syphard (2018) found that human ignitions were responsible for 98-100% of fires between 1919-2016. Leapfrog developments in high fire-prone areas have the highest predicted fire risk (Syphard et al. 2013), and multiple studies indicate that developments with low/intermediate-density clusters surrounded by fire-dependent vegetation (*i.e.*, grasslands, chaparral, scrub) in areas with a history of fires have the highest chances of burning (Syphard et al. 2012; Bistinas et al. 2013; Syphard et al. 2013; Syphard et al. 2019). The EIR must clearly outline and summarize the scientific evidence linking development in high fire-prone wildlands with increased fire risk; the RTP/SCS could result in the placement of more homes, infrastructure, roads, and communities in high fire-prone areas that have burned in the past and will inevitably burn again.

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The EIR must acknowledge the potential wildfire hazard from increased human-caused ignitions in the Santa Cruz region. By placing people in fire-prone areas, the induced sprawl perpetuated by the RTP/SCS would increase the number of potential ignition sources, and therefore the risk of wildfires occurring. In addition, power lines and electrical equipment are a significant source of human-caused ignitions (Keeley and Syphard 2018). The 2017 Thomas Fire, 2017 Tubbs Fire, 2018 Camp Fire, and 2018 Woolsey Fire were found to have been caused by electrical transmission lines and electrical equipment, and the 2019 Kincade Fire is suspected to have been caused by power lines as well. Placing homes and people in high fire-prone areas would only increase the potential likelihood of these ignition sources, as has been documented in multiple scientific studies (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019).

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Although public utilities companies (*i.e.*, PG&E and Southern California Edison) are altering operations in the form of power outages and blackouts during extreme weather conditions (Callahan et al. 2019; Krishnakumar et al. 2019; Fry et al. 2019a), wildfires can still spark and spread quickly towards homes, as evidenced by the wildfires in Moraga (Hernández et al. 2019) and Saddle Ridge/Sylmar (Fry et al. 2019b). And the power outages themselves disproportionately burden our most vulnerable communities, including the elderly, poor, and disabled (Chabria and Luna 2019), and can cause traffic jams and collisions (CBS San Francisco 2019). Michael Wara, Director of the Climate and Energy Policy Program and a senior research scholar at the Stanford Woods Institute for the Environment, estimated that PG&E's power outage in Northern and Central California could have an economic impact of \$2.5 billion in losses, with most of the burden on businesses (Callahan et al. 2019). It is clear that placing more homes and businesses in known fire-prone areas and wind corridors is irresponsible and can lead to deadly and costly consequences.

While the DEIR does acknowledge that some projects associated with the RTP/SCS would “result in growth in or near wildfire prone areas,” creating “substantial wildfire-related impacts” (DEIR, page 4.17-16), the DEIR fails to describe in detail the full extent of these impacts to people, ecosystems, and wildlife based upon the best available science. While the mitigation focuses on implementing fire resistant measures, there is no acknowledgement that this only reduced the wildfire risk, it does not make the new infrastructure fireproof. **The DEIR must also fully consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires.**

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B. The EIR Must Adequately Assess and Mitigate the Impacts to Special-status Species Due to Increased Human-caused Ignitions.

As mentioned previously, sprawl developments with low/intermediate densities extending into habitats that are prone to fire, such as chaparral and scrub/shrubland habitats, have led to more frequent wildfires caused by human ignitions, and these types of developments have the highest chances of burning (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Syphard et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019). This could disrupt the natural fire regime and lead to a dangerous feedback loop of deadly fires and habitat destruction.

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Significant portions of the Santa Cruz region are dominated by chaparral and scrub/shrublands, native California habitats that are adapted to infrequent (every 30 to 150 years or more), large, high-intensity crown fire regimes (Keeley and Fotheringham 2001). However, if these regimes are disrupted, the habitats become degraded (Keeley 2005; Keeley 2006; Syphard et al. 2018). When fires occur too frequently, type conversion occurs and the native shrublands are replaced by non-native grasses and forbs that burn more frequently and more easily, ultimately eliminating native habitats and biodiversity while increasing fire threat over time (Keeley 2005; Keeley 2006; Syphard et al. 2009; Safford and Van de Water 2014; Syphard et al. 2018). This could have serious consequences for special-status species in the Santa Cruz region that rely on these native habitats for survival, like California tiger salamanders and vernal pool fairy shrimp. In addition, large-scale landscape changes due to vegetation-type conversion from shifts in natural fire regimes could impact wide-ranging species like mountain lions (Jennings 2018), whose populations are already struggling in the area due to lack of connectivity and genetic isolation (Gustafson et al. 2018; Dellinger 2019).

C. The FEIR Fails to Adequately Assess and Mitigate the Potential Health and Air Quality Impacts from Increased Smoke from Human-caused Ignitions.

Human-caused wildfires at the urban wildland interface that burn through developments are becoming more common with housing extending into fire-prone habitats. This is increasing the frequency and toxicity of smoke exposure to communities in and downwind of the fires. This can lead to harmful public health impacts due to increased air pollution not only from burned vegetation, but also from burned homes, commercial buildings, cars, etc. Buildings and structures often contain plastic materials, metals, and various stored chemicals that release toxic

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chemicals when burned, such as pesticides, solvents, paints, and cleaning solutions (Weinhold 2011).

Increased fire frequency due to human activity and ill-placed developments lead to increased occurrences of poor outdoor and indoor air quality from smoke (*e.g.*, Phuleria et al. 2005), which can have public health effects. Hospital visits for respiratory symptoms (*e.g.*, asthma, acute bronchitis, pneumonia, or chronic obstructive pulmonary disease) and cardiovascular symptoms have been shown to increase during and/or after fire events (Künzli et al. 2006; Viswanathan et al. 2006; Delfino et al. 2009; Rappold et al. 2012; Liu et al. 2015; Reid et al. 2016). Children, elderly, and those with underlying chronic disease are the most vulnerable to the harmful health effects of increases in wildfire smoke. While it states that “fire related impacts may extend far beyond the fire footprint as damage to homes, infrastructure, and ecosystems, and diminished air and water quality could all occur. People residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI” (DEIR, page, 4.17-16), it does not propose an alternative that would prevent any future growth in wildfire hazard severity areas.

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D. The EIR Must Adequately Assess and Mitigate the Impact of Increased Wildfires on Fire Protection Services and Utilities.

The DEIR does not adequately consider the impacts on firefighters and first responders of the growth induced by the RTP/SCS in high fire-prone natural areas subject to intermittent wildfires. Adding more development to these wild areas will necessitate significant firefighting costs from both state and local authorities. Cal Fire is primarily responsible for addressing wildfires when they occur, and its costs have continued to increase as wildfires in the wildland urban interface have grown more destructive. During the 2017-2018 and the 2018-2019 fiscal years, Cal Fire’s fire suppression costs were \$773 million and an estimated \$635 million, respectively (Cal Fire 2019). Note that this does not include the cost of lives lost, property damage, or clean up during these years, which is estimated to be billions of dollars. The vast majority of wildfires in southern California are caused by humans (Balch et al. 2017; Keeley and Syphard 2018), and inducing sprawl development in high fire hazard areas will increase the frequency and likelihood of such fires (Syphard et al. 2012; Syphard et al. 2013; Radeloff et al. 2018; Syphard et al. 2019). SC RTC should not be approving an RTP/SCS that will streamline or induce unsustainable sprawl in high fire-prone areas and burden future generations of California with the costs of defending and recovering even more cities from dangerous blazes.

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According to Captain Michael Feyh of the Sacramento Fire Department, California no longer has a fire season (Simon 2018); wildfires in California are now year-round because of increased human ignitions in fire-prone areas. Emergency calls to fire departments have tripled since the 1980s (Gutierrez and Cassidy 2018), and firefighters (and equipment) are being spread thin throughout the state. Firefighters often work 24- to 36-hour shifts for extended periods of time (often weeks at a time), and they are being kept away from their homes and families for more and more days out of the year (Bransford et al. 2018; Del Real and Kang 2018; Gutierrez 2018; Simon 2018; Ashton et al. 2018). In addition, the firefighting force often must rely on volunteers to battle fires year-round.

The extended fire season is taking a toll on the physical, mental, and emotional health of firefighters, as well as the emotional health of their families (Del Real and Kang 2018; Simon 2018; Ashton et al. 2018). The physical and mental fatigue of endlessly fighting fires and experiencing trauma can lead to exhaustion, which can cause mistakes in life-or-death situations while on duty, and the constant worry and aftermath that family members endure when their loved ones are away working in life-threatening conditions can be harrowing (Ashton et al. 2018). According to psychologist Dr. Nancy Bohl-Penrod, the strain of fighting fires without having sufficient breaks can impact firefighters' interactions with their families, their emotions, and their personalities (Bransford et al. 2018). There have also been reports that suicide rates and substance abuse have been increasing among firefighters (Simon 2018; Greene 2018). This is not sustainable.

The EIR must adequately assess and mitigate the impacts to fire protection services. Placing an additional development in fire-prone areas will further burden already strained people and resources. Funding is already lacking for the increasing costs of fire suppression and property damage from wildfires in California; costs were over \$30 billion from 2010 to 2017, and the destruction from 2018's Camp Fire and Woolsey Fire will likely cost additional billions of dollars. And the draft RTP/SCS does not appear to provide a mechanism for developers to reimburse Cal Fire for the many millions (or billions) of dollars Cal Fire will likely expend when—not if—Central Coast and Southern California communities need to be defended from natural or human-caused wildfires in the vicinity. If costs are not sufficiently covered by the developers, California and federal residents end up paying in the form of fire insurance premiums and taxes that support Cal Fire and federal government subsidies and grants for homes in high risk areas. And these costs do not include other indirect/hidden costs associated with wildfires, such as the costs of doctors' appointments, medication, sick days taken from places of work, funerals, etc. As the costs of housing in California continues to increase, these costs will also continue to rise. Given the current lack of funding and shortage of firefighting personnel, any development in high fire-prone areas should be required to provide adequate funding and resources for firefighting operations and safety measures.

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E. The FEIR Fails to Provide Adequate Fire Safety Measures to Effectively Mitigate Wildfire Impacts.

While the DEIR does provide WF-1 to mitigate the RTP/SCS's wildfire impacts (DEIR at ES-49), this measure does not constitute "all feasible mitigation measures," as required by CEQA. *First and foremost*, the primary policy to minimize impacts to wildfire risk should be to avoid placing human infrastructure in high fire-prone areas, yet this does not appear to be included in the mitigation measures (or the draft RTP/SCS). *Second*, developers should be required to go above and beyond current state and federal standards and building codes to further minimize wildfire risk. While enforceable defensible space regulations are a laudable goal, recommending that developers follow the law and build to code is insufficient. Although defensible space immediately adjacent to structures and ember-resistant vents and roofing may help make homes *fire-resistant*, even the best mitigation cannot make a development *fire-proof*. According to an analysis conducted in the aftermath of the Camp Fire, while 51% of homes built

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to code survived the blaze, the remaining 49% did not (Kasler and Reese 2019). In addition, homes can add fuel to fires, and fire safety is not guaranteed.

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There are other mitigation measures that should be implemented to minimize wildfire impacts sprawl development in high fire-prone areas. For example, external sprinklers with an independent water source would reduce flammability of structures (California Chaparral Institute 2018). Although external sprinklers are not required by law, water-protected structures are much less likely to burn compared to dry structures, yet the DEIR does not provide this in the recommended project level mitigation measures. The DEIR should require external sprinkler systems for any new development in wildfire zones. In addition, local solar power paired with batteries could reduce power flow (and therefore reduce extreme temperatures) in electricity lines, which would reduce the need for power outages during extreme weather conditions and provide power for communities when outages are necessary (Lee 2019). Michael Wara argues that solar power and batteries for homes and “microgrids” linking business districts would help make communities in high fire risk areas safer because it would provide backup power for medical devices, refrigerators, and the internet to run while allowing the main power grid to get shut down (Wara 2018).

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Public safety threats are often exacerbated by infrastructure unable to accommodate the consequences of more human-caused fires at the wildland urban interface. Thus, it is imperative that adequate safety plans for residents and construction/maintenance workers that reflect real-world experience associated with wildfires in California are in place prior to an emergency. Notification systems may not function as expected during an emergency, and evacuation routes can get clogged with traffic quickly, endangering the lives of those trying to evacuate. In addition, the combination of smoke obscuring roads and signage, trees collapsing or being flung into roadways by the wind, and the emotional state of those fleeing for their lives can lead to deadly collisions and roadblocks. And survivors are left to cope with the death of loved ones, physical injuries, and emotional trauma from the chaos that wildfires have inflicted on their communities. These issues are heartbreakingly depicted in an article published in the Sacramento Bee on Oct 22, 2017 (Lundstrom et al. 2017).

It is important to note that even if an adequate evacuation plan is in place, in natural areas with high fire threat where fires have historically burned, a public safety or evacuation plan may not be enough to safeguard people and homes from fires. Having warning systems and evacuation routes in place is important for fire preparedness and fire safety, but these are not guaranteed to function when a fire occurs. And wildfires may ignite with little or no notice, and, as mentioned previously, in severe weather conditions, wind-driven fires can spread quickly—they can cover 10,000 hectares in one to two days as embers are blown ahead of the fires and towards adjacent fuels (e.g., flammable vegetation, structures) (Syphard et al. 2011). This occurred in the Camp Fire in Butte County, which spread at a rate of 80 hectares a minute (about one football field per second) at its fastest, and in its first 14 hours burned over 8,000 hectares (Sabalow et al. 2018). In these types of emergencies warning systems can be slow and ineffective at reaching all residents in harm’s way, and planned evacuation routes may not be sufficient. These issues were observed during the Camp Fire, which led to at least 85 deaths and 13,000 burned homes (Sabalow et al. 2018), as well as in last year’s Tubbs Fire in Sonoma County and Thomas Fire in Santa Cruz County and Ventura County, which led to more than 40

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deaths and almost \$12 billion in property damage (Lundstrom et al. 2017; St. John 2017). The EIR must fully disclose the danger of fast-moving wildfires and mitigate the resulting impacts.

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IV. Conclusion

Thank you for the opportunity to submit comments on the DEIR for the RTP/SCS. We look forward to working with SC RTC to foster land use policy and growth patterns that promote wildlife movement and habitat connectivity and facilitate public health and safety. We again ask to meet with SC RTP staff or appropriate Board members to advance these recommendations. Please do not hesitate to contact the Center with any questions at the email addresses listed below.

4.34

Sincerely,



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(provided on via OneDrive link)

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4.35

Letter 4

COMMENTER: Elizabeth Reid-Wainscoat, Campaigner, Center for Biological Diversity

DATE: January 31, 2022

Response 4.1

The commenter indicates that their letter is submitted on behalf of the Center for Biological Diversity (Center) and requests that Santa Cruz County Regional Transportation Commission (SCCRTC) ensure that the Draft EIR fully considers and mitigates the impacts of the RTP/SCS on mountain lions, wildlife connectivity, and wildfire. The commenter requests the SCCRTC staff and the Board of Supervisors implement recommendations in the comment letter. Additionally, the commenter requests a meeting with appropriate staff to discuss how their suggested recommendations can be implemented.

The commenter's specific comments regarding mountain lions, wildlife connectivity, and wildfire, as well as the commenter's suggested recommendations to the Draft EIR are discussed and responded to in Response 4.2 through Response 4.34 below. The commenter's request for a meeting with staff to discuss these recommendations has been noted.

Response 4.2

As a preliminary matter, please note that comments were directed to SCCRTC, but were submitted to AMBAG. As lead agency, AMBAG provides the following responses.

The commenter states that the Draft EIR does not adequately analyze or mitigate impacts of the RTP/SCS on mountain lions in Santa Cruz County, which are part of the "Central Coast North" population of mountain lions and are provisionally listed under CESA. The commenter faults the Draft EIR for not discussing mountain lions and compliance with CESA, such as: (1) requirements related to design for safe passage of mountain lions, (2) mitigation measures that reduce or eliminate mountain lion conflict, (3) lighting direction away from open space, (4) limiting noise, (5) domestic animals, and (6) measures that reduce the risk of wildfire ignitions and/or spread should be required. The commenter states that impairment of connectivity or destruction of mountain lion habitat has the potential to significantly impact the Central Coast North mountain lions, and specifically cites genetic isolation as the primary threat to the species' long-term survival. The commenter states that the omission of the discussion of impacts on mountain lions is inconsistent with the SCCRTC's obligations under CEQA and CESA. The commenter provides background information regarding scientific evidence of the threats to the mountain lion population. The commenter states the RTP/SCS will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate mitigation for mountain lion specific wildlife connectivity, which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement corridors. Because mountain lions are a candidate species under CESA, the commenter requests that the Draft EIR be revised and recirculated to evaluate and fully mitigate potential impacts on the mountain lion population in compliance with CESA and CEQA.

The commenter is accurate in stating that mountain lions are provisionally listed under CESA. CDFW is in the process of completing a status review of mountain lions located in Southern California and along the central coast of California. Upon completion, CDFW will make its recommendation on listing to the Fish and Game Commission. Under CESA, species classified as a candidate species are afforded the same protection as listed species. As a result, mountain lions within the AMBAG region, are CESA-protected during the review period.

Section 4.4, *Biological Resources*, of the Draft EIR includes a discussion of special-status species known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz Counties. On pages 4.4-16 and 4.4-17 of the Draft EIR, it states the following:

“For the purpose of this EIR, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act; those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as ‘Species of Special Concern,’ ‘Fully Protected,’ or ‘Watch List’ by the CDFW.”

Accordingly, mountain lions would be included within this scope under “species proposed for listing.” Due to the programmatic nature and the large geographic scope of the Draft EIR, Section 4.4, *Biological Resources*, does not describe every species with potential to occur. Instead, the Draft EIR refers to Appendix D and then broadly analyzes special status species. However, mountain lions were inadvertently omitted from the Draft EIR’s Appendix D, which lists special status species. For clarity purposes, the following revisions have been made to page D-26 in Appendix D of the Draft EIR to include mountain lions within the analysis:

<u>Puma concolor</u>	<u>None/None</u>	<u>Found across California, often in areas where deer are</u>
<u>Mountain lion</u>	<u>Provisionally listed</u>	<u>present. Prime habitat includes foothills and mountains.</u>

Impacts to special-status animal species are analyzed under Impact BIO-1 in Section 4.4, *Biological Resources*, of the Draft EIR (pages 4.4-32 through 4.4-40). As stated therein, because of the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation and land use projects on special-status species is not possible. (Please see Response 6.35 regarding applicability of a program EIR). As future projects envisioned in the 2045 MTP/SCS are planned and designed, site specific environmental review will be conducted by the agencies responsible for implementing such projects. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, and significant impacts would therefore occur. This impact discussion is relevant for all special-status species known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz Counties, including mountain lion.

Mitigation Measure BIO-1(a) states that if the project would have the potential to impact biological resources, prior to construction the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources (page 4.4-34

of the Draft EIR). In addition, Mitigation Measure BIO-1(g) provides avoidance and minimization guidance for non-listed special-status animals (page 4.4-38 of the Draft EIR). These measures apply to the mountain lion. Due to the programmatic nature of the EIR, individual mitigation measures were not presented and are not necessary for each special status species such as the mountain lion; these would be determined during project-specific CEQA reviews of transportation and land use projects implementing the proposed 2045 MTP/SCS.

The commenter's suggestion to include mitigation measures that reduce conflicts with mountain lions, including measures to reduce noise conflicts, light pollution conflicts, and conflicts with domestic animals, are closely correlated with circumstances of specific projects, such as the type of lighting proposed for a project or the project location in proximity to mountain lion habitat. Additionally, the Draft EIR already contains mitigation measures to reduce light pollution, such as Mitigation Measures AES-3(a) and AES-3(b) on pages 4.1-17 and 4.1-18. Also, Mitigation Measure BIO-3(a) on page 4.4-47 requires future projects envisioned in the 2045 MTP/SCS to incorporate a design feature for project lighting to be minimally disruptive to wildlife. These mitigation measures were intended to reduce lighting impacts of all projects in the 2045 MTP/SCS, including those that could be within mountain lion habitat. Therefore, revising the Draft EIR to include new or additional mitigation measures to reduce light impacts specifically within mountain lion habitat is unnecessary because the Draft EIR already includes mitigation measures that are designed to achieve this.

Similarly, the Draft EIR contains Mitigation Measures N-1 on page 4.12-15, which would reduce excessive noise. Mitigation Measure N-1 was designed to reduce noise impacts in the context of human perception, which would also be applicable to some wildlife species, but not necessarily all wildlife species because some species are more sensitive to noise than others. Accordingly, to further reduce potential noise disturbance on wildlife, Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR has been revised as follows:

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

This revision to the Draft EIR does not present a new significant impact, but instead clarifies and amplifies an existing mitigation measure in the Draft EIR. Therefore, the revision to Mitigation Measure BIO-3(a), above, does not trigger recirculation of the Draft EIR.

Regarding domesticated animal conflicts, AMBAG and the RTPAs are unable to control whether domesticated animals are permissible in areas or on property they do not own.

Animal husbandry and domestication is generally regulated through local zoning codes and ordinances, which AMBAG does not control or administer.

It is unnecessary to incorporate into the Draft EIR the commenter's recommendation for mitigation measures that reduce the risk of wildfire ignitions and/or spread within mountain lion habitat. Incorporation of such a measure is unnecessary because the Draft EIR already contains mitigation measures to reduce the potential for wildfires and reduce the magnitude of wildfires, including their spread. Specifically, Mitigation Measure W-1 on pages 4.17-17 and 4.17-18 of the Draft EIR includes a range of requirements to reduce the potential for wildfire in areas of the Monterey Bay region most susceptible to wildfires, as mapped by CalFire. Although Mitigation Measure W-1 was developed for an impact determination specific to wildfire (Impact W-1), the measure would reduce the impacts for wildfires within mountain lion habitat. Therefore, revising the Draft EIR to include new or additional mitigation measures to reduce wildfire impacts specifically within mountain lion habitat is unnecessary because the Draft EIR already includes a mitigation measure that is designed to achieve this.

In addition, the commenter also raises concerns about genetic isolation due to habitat fragmentation. Genetic isolation, as described in the letter, is "due to lack of connectivity caused by continuous development" in regard to movement needs. Pages 4.4-22 and 4.4-23 of the Draft EIR include a discussion on wildlife movement corridors and discuss that the CDFW *Biogeographic Information and Observation System* (BIOS; CDFW 2021b) mapped three essential connectivity areas (ECAs) within Monterey, San Benito, and Santa Cruz Counties. The ECAs are not regulatory delineations but have been identified by the California Essential Habitat Connectivity Project as lands likely important to wildlife movement between large, mostly natural areas at the statewide level. ECAs were mapped on a statewide level and should be considered areas identified at a coarse scale that can inform land planning efforts; however, ECAs do not include more detailed linkage designs developed at a finer resolution based on the needs of specific species and ecological processes.

The Draft EIR also identifies fourteen additional important movement corridors and states, "These areas are identified as important movement corridors for species such as San Joaquin kit fox, steelhead, riparian birds, and other small carnivores." However, the discussion does not directly call out mountain lions. Therefore, page 4.4-23 of the Draft EIR has been revised as follows:

These areas are identified as important movement corridors for species such as San Joaquin kit fox, mountain lion, steelhead, riparian birds, and other small carnivores.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify that mountain lions were included in the analysis of the Draft EIR, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.3

The commenter expresses that the Draft EIR must analyze and mitigate impacts of the RTP/SCS on wildlife movement and habitat connectivity. The commenter discusses the relationship between development and habitat loss and fragmentation, and the effects of barriers to wildlife movement.

The Draft EIR describes wildlife movement and habitat connectivity on page 4.4-22. Impacts to wildlife movement are discussed under Impact BIO-3 (page 4.4-45 of the Draft EIR). Therein, the analysis determines that several transportation projects in the 2045 MTP/SCS may overlap with areas of mapped ECAs or other locally important wildlife movement corridors including rivers and watercourses within the region. To mitigate impacts, the Draft EIR includes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. However, it cannot be guaranteed that movement of terrestrial species, such as mountain lions, will not be impeded at the regional scale due to the large scale of the 2045 MTP/SCS. No additional feasible mitigation measures are available to reduce impacts on wildlife movement. Therefore, impacts would remain significant and unavoidable. The commenter does not propose additional mitigation for the specific issue of transportation projects creating barriers to wildlife movement. The commenter does suggest mitigation measures to reduce adverse impacts of light and noise on wildlife in comment 4.2, above, but not mitigation for roadways creating barriers to wildlife movement. Please see Response 4.2 and 4.16 for responses pertaining to recommended mitigation for light and noise impacts on wildlife.

Because impacts to wildlife movement were addressed in the Draft EIR and because the commenter does not propose specific modifications or additions to this analysis, no further response is required.

Response 4.4

The commenter requests that the Draft EIR consider corridor redundancy (i.e., the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience, as they increase the probability of movement across landscapes, provide more habitat for low mobility. The commenter states corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. The commenter discusses studies that demonstrate climate change's negative effects on species and ecosystems.

Corridor redundancy, as described in the letter, is "the availability of alternative pathways for movement" which increases the probability of movement across landscapes by a wider variety of species and provide more habitat. The Draft EIR discusses wildlife corridors within Section 4.4, *Biological Resources*. Therein, it defines these corridors "as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations" (page 4.4-22 of the Draft EIR). The commenter is correct in noting that the Draft EIR does not specifically discuss the concept of corridor redundancy. In response, the second to last paragraph on page 4.4-22 of the Draft EIR has been revised as follows:

A group of habitat linkages in an area can form a wildlife corridor network. A wildlife corridor network can often result in a corridor redundancy which allows for the availability of alternative pathways for movement. A redundant network may increase dispersal opportunities in the event that one or more of the corridors are blocked, severed, or made temporally dysfunctional by disturbance such as fire, drought, or insect outbreaks.

Appendix G of the CEQA Guidelines requires the assessment of would the project: “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.” As described in response 4.3, impacts to wildlife movement were addressed under Impact BIO-3 (page 4.4-45 of the Draft EIR). That analysis determined that implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would substantially interfere with wildlife movement. To mitigate this impact, the Draft EIR proposes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. Compliance with Mitigation Measures BIO-3(a) through BIO-3(c) would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2045 MTP/SCS. No additional feasible mitigation measures were identified to reduce impacts on wildlife movement.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify the role of corridor redundancy, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA Guidelines Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.5

The commenter states that the Draft EIR must analyze the RTP/SCS’s potential impacts to riparian corridors, and provides a general description of the importance of riparian ecosystems as biodiverse hotspots and historical losses of riparian habitat in the state. The commenter discusses CalFire data regarding riparian habitat loss, literature review regarding the size of recommended buffers, and states that it is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes the ability to adapt to climate change.

The Draft EIR discusses riparian habitats and corridors within Section 4.4, *Biological Resources*. Pages 4.4-10 through 4.4-15 include discussions of various types of riparian habitats within the AMBAG region. As discussed above in Response 4.3, the Draft EIR also provides a summary of wildlife movement corridors which includes riparian corridors within the mountainous regions of Monterey, San Benito, and Santa Cruz Counties (page 4.4-23 of the Draft EIR).

In addition, Impacts BIO-2 and BIO-3 of the Draft EIR consider impacts to riparian habitats, wetlands, and wildlife corridors. As noted therein, some transportation projects, such as

construction of bridges over rivers and creeks or multiuse trails, would have potential to impact riparian corridors (page 4.4-41 of the Draft EIR). Impact BIO-2 determines that “Construction of the proposed facilities could have both direct impacts associated with the disturbance of riparian flora and fauna and indirect impacts caused by increased erosion and sedimentation, which can adversely affect downstream water quality” (page 4.4-41 of the Draft EIR). Additionally, Impact BIO-3 determines that “...proposed bridge, trail and bikeway and new road construction projects could increase human activity (and domestic animals) in the vicinity of riparian areas, wildlife nurseries or corridors and potentially sensitive habitats. Increased noise and human presence during construction, as well as increased trash which may attract predators to the project site and discourage wildlife use of surrounding natural habitat.” (page 4.4-46 of the Draft EIR). The Draft EIR, therefore, identified impacts to riparian habitats and corridors (Impact BIO-2 and BIO-3) as significant impacts.

Accordingly, Mitigation Measures BIO-2(a) through BIO-2(f) and BIO-3(a) through BIO-3(c) were proposed to mitigate these impacts. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level for all sensitive habitats and wildlife corridors. As such, impacts would remain significant and unavoidable.

Although the commenter provides general statements about riparian ecosystems and the threat of habitat fragmentation, they neither raise specific concerns with the Draft EIR analysis of riparian ecosystems or wildlife movement corridors, nor recommend additional mitigation for these issues. Therefore, no further response is required.

Response 4.6

The commenter expresses that the SCCRTC should avoid further habitat fragmentation and degradation of existing, intact, heterogeneous habitats through clear and enforceable wildlife connectivity mitigation measures, specifically citing measures related to roads, and detailed mitigation for target species. The commenter encourages the involvement of wildlife connectivity experts from CDFW and other agencies, organizations, academic institutions, communities, and local groups during the initial planning stages of projects so that habitat connectivity can be strategically integrated into project design and considered in the project budget.

As discussed within Response 4.4 and Response 4.6, above, habitat connectivity and riparian impacts were analyzed and mitigated in the Draft EIR. The Draft EIR contains mitigation measures to reduce impacts to habitat connectivity and riparian habitat, such as Mitigation Measure BIO-2(b) on page 4.4-42, which requires restoration of riparian habitat impacted by projects, and Mitigation Measures BIO-3(a) and BIO-3(b) on pages 4.4-46 and 4.4-47. These mitigation measures require wildlife connectivity to be considered in the design of projects, especially linear projects involving fences or other barriers to movements, and also include requirements to limit impacts from lighting (see Response 4.7). The commenter does not provide specific critiques against the proposed mitigation and while it mentions mitigation measures related to roads and for target species, the commenter does not provide specific recommendations to elaborate on those mitigation measures. Therefore, no further response to this comment is warranted.

Furthermore, specific impacts of individual projects will be determined by the lead agency through project specific environmental review, including impacts to the movement of wildlife species through established wildlife corridors. Project specific environmental review pursuant to CEQA could result in preparation of an Initial Study-Negative Declaration, Initial Study-Mitigated Negative Declaration, or Environmental Impact Report, depending on project-specific impacts and effectiveness of mitigation for those impacts. Each of these CEQA documents requires circulation for public and agency comment pursuant to CEQA, at which time CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design and mitigation measures of specific projects. Additionally, projects exempt from CEQA or otherwise not requiring a public review and comment period would still typically go before a decision-making body for consideration of approval at a public hearing. CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design of projects at these hearings, at which time the decision-making body could revise project design or incorporate changes as conditions of approval.

Response 4.7

The commenter states that the RTP/SCS should require road and highway projects to include adequate wildlife crossing infrastructure to reduce impacts to mountain lions and other species.

On page 4.4-46 of the Draft EIR, Mitigation Measure BIO-3(a) proposes that the implementing agency shall implement the recommended wildlife connectivity measures. Within the measure, wildlife crossing infrastructure is specifically cited, stating that if fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate.

Specifically, Mitigation Measure BIO-3(a) requires that projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as

overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; and

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).

As acknowledged throughout the Draft EIR, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Where appropriate, project specific mitigation may include a requirement for wildlife crossing infrastructure.

Response 4.8

The commenter acknowledges that different species have different species behaviors and wildlife crossing needs, citing smaller species with poor dispersal abilities, larger wide-ranging species, and amphibian and reptile species. The commenter advises that multiple crossings designed for different target species may be required and in-depth analyses that include on-the-ground movement studies of which species are moving, their home range area, habitat use, and patterns of movement are required to determine how to best implement wildlife crossings.

As noted above in response to comment 4.7, Mitigation Measure BIO-3(a) requires implementation of wildlife connectivity measures, which may include wildlife crossing infrastructure. Detailed, project-specific analysis of species crossings in specific project areas is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Due to the programmatic nature of the EIR, the need for multiple crossings designed for different target species would be determined during project-specific CEQA reviews of transportation and land use projects implementing the proposed 2022 MTP/SCS. (See Response 6.35 regarding applicability of a program EIR). In accordance with Mitigation Measure BIO-3(a), the project specific environmental review would determine whether multiple crossings designed for different target species would be required, as appropriate, given the specific project design features and impacts.

Response 4.9

The commenter requests that mitigation related to wildlife crossings should include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented, also in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. The commenter further provides a number of specific considerations for the design parameters of fencing and crossings, including: wildlife responsive design, sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and well-maintained on both sides of the crossing for animals to use them.

The commenter's suggestion to construct wildlife crossing with wildlife-responsive designs is addressed within Mitigation Measure BIO-3(a), which includes details regarding long segments of fencing and lighting designs, as well as stating that wildlife crossing structures shall be incorporated into the project design as appropriate (page 4.4-46 of the Draft EIR). Furthermore, as discussed above in Response 4.8 and described in detail in Response 6.35, detailed, project-specific analysis of species crossings in specific project areas is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Therefore, it is not possible at this time to develop project-specific mitigation using recommendations provided by the commenter, such as designing the wildlife crossings to minimize light and sound near the crossing openings, as these are project-specific conditions. However, as discussed in Response 4.2, Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR is revised to include requirements for vegetative noise buffers for projects in sensitive wildlife habitat, including movement corridors. The Draft EIR does not include mitigation requiring acquisition of land at wildlife crossings because the feasibility and effectiveness of such a mitigation measure can only be assessed once specific projects are designed. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. The project specific environmental review would include studies to determine if acquiring unprotected land for wildlife crossing would be required, as appropriate given the specific project design features and impacts. Project specific environmental review pursuant to CEQA could result in preparation of an Initial Study-Negative Declaration, Initial Study-Mitigated Negative Declaration, or Environmental Impact Report, depending on project-specific impacts and effectiveness of mitigation for those impacts. Each of these CEQA documents requires circulation for public and agency comment pursuant to CEQA, at which time CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design and mitigation measures of specific projects. Many specific projects are not currently defined to the level that consultation with local conservation organizations and stakeholders would be beneficial or meaningful at this time.

Response 4.10

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency to consult with applicable counties, cities, Tribes, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.

Mitigation which would require a lead agency to consult with applicable counties, cities, Tribes, and other local organizations would not itself reduce a significant impact. Discourse among agencies, Tribes, and local organizations, would not translate to a reduction in project impacts.

The commenter's suggestion is noted; however, no revisions to the Draft EIR are implemented in response to this comment, as the suggested mitigation measure would not necessarily mitigate significant impacts.

Response 4.11

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency and/or project applicant to design projects to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.

Please see Response 4.3 above. As noted therein, the Draft EIR does include mitigation for wildlife movement and connectivity. It is unclear how the commenter's suggested mitigation would be different from what is already required.

Response 4.12

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency to conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.

This comment is similar to comment 4.8. Please refer to Response 4.8.

Response 4.13

The commenter suggests an additional mitigation measure for long linear projects with the possibility of impacting wildlife movement (e.g., road expansion), which requires the lead agency to analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce the function of recognized movement corridors.

The Draft EIR identifies the potential for long, linear projects such as the expansion of existing roadways as an impact to wildlife movement (page 4.4-45 of the Draft EIR). To mitigate this, the Draft EIR includes Mitigation Measure BIO-3(a) which contains details regarding long, linear segments of fencing (page 4.4-46 of the Draft EIR). Similar linear projects would fall under this mitigation as well.

Furthermore, as discussed above in Response 4.8, detailed, project-specific analysis of linear projects is not provided or warranted at this stage. As a program EIR, the Draft EIR does not analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. The project specific environmental review would include studies to determine if long linear projects would impact wildlife movement, as appropriate given the specific project design features and impacts.

Response 4.14

The commenter suggests an additional mitigation measure which states that the lead agency must require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.

The Draft EIR does include mitigation to review habitat connectivity through Mitigation Measure BIO-1(a) which states that on a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources (page 4.4-34). If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources.

Through this mitigation, review of construction drawings and habitat connectivity mapping would be conducted by a qualified biologist to determine impacts on habitat connectivity and movement are in proximity to the proposed project site. Thus, the commenter's suggested mitigation is essentially already included in the Draft EIR.

Response 4.15

The commenter suggests an additional mitigation measure which states that for projects with impacts to habitat linkages or corridors, the lead agency shall ensure adequate preservation and mitigation of habitat linkages and corridors (e.g., through mitigation banking or purchasing, maintain or restoring offsite habitat).

The Draft EIR does include endangered/threatened species avoidance and compensatory mitigation through Mitigation Measure BIO-1(e), which states that if occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat. Furthermore, Mitigation Measure BIO-1(e) states that compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Thus, the commenter's suggested mitigation is essentially already included in the Draft EIR as it relates to special-status species.

As discussed in Response 4.7, Mitigation Measure BIO-3(a) requires that projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife, regardless of whether the wildlife is designated as a special-status species or not. Where fencing or other project components are required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features. As acknowledged throughout the Draft EIR, project specific environmental documents may

adjust these mitigation measures as necessary to respond to site specific conditions. Where appropriate, project specific mitigation may include a requirement for preservation of wildlife movement corridors or purchase and/or restoration of off-site habitat. It is not appropriate to include a mitigation measure in the Draft EIR requiring preservation of movement corridors because projects within corridors have not been designed at this stage, and it is unknown if the projects would have significant impacts requiring such a mitigation measure. Additionally, purchasing and restoring off-site habitat may not be effective at reducing wildlife movement corridor impacts because the impacted corridor could be critical to movement, in which case improvement of habitat elsewhere would not reduce the impact.

Response 4.16

The commenter suggests an additional mitigation measure which requires the lead agency to design projects to include multiple connections between habitat patches.

This comment is similar to comment 4.4. Please see Response 4.4 above. This response includes a discussion on wildlife movement corridors and Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. In response to this comment, the fourth bullet point under Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR has been revised to include the following language:

- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; and...

No additional edits to the Draft EIR are required in response to this comment. These revisions simply provide examples of wildlife crossing structures and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.17

The commenter suggests an additional mitigation measure which requires the lead agency to install overpasses, underpasses, or culverts as appropriate to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.

In cases where a project may interrupt wildlife connectivity, the Draft EIR includes mitigation to incorporate wildlife crossing structures. Mitigation Measure BIO-3(a) states that “if fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate” (page 4.4-47). As discussed above in Response 4.16, Mitigation Measure BIO-3(a) in the Draft EIR has been revised to represent that these structures may include, but are not limited to overpasses, underpasses, or culverts. If overpasses, underpasses, culverts, or

other similar infrastructure exists within a project site and is suitable for reuse or retrofit for wildlife crossings, Mitigation Measure BIO-3(a) does not preclude the reuse or retrofit of overpasses, underpasses, culverts, or other similar infrastructure exists within a project site and is suitable for wildlife crossings.

Response 4.18

The commenter suggests an additional mitigation measure which requires the lead agency to install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.

The Draft EIR includes mitigation to incorporate wildlife connectivity design through fencing. Mitigation Measure BIO-3(a) includes several recommendations for wildlife movement design features (page 4.4-34). Please see Response 4.7 above. These include minimum clearance between the ground and the top and bottom of fencing, openings along privacy fencing, and opting for chain link instead of wire fencing to prevent animal entanglement.

Response 4.19

The commenter suggests an additional mitigation measure when avoidance of impacts is determined by the lead agency to be infeasible. This includes coordination with local agencies and the regulatory agency (i.e., United States Fish and Wildlife Service and/or CDFW) and in accordance with the respective county and city general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, where applicable: wildlife movement buffer zones, appropriately spaced breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, other comparable measures.

The Draft EIR includes Mitigation Measure BIO-1(a), which states that on a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources (page 4.4-34). Through this mitigation measure, review of the individual project and site-specific existing conditions will be performed by a qualified biologist to determine if individual projects will result in significant impacts to biological resources. See Responses 4.3 through 4.18, which, the adequacy of the EIR's programmatic approach to wildlife corridors.

Pursuant to CEQA Guidelines Section 15126.4, project specific EIRs shall describe feasible measures which could minimize significant adverse impacts, which could (but is not required to) include coordination with local agencies and regulatory agencies. Appropriate measures that adequately mitigate project specific impacts would be determined during project specific environmental review. These may include wildlife movement buffer zones, appropriately spaced breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, or other comparable measures, as suggested by the commenter.

Because of the programmatic nature of the Draft EIR, such project specific analysis and mitigation is not required.

Response 4.20

The commenter suggests an additional mitigation measure which requires the lead agency to implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.

The Draft EIR includes Mitigation Measure N-3 in Section 4.12, *Noise*, which includes the completion of a detailed noise assessment which includes, if warranted, recommendations for mitigating noise impacts. Noise mitigation recommendations may include setbacks, sound attenuating building design, and the use of sound barriers such as earthen berms sound walls, or some combination of the two.

In addition, the Draft EIR includes Mitigation Measures AES-3(a) and AES-3(b) in Section 4.1, *Aesthetics and Visual Resources*, which contain standards for roadway lighting and lighting design measures (pages 4.1-17 through 4.1-19 of the Draft EIR). Mitigation Measure AES-3(a) includes minimizing roadway lighting to the extent possible including through the use the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. Mitigation Measure AES-3(b) contains lighting design measures such as directing lighting away from habitat and open space, down casting lighting, utilizing non-glare finishes, and minimizing spillover lighting into undeveloped open spaces.

Also, Mitigation Measure BIO-3(a) includes a project design feature requiring the design of project lighting to be minimally disruptive to wildlife. Additionally, as described in Response 4.2, Mitigation Measure BIO-3(a) has been revised to require a vegetative noise barrier between transportation projects and sensitive wildlife habitat, including movement corridors.

Furthermore, project-specific analysis of berm and lighting is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could (but is not required to) include coordination with local agencies and regulatory agencies. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review. Because of the programmatic nature of the Draft EIR, such project specific analysis and development of specific mitigation measures are not required.

Response 4.21

The commenter suggests an additional mitigation measure which requires the lead agency to reduce lighting impacts on sensitive species through implementation of specific lighting design features, which include: (1) use of high pressure sodium and/or cut-off fixtures instead

of typical mercury vapor fixtures for outdoor lighting; (2) design exterior lighting to confine illumination to the project site; (3) provide structural and/or vegetative screening from light-sensitive uses; (4) use of non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces; (5) architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties; and (6) minimize lighting at night.

The Draft EIR includes Mitigation Measures AES-3(a), AES-3(b), and AES-3(c) in Section 4.1, *Aesthetics and Visual Resources*, which contain standards for roadway lighting, lighting design measures, and glare reduction strategies (pages 4.1-17 through 4.1-19 of the Draft EIR). Mitigation Measure AES-3(a) includes minimizing roadway lighting through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. Mitigation Measure AES-3(b) contains lighting design measures such as directing lighting away from habitat and open space, down casting lighting, utilizing non-glare finishes, and minimizing spillover lighting into undeveloped open spaces. Mitigation Measure AES-3(c) contains glare reduction measures which include limiting the use of reflective materials and using non-reflective materials, using low reflective glass, and utilizing landscaping to minimize glare-related impacts. Also, Mitigation Measure BIO-3(a) includes a project design feature requiring the design of project lighting to be minimally disruptive to wildlife.

Regarding the commenter's other suggested mitigation measures, project-specific analysis of lighting mitigation is not warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could include (but are not required to include) the specific lighting measures recommended by the commenter. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review.

Response 4.22

The commenter suggests an additional mitigation measure requiring the lead agency to reduce noise impacts to sensitive species through to the use of noise barriers and specific construction best practices and/or project design features, which specifically includes: (1) Install temporary noise barriers during construction; (2) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses; (3) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded; (4) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically

powered tools; (5) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned; (6) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction; and (7) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.

The Draft EIR includes Mitigation Measure N-1 in Section 4.12, *Noise*, which includes various construction noise reduction strategies. As stated on page 4.12-15 and 4.12-16 of the Draft EIR, these include properly maintained construction equipment, the use of the best available noise and vibration control techniques, and hydraulically or electrically powered impact equipment. In addition, the Draft EIR contains Mitigation Measure N-3, which includes the completion of a detailed noise assessment which includes, if warranted, recommendations for mitigating noise impacts. Noise mitigation recommendations may include setbacks, sound attenuating building design, and the use of sound barriers such as earthen berms sound walls, or some combination of the two. These mitigation measures were designed to reduce impacts of noise on human receptors but would also simultaneously reduce noise levels in wildlife habitat near specific projects. Additionally, as described in Response 4.2, Mitigation Measure BIO-3(a) has been revised to require a vegetative noise barrier between transportation projects and sensitive wildlife habitat, including movement corridors.

Regarding the commenter’s other suggested mitigation measures, project-specific analysis of noise impacts is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could include (but are not required to include) the specific noise mitigation measures recommended by the commenter. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review (see Response 6.35 regarding applicability of a program EIR).

Response 4.23

The commenter asserts that the Draft EIR must adequately assess and mitigate impacts related to wildfire risk to new development in high fire-prone areas. The commenter states that increased human-caused ignitions and the expansion of flammable non-native grasses has led to increased fire activity in the area, which is harmful to numerous biological resources and people.

Wildfire impacts and mitigation measures are discussed in section 4.17 of the Draft EIR. Further responses to aspects of this comment are provided below in Response 4.24 through 4.33.

Response 4.24

The commenter asserts that the EIR must inform the public and decision makers of potential impacts of more fire ignitions from placing homes and people in high fire-prone areas. The commenter provides general information and cites general reports—not specific to the AMBAG region or Santa Cruz County wildfire risks—regarding development in the wildland urban interface, including sprawl developments, and human-caused wildfires. The commenter states that the EIR must outline and summarize the scientific evidence related to development in high fire-prone wildlands and increased fire risk. The commenter claims that the 2045 MTP/SCS could result in the placement of homes, infrastructure, roads, and communities in high-fire prone areas that have experienced wildfires and will experience them again. The comment states that the Draft EIR must consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires.

The Draft EIR provides information and analysis regarding the impacts of wildfire to development facilitated by the 2045 MTP/SCS in Section 4.17, *Wildfire*, beginning on page 4.17-1. The commenter is correct in that the 2045 MTP/SCS would result in development in areas that experience increased risk of wildfire. As described in Section 4.17, *Wildfire*, CAL FIRE has mapped much of the AMBAG planning area as being in state responsibility areas (SRAs) and/or Very High Fire Hazard Severity Zones (VHFHSZs). While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas and corridors of the counties, outlying development in high fire hazard zones would still occur. Further, as evidenced by the 2018 Camp Fire, the 2017 Tubbs Fire, and 2017 Thomas Fire, urban areas are also susceptible to wildfire, despite the lower degree of typical wildfire fuels.

Section 4.17, *Wildfire*, also discusses the relationship between development and wildfire risk: for example, the Draft EIR states on page 4.17-1, “areas near human development more frequently experience fires than very remote or urban areas.” The Draft EIR, on page 4.17-2, discusses the wildland-urban interface and how development that has spread into less densely populated, often hilly areas has increased the number of people living in heavily vegetated regions that are prone to wildfire.

The Draft EIR adequately informs the public and decisionmakers of the project’s wildfire impacts. As discussed on pages 4.17-13 through 4.17-14 of the Draft EIR, the methodology used for the evaluating wildfire impacts is based on a review of CAL FIRE’s fire hazard severity zone maps and responsibility areas regarding wildfire conditions in the AMBAG region to determine the potential for implementation of the 2045 MTP/SCS to result in increased wildfire risks. This includes city and county planning documents. This program level analysis is based on an overall understanding of the key fire safety concerns that could result from implementation of the 2045 MTP/SCS. The evaluation of wildfire impacts reasonably assumes that the construction and development under the 2045 MTP/SCS would adhere to the latest federal, State, and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

As discussed within the Draft EIR under Impact W-1 (page 4.17-14), proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would be located near

an SRA or VHFHSZ and significant loss from wildfire could occur. Additionally, as described on pages 4.17-16 and 4.17-17 of the Draft EIR, implementation of the 2045 MTP/SCS could also exacerbate the risk for wildfires, which if ignited, could impact existing development and population.

To mitigate these risks, the Draft EIR includes Mitigation Measure W-1 which states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation offered within the Draft EIR include, but are not limited to; enforcing defensible space, providing public education of wildfire risks and prevention, adherence to the local hazard mitigation plan, ensuring sufficient emergency water supply, encouraging the use of fire-resistant native vegetation in landscaping, requiring a safety plan, prohibiting certain construction activities with the potential to ignite wildfires during red-flag warnings, and requiring fire extinguishers on site during construction activities.

With implementation of Mitigation Measure W-1, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. However, it is possible that mitigation measures will not prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. No additional mitigation measures were identified within the Draft EIR to reduce this impact to less than significant levels are feasible.

Regarding the need for the EIR to consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires, many measures in Mitigation Measure W-1 are intended to reduce wildfire risk. Also, CEQA does not require consideration of alternatives to a particular component of a project (such as development in areas with high wildfire risks), just alternatives to the project as a whole. See *Big Rock Mesas Property Owners Assn. v. Board of Supervisors* (1977) 73 Cal. App. 3d 218, 227.

The Draft EIR adequately discloses links between development in high fire-prone wildlands with increased fire risk and wildfire impacts associated with the 2045 MTP/SCS, as requested by the commenter.

Response 4.25

The commenter asserts that the Draft EIR must acknowledge wildfire hazards from human-caused ignitions in the Santa Cruz region. The commenter claims that the population and development considered by the 2045 MTP/SCS would increase the number of potential wildfire ignition sources and would increase the risk of wildfires occurring. The commenter states power lines and electrical equipment are a significant source of human-caused ignitions, noting the 2017 Thomas Fire, 2017 Tubbs Fire, 2018 Camp Fire, and 2018 Woolsey Fire were caused by electrical transmission lines and equipment and citing scientific studies. The commenter notes that public utility companies are implementing power outages and blackouts during extreme weather conditions, stating these power outages

disproportionately burden venerable communities such as the elderly, poor, and disabled, and can cause traffic jams and collisions. The commenter claims that the Draft EIR fails to describe the full extent of wildfire impacts to people, ecosystems, and wildlife based upon the best available science. The commenter notes the Draft EIR's wildfire mitigation measure but states such measure only reduces the wildfire risk and does not make the new infrastructure fireproof. The commenter states the Draft EIR must consider alternatives to the 2045 MTP/SCS that do not increase the risk of wildfires.

The Draft EIR acknowledges that wildfires throughout California are often caused by humans under *Wildfire Behavior and Controlling Factors* on page 4.17-1. The commenter is correct in that development envisioned by the 2045 MTP/SCS would experience increased fire risk, as discussed under Impact W-1 beginning on page 4.17-14 of the Draft EIR. As discussed therein, much of the AMBAG region has been mapped by CAL FIRE as being in an SRA or VHFHSZ, which experience increased fire hazard risks. While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas, the entire region experiences some degree of wildfire risk.

Section 4.17, *Wildfire*, of the Draft EIR provides discussion of potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, as guided by the CEQA Guidelines Appendix G checklist questions shown under Threshold 1 on page 4.17-14. As shown therein, the threshold does not consider wildfire impacts to ecosystems and wildlife. Further, pursuant to Section 15126.6(d) of the CEQA Guidelines, the Draft EIR examines a feasible range of alternatives to the proposed 2045 MTP/SCS starting on page 7-1. The wildfire impacts under Alternative 3 would be reduced when compared to the 2045 MTP/SCS, but would remain significant and unavoidable. Furthermore, as stated in CEQA Guidelines Section 15126.6, an EIR is not required to consider alternatives which are infeasible. Because much of the AMBAG region is within an SRA or VHFHSZ, there is not a feasible alternative that could substantially decrease the risk of wildfires to a land use scenario envisioned at a regional scale.

As discussed under Impact W-1, *Exacerbated Fire Risks* (page 4.17-16 through 4.17-17), the Draft EIR analyzes and mitigates the impacts of wildfire to development facilitated by the 2045 MTP/SCS, as suggested by the commenter. Impact W-1 discusses how wildland fire can adversely impact people, as well as the environment. For example, page 4.17-17 of the Draft EIR describes how landslide potential increases following a wildfire, which would clearly affect the physical area within the landslide and put people and infrastructure at risk if in the landslide area. The commenter does not provide specific information or details on what additional best available science they reference. The commenter does not provide specific recommendations for an alternative that would decrease wildfire risk or mitigation measures that would make infrastructure fireproof.

Impact W-1 does not specifically describe impacts of wildland fire on wildlife. This is because the Draft EIR is intended to identify potential impacts of the 2045 MTP/SCS on wildland fire risks and ignition, including post-fire risks such as landslides, in accordance with the thresholds of significance described in Section 4.17. The 2045 MTP/SCS does not propose wildland fire or controlled burns which could become wildland fires if control is not

maintained. The potential for projects included in the 2045 MTP/SCS to ignite wildland fires, which could then spread into wildlife habitat, is reduced with implementation of Mitigation Measure W-1. Mitigation Measure W-1 is designed to reduce the potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, but would also reduce the potential for wildfire to impact wildlife habitat. For example, Mitigation Measure W-1 includes measures to store fire extinguishers on project construction sites and to avoid certain construction activities involving sparks or open flames on red-flag days when fire danger is elevated. These types of measures would reduce the potential for ignition of wildfires that could then spread into wildlife habitat.

Section 4.4, *Biological Resources*, of the Draft EIR provides discussion of potential impacts to special status species that could occur due to implementation of the 2045 MTP/SCS. However, due to the programmatic nature of the Draft EIR, a precise determination of impacts to special-status species caused by wildfires would be speculative. (Please see Response 6.35 regarding applicability of a Program EIR). Additionally, even if a fire is ignited within or a result of development envisioned in the 2045 MTP/SCS, the severity of effects of the wildfire on wildlife and habitat is more dependent on conditions unrelated to the development, such as moisture content of the vegetation in the habitat; type of vegetation comprising the habitat; relative humidity, wind speed, wind direction, temperature, and other weather conditions. However, given that wildfire can destroy or change wildlife habitat in very brief periods of time, page 4.4-33 of the Draft EIR is revised as follows:

In addition to direct and indirect impacts that may result from transportation improvement projects, the 2045 MTP/SCS also contains a future land use scenario that emphasizes infill development and transit oriented development (TOD). This land use scenario focuses future development concentrated in existing urbanized areas, which would minimize impacts to biological resources in non-urbanized areas. However, it is possible that sensitive plant and animal species would be located on future infill and TOD sites, as well as more undeveloped project sites; undeveloped site may also be subject to increased wildfire risks discussed in Section 4.17, *Wildfire*.

The above revisions to page 4.4-33 of the Draft EIR provide clarification on how the proposed 2045 MTP/SCS could adversely affect special status species, and do not change the significance of the biological resources impacts discussed in the Draft EIR. These revisions do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR and provide the reader for a reference to where more analysis on wildfire impacts can be found within the Draft EIR.

Response 4.26

The commenter asserts that the Draft EIR must assess and mitigate impacts to special-status species that could occur due to sprawl developments and their relation to increased human-caused ignitions of wildfires. The commenter provides discussion on wildfires in the Santa Cruz region, which is dominated by chaparral and scrub/shrublands, native habitats that are adapted to infrequent, large, high-intensity crown fire regimes. The commenter states

frequent fires cause native shrublands to be replaced by non-native grasses, eliminating native habitats and biodiversity, and increasing fire threat over time, which can impact special-status species in the Santa Cruz region, such as California tiger salamander, vernal pool fairy shrimp, and mountain lion.

Section 4.17, *Wildfire*, of the Draft EIR provides discussion of potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, as guided by the CEQA Guidelines Appendix G checklist questions shown under Threshold 1 on page 4.17-14. As shown therein, the questions do not require discussion regarding wildfire impacts to special-status species.

Section 4.4, *Biological Resources*, of the Draft EIR provides discussion of potential impacts to special status species that could occur due to implementation of the 2045 MTP/SCS. However, due to the programmatic nature of the Draft EIR, a precise determination of impacts to special-status species caused by wildfires would be speculative. (Please see Response 6.35 regarding applicability of a program EIR). Additionally, even if a fire is ignited within or a result of development envisioned in the 2045 MTP/SCS, the severity of effects of the wildfire on wildlife and habitat is more dependent on conditions unrelated to the development, such as moisture content of the vegetation in the habitat; type of vegetation comprising the habitat; relative humidity, wind speed, wind direction, temperature, and other weather conditions. However, as described in Response 4.25, given that wildfire can destroy or change wildlife habitat in very brief periods of time, page 4.4-33 of the Draft EIR is revised to acknowledge the potential impact. As discussed in Response 4.25, implementation of Mitigation Measure W-1, beginning on page 4.17-17 of the Draft EIR would reduce the potential for the 2045 MTP/SCS to result in wildland fires, which could then spread into wildlife habitat areas. Mitigation Measure W-1 specifically includes a measure that discourages the use of fire-prone vegetation and plant species especially non-native, invasive species, for project landscaping.

Response 4.27

The commenter asserts that the Draft EIR fails to adequately assess and mitigate impacts to health and air quality impacts that could occur from increased wildfire smoke due to human-caused ignitions. The commenter provides discussion on impacts to air quality and human health that result from wildfires burning organic and inorganic materials. The commenter discusses health impacts of wildfire smoke. The commenter asserts that the Draft EIR does not consider any alternative that would prevent future growth from occurring in wildfire hazard severity areas.

Page 4.17-16 of the Draft EIR acknowledges that the 2045 MTP/SCS envisions a land use scenario that could result in people residing in new residential development that could be exposed to smoke and air pollution, regardless of their location within urbanized areas or the wildland urban interface. Fire related impacts may extend far beyond the fire footprint as damage to homes, infrastructure, and ecosystems, and diminished air and water quality could all occur. As discussed on page 4.17-16 of the Draft EIR, people residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI. Also as discussed on pages

4.17-16 and 4.17-17, the 2045 MTP/SCS could exacerbate the risk of wildfire, creating increased risk of both fire damage and smoke to existing development and populations. Because wildfire smoke is air pollution, it is considered harmful to health and the environment, which is a widely known health hazard in the fire-prone western United States. However, to provide additional clarification, page 4.17-16 of the Draft EIR is revised as follows:

People residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI. Wildfire smoke can be harmful to human health if inhaled.

This revision does not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR, which already discusses the relation between air pollutants and human health (see Table 3-1).

As discussed within Impact W-1 of the Draft EIR, requirements to adhere to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments would reduce the risk of wildfire for these projects. But even with implementation of these policies and measures, it is not possible to prevent the projects implementing the MTP/SCS from exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, the Draft EIR determines that impacts related to wildfire risk, including exposure of project occupants to pollutant concentrations from a wildfire, would be significant and unavoidable. Mitigation Measure W-1 states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require mitigation to reduce the risk of wildfires, which include, but are not limited to:

- Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
- Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments.
- Ensure sufficient emergency water supply
- Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.

- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.
- Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones.

Specific projects that would implement the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; site or project specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review. Please refer to Response 4.25 above, pertaining to wildfire impacts and the alternatives analyzed in the Draft EIR.

Response 4.28

The commenter asserts that the Draft EIR must adequately assess and mitigate the impacts of increased wildfires to fire protection services and utilities. The commenter states the Draft EIR does not adequately consider the impacts on firefighters and first responders of the growth induced by the RTP/SCS in high fire-prone natural areas subject to intermittent wildfires. The commenter cites the increased cost of addressing wildfires and their toll on the physical, mental, and emotional health of firefighters. The commenter provides discussion on increased fire suppression costs and demand for fire protection due to more frequent wildfires. The commenter states that given the current lack of funding and shortage of firefighting personnel, any development in high fire-prone areas should be required to provide adequate funding and resources for firefighting operations and safety measures.

Impacts related to fire protection services are discussed throughout Section 4.14, *Public Services, Recreation, and Utilities*. As shown under Threshold 1 on page 4.14-34, the Draft EIR must consider if the 2045 MTP/SCS would require new or physically altered public service facilities, including fire protection facilities, the construction of which could cause significant environmental impacts. The Draft EIR determines that the growth and development induced by the 2045 MTP/SCS would result in the need for such facilities, and impacts would be

significant and unavoidable. The Draft EIR is not required to assess and mitigate the impacts of increased wildfires to fire protection services unless they necessitate the construction of facilities that would result in physical impacts. Nonetheless, the demand on fire departments, particularly those serving more rural areas, would increase as the frequency or intensity of wildfires also increase. In order to further clarify this circumstance, page 4.14-36 of the Draft EIR is revised as follows:

In order to maintain adequate response times, existing emergency service providers may need to expand their facilities if additional population growth results in substantial increases in the volume of requests for services or a decrease in response times. In cases where future demand exceeds capacity, new facilities may be required. Additionally, the demand on fire departments, particularly those serving more rural areas, would increase as the frequency or intensity of wildfires also increase. As described in Section 4.17, *Wildfire*, implementation of the 2045 MTP/SCS would exacerbate the risk of wildfire.

In addition, the commenter claims that placing additional development in fire-prone areas will further burden already strained personnel and resources, citing issues like firefighters' physical, mental, and emotional stress. However, these are not considered environmental issues in Appendix G of the CEQA Guidelines and the Draft EIR is not intended to analyze social issues outside scope of CEQA. Similarly, the adequacy of funding for firefighting operations is not a CEQA issue.

Response 4.29

The commenter asserts that the Draft EIR fails to provide adequate fire safety measures to effectively mitigate wildfire impacts. The commenter asserts that Mitigation Measure W-1 does not constitute all feasible mitigation measures and suggests that the primary policy to minimize impacts related to wildfire should be to avoid placing human infrastructure in high fire-prone areas.

The Draft EIR analyzes the 2045 MTP/SCS plan, including certain transportation projects and land use patterns. Although there are limited instances where the proposed land use pattern and planned transportation investments of the 2045 MTP/SCS may result in growth in or near wildfire prone areas, substantial wildfire-related impacts could still occur. However, the MTP/SCS must be based on the latest planning assumptions, including those in local general plans. Furthermore, AMBAG and the RTPAs do not have the authority to change local general plans or prohibit development in fire-prone areas. SB 375 specifically states that the SCS cannot dictate local land use policies (see Government Code Section 65080(b)(2)(K)).

As discussed throughout Section 4.17, *Wildfire*, beginning on page 4.17-1 of the Draft EIR, much of the AMBAG region has been mapped by CAL FIRE as being in an SRA or VHFHSZ, which experience increased fire hazard risks. While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas, the entire region experiences some degree of wildfire risk. Therefore, even if AMBAG or the RTPAs had the authority to change local general plans or prohibit development in fire-prone areas, it is not feasible to develop a land use scenario that avoids all development in high-fire prone areas, as much of

the region is within an area with increased fire risk. Based on the above analysis, the commenter's suggested mitigation to avoid development altogether within high-fire prone areas is not feasible.

However, Mitigation Measure W-1 states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk of wildfires. As discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR. Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; therefore, specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review.

Response 4.30

The commenter asserts that developers of human infrastructure in high fire-prone areas should be required to minimize wildfire risk beyond what is required by State and federal standards and building codes. The commenter claims that building features required by applicable State and federal building codes can make homes fire-resistant, but no mitigation can make homes fireproof.

As discussed on page 4-2 of the Draft EIR in Section 4, *Environmental Impact Analysis*, AMBAG does not have authority to require implementing agencies to implement recommended mitigation measures. It is the responsibility of the lead agency implementing specific 2045 MTP/SCS projects to conduct environmental review under CEQA and incorporate appropriate mitigation measures, which could include mitigation measures provided in the Draft EIR. AMBAG cannot require implementing agencies to take action beyond what is required by applicable State and federal standards and building codes related to fire safety. However, AMBAG has provided Mitigation Measure W-1 beginning on page 4.17-17 of the Draft EIR to reduce the potential for wildfire ignition and reduce the risk of wildfires on communities and development, and implementing agencies are recommended to implement this mitigation. Mitigation Measure W-1 contains measures that go beyond minimum code requirements. Even with implementation of Mitigation Measure W-1 or mandatory compliance with minimum code requirements, the commenter is correct that development cannot be mitigated to fire-proof, only fire-resistant.

Response 4.31

The commenter claims there are other mitigation measures that should be implemented to minimize wildfire impacts in high fire-prone areas. The commenter provides the example of external sprinklers with an independent water source and suggests that the Draft EIR should require external sprinkler systems in project level mitigation measures for any new development in wildfire zones.

The commenter is correct that the Draft EIR does not include mitigation requiring the installation of external sprinklers to minimize the impacts of wildfire in high fire-prone areas. In response, Mitigation Measure W-1 on page 4.17-17 of the Draft EIR has been revised to include the following language:

- Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones

No additional edits to the Draft EIR are required in response to this comment. This revision simply adds an example of a mitigation measure that can be implemented to reduce wildfire impacts to areas in high fire-prone areas of the AMBAG region. The revision does not include changes that would trigger recirculation of the EIR, under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.32

The commenter claims that local solar power and battery systems could reduce power flow in electricity transmission lines, which would reduce the need for controlled power outages during extreme weather conditions. The commenter states that solar power and batteries for homes would help make communities in high fire risk areas safer because it would provide backup power for medical devices, refrigerators, and the internet.

The Draft EIR does include mitigation regarding solar power and energy consumption in Section 4.8, *Greenhouse Gas Emissions*. Mitigation Measure GHG-4(b) states that for land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should require new residential and commercial construction to install solar energy systems or be solar-ready. The commenter's opinion regarding the effect of solar power and battery systems on power outages is noted. Because the comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 4.33

The commenter asserts that public safety threats are often exacerbated by infrastructure unable to accommodate the consequences of more human-caused fires at the wildland urban interface. The commenter suggests that adequate safety plans for residents and construction/maintenance workers that reflect real-world experience associated with wildfires in California should be in place prior to an emergency. The commenter suggests that evacuation plans, warning systems, and other safety measures are not guaranteed to function when a fire occurs. The commenter provides information on how wildfires may ignite with little or no notice, in severe weather conditions, and cites examples including the Camp Fire, Tubbs Fire, and Thomas Fire. The commenter asserts that the EIR must fully disclose the danger of fast-moving wildfires and mitigate the resulting impacts.

The commenter is correct in their statement that public safety threats can be exacerbated by infrastructure at the WUI. The Draft EIR does acknowledge that projects facilitated by the 2045 MTP/SCS would inevitably be in areas with an increased risk of wildfires, including areas that could be exposed to the uncontrolled spread of wildfire due to slope, prevailing winds,

or other factors (page 4.17-14 of Section 4.17, *Wildfire*). In addition, page 4.17-1 of the Draft EIR discusses the increasingly dangerous conditions of wildfire activity in recent decades. Specifically, the Draft EIR states that climate change will continue to produce conditions that facilitate a longer fire season, which, when coupled with human-caused changes in the seasonality of ignition sources, will produce more, longer, and bigger fires during more times of the year. In response to the commenter's suggestion that fast-moving wildfires should be acknowledged within the Draft EIR, the second to last paragraph on page 4.17-15 of the Draft EIR has been revised as follows:

...increasingly difficult drought conditions and extreme weather events will continue to raise wildfire risk and can result in fast-moving wildfires within the AMBAG region.

This revision simply elaborates on wildfire risks already discussed in the Draft EIR within Section 4.17, *Wildfire*. The revision does not include changes that would trigger recirculation of the EIR, under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

As discussed on page 4.17-15 of the Draft EIR, while transportation projects associated with the 2045 MTP/SCS would improve mobility in the AMBAG region, which could facilitate an expedited evacuation or escape during a wildfire, urban and outlying areas are still at risk from wildfire. To mitigate this, the Draft EIR includes Mitigation Measure W-1 which states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk of wildfires. Mitigation Measure W-1 includes measures requiring a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.

Additionally, as discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR. Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; therefore, specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review, included project specific impacts that could occur due to the uncontrolled spread of wildfire.

Response 4.34

The commenter expresses gratitude for the opportunity to provide comments on the Draft EIR and offers to meet with staff or Board members to advance the recommendations in the letter.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the comment is noted and shall be shared with AMBAG and RTPA decision makers for their consideration.

Response 4.35

The commenter provides a list of references for the information cited in the comment letter.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Letter 5

From: Heather Adamson <hadamson@ambag.org>
Sent: Wednesday, January 26, 2022 9:03 AM
To: Megan Jones; George Dix
Cc: Richard Daulton; Heather Adamson
Subject: [EXT] FW: Ag Land Trust Comments and Objections to AMBAG MTP/SCS and Draft EIR
Attachments: AMBAG comment 012422.pdf

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

FYI...

From: mjdelpiero@aol.com <mjdelpiero@aol.com>
Sent: Monday, January 24, 2022 2:36 PM
To: Heather Adamson <hadamson@ambag.org>
Cc: cheryl@aglandtrust.org; marc@aglandtrust.org; aglandtr@gmail.com
Subject: Ag Land Trust Comments and Objections to AMBAG MTP/SCS and Draft EIR

Ms. Adamson - The Ag Land Trust of Monterey County wishes to submit the attached comment letter regarding the AMBAG MTP/SCS and Draft EIR.

Although we find the documents generally well written and well presented, as you can see we have a significant objection related to one of the projects that is included in your EIR and the Plan.

We hope that our comments and criticisms are understood as reflecting our fear that our single largest farm (farmland valued at over \$14 million) is going to be compromised because the entities proposing projects (included in the AMBAG EIR and Plan) are failing to read and understand the City and the County's adopted and enforceable General Plans, and other adopted contractual agreements and obligations. The need for an analysis of the proposed project, its significant adverse environmental impacts, and the need for mandatory and enforceable mitigations to be identified for the expected loss of hundreds of acres of prime farmlands renders the EIR and the Plan legally deficient and potentially subject to successful challenge.

Please contact me should you have any questions regarding our comments and requests. We sincerely hope that our objections can be appropriately and promptly addressed by amendments to the AMBAG MTP/SCS and Draft EIR, so the AMBAG can proceed with its Plan.

Most Respectfully,

Marc Del Piero
Executive Director
Ag Land Trust
(831) 422-5868
(831) 261-0718 (cell)
<https://www.aglandtrust.org>

5.1



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23 January 2022

TO: AMBAG Board of Directors
ATTN. Heather Adamson, AICP, Director of Planning

FROM: The Ag Land Trust
Marc Del Piero, Chief Executive Officer and Managing Director

RE: **Comments and Objections to the Draft 2045 Metropolitan Transportation Plan
(MTP/SCS and Draft EIR)**

Dear Board Members:

This comment letter is written on behalf of the Board of Directors of the Ag Land Trust of Monterey County. The Ag Land Trust is a 501(c)(3) non-profit corporation founded in 1984 pursuant to provisions embodied in the then-Monterey County General Plan which called for the establishment of an agricultural conservation organization expressly to secure permanent conservation easements and fee title to our irreplaceable prime farmlands. The purpose mirrored mandates by the state legislature in recognition of the continuing and accelerating loss of the state's prime and productive farmlands to urban sprawl. The Ag Land Trust currently owns over 46,000 acres of prime farmlands and ranchlands (either in fee or through conservation easements) in Monterey, San Luis Obispo, and San Mateo Counties.

We have reviewed the **Draft 2045 MTP/SCS and Draft EIR** and find your report to be generally well crafted and largely comprehensive. However, we are very concerned and must raise a serious objection to the lack of recognition within the Plan, and particularly within the Draft Environmental Impact Report, of the massive, significant, and unmitigated adverse environmental impacts that some of the proposed projects will have on the prime farmlands of the Salinas Valley.

The California Environmental Quality Act (CEQA) guidelines (and subsequent case law) require that the potential significant adverse environmental impacts of a proposed project must be fully evaluated (and mitigation measures fully identified) "at the earliest possible time" that the project is identified. The fact that certain projects by some of your member agencies are enumerated in both your draft Plan and your draft EIR (at the member agencies request) clearly necessitates and legally requires both the full review in the AMBAG EIR of those projects'

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potentially significant adverse environmental impacts on the prime farmlands of Monterey County, and the specific identification of mitigation measures therefor. Moreover, the full environmental review of these projects may not be legally avoided or “put off” to a later date due to the CEQA mandates and because the **Draft 2045 MTP/SCS and Draft EIR are intended to be, and will be used by federal agencies, agencies of the State of California, and local agencies in determining appropriate amount of grant funds that may be awarded to those projects, as well as the mitigations that those agencies will be required to implement at the time the projects listed in the Draft 2045 MTP/SCS and Draft EIR are pursued.**

5.2

Of particular concern to the Ag Land Trust is a proposed project by the City of Salinas that is referred to in your **Appendix C – Page C-11 – MON-SNS006-SL - U.S. 101 - Alvin Drive (Overpass, Underpass, Interchange, and Bypass)**. Our Board hereby requests that the obvious deficiency in the full characterization of this project, and the clear lack of any mitigations for the significant adverse effects that this project will have on our prime and legally protected farmlands, be fully addressed in the Plan and the EIR before the EIR is certified by the AMBAG Board of Directors.

The explanation for our strong objections to the lack of identified mitigations for this project is because this project directly violates multiple adopted land use plans, contractual agreements, and moreover, violates previously mandated CEQA and Monterey County Local Agency Formation Commission (LAFCO) mitigation requirements of the City of Salinas for its prior annexations and its conversions of prime farmlands. The explanation of these objections follows:

The Ag Land Trust owns “in fee” our “Odello Ranch” (196 acres) which is located immediately west of U.S. Highway 1 and the existing Davis Road. Our ranch, which is fully identified as prime farmland by the California Department of Conservation and by the Monterey County General Plan, is also immediately west of the proposed Alvin Drive Interchange. The interchange, as proposed by the City of Salinas, will render our ranch unfarmable and, in spite of CEQA mandates, no mitigation for this irreparable loss is identified in the AMBAG EIR.

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This proposed transportation improvement by the City, without any identified mitigations, is massively problematic because our “Odello Ranch” was donated to the Ag Land Trust in satisfaction of the mandatory mitigation requirements for the City’s annexation of the huge UniKool farm at the south end of Salinas in 2009. In effect, the proposed Alvin Drive Interchange would completely compromise and eviscerate the previously legally mandated (by both LAFCO and the joint agreement of the County and the City) mitigation for the loss of hundreds of acres of prime farmland due to City’s annexations and conversion of farmlands into urban sprawl.

Both the County of Monterey and the City of Salinas have significant mandatory policy commitments to agricultural lands preservation in their respective adopted General Plans. The County and City General Plans show a “Westside Bypass” conceptual alignment, but there has been no precise alignment established for that proposed road, and the General Plan policies mandate that adverse impacts upon prime farmlands must be mitigated. County General Plan adopted in 2010 designates the area for Farmlands, with significant policy context for the permanent preservation of this land as part of the vital economic engine for the County and the City of Salinas. The County recognized that the Odello Ranch was to be kept permanently in agricultural production pursuant to its agreement with the City and the LAFCO mandated mitigations for the UniKool annexation.

Moreover, and equally troubling is that the City of Salinas Economic Development Element now shows our “Odello Ranch” within their Sec. 1.2 development zone, BUT the City has not provided an agricultural land use designation for this area in spite of their General Plan mandates. Specifically, the City of Salinas land use LU Sec. 1.7.1 states that the City will work with the Ag Land Trust on these areas (this has not occurred and it appears that their Public Works staff has ignored the City’s adopted requirements). Moreover, the City’s L.U. 1.7.4 requires the use of conservation easements for the protection of prime farmlands.

5.3

Additionally, The Monterey County Local Agency Formation Commission (LAFCO) does not show any of this area (including our ranch) west of Davis Road as being within the City of Salinas growth areas (either the LAFCO adopted Sphere of Influence or a Future Study Area). We point this out because the existing joint “Memorandum of Understanding” (MOU) adopted by and executed by BOTH the Board of Supervisors and the Salinas City Council over ten years ago (which is still in full force and effect) has significant discussions and governmental commitments related to the preservation of prime farmlands west of Davis Road.

- Provision #1 of the MOU states “future growth of the City of Salinas is to be North and East (not West into prime farmlands);
- Provision #4 of the MOU calls for use of conservation easements to protect agricultural lands to the west and south of the adopted City Sphere of Influence;
- Provision #9 of the MOU requires The City AND the County to require mitigation for the impacts from planned regional traffic projects, including those that cause the loss of prime farmlands; and
- Provision #11 of the MOU discusses the Westside Bypass and the preparation of a Project Study Report (PSR) for the bypass. The MOU recognizes that the bypass would be the new development edge. We are aware of no such PSR having been drafted or made public by the City of Salinas and it would be imperative for the PSR to be incorporated into the AMBAG EIR before any certification hearing is held by the AMBAG Board. Our Board hereby requests a copy of any PSR.

5.4

The Ag Land Trust believes and asserts that the Alvin Drive Interchange (**MON-SNS006-SL**) and the Westside Bypass, in order to ensure consistency with the existing General Plans of Monterey County and the City of Salinas (and the certified EIRs which were prepared prior to and as a condition of the adoption of those General Plans) and the mandatory policies related to the permanent preservation of prime and productive agricultural lands west of the City, must be located as closely as possible to the existing right-of-way of Davis Road.

Moreover, both the draft AMBAG EIR and the MTP/SCS must clearly address the expected significant adverse environmental effects and loss of prime farmlands and include mandatory mitigation measures that will be enforceable by federal, state, and local agencies in the future. These additions to the draft documents are necessary to mitigate the clearly anticipated loss of prime farmlands and to avoid compromising previously preserved farmland already subject to permanent protections as a result of the City’s past obligations for mitigations of its annexations of farmlands that have been lost for urban development purposes.

Absent the additions (herein requested) of the analysis of the adverse environmental impacts, the anticipated significant adverse farmland losses, and the mitigations to remedy those impacts/losses and the deficiencies in the Plan and the EIR, the proposed documents will not satisfy the requirements of CEQA. The Ag Land Trust respectfully requests that these requested additions be included in the EIR and the Plan before they are adopted by AMBAG. Our protected prime farmland on our Odello Ranch, which

5.5

has a value of over \$14,000,000.00, is clearly at risk from the proposed projects. And it appears that the project proponents have failed to recognize and make accommodations/mitigations for the existing legal mandates (that have been previously agreed to by the City) protecting the prime farmlands west of the current City Sphere of Influence.

The Ag Land Trust respectfully objects to the current draft AMBAG EIR and the MTP/SCS due to their environmental/legal deficiencies that make the documents unsustainable in court. We sincerely hope that our concerns are fully and affirmatively addressed by amendments to the AMBAG EIR and the MTP/SCS before AMBAG proceeds to adopt these incomplete and legally deficient documents.

Most Respectfully,

A handwritten signature in black ink that reads "Marc Del Piero". The signature is written in a cursive, flowing style.

Marc Del Piero, CEO
The Ag Land Trust

Letter 5

COMMENTER: Marc Del Piero, Chief Executive Officer and Managing Director, Ag Land Trust of Monterey County

DATE: January 23, 2022

Response 5.1

The comment is an email cover letter transmitting an attached comment letter, and notes that the commenter has a significant objection related to one of the projects included in the 2045 MTP/SCS and associated Draft EIR. The commenter provides a summary introduction to their attached comment letter, which suggests their farmland is going to be compromised because of the proposed project. The commenter states there is a need for analysis of the proposed project, its significant adverse environmental impacts, and the need for mandatory and enforceable mitigations for a legally defensible document. The commenter states they hope amendments to the 2045 MTP/SCS and Draft EIR can appropriately address their comments and requests and provides the commenter's contact information for questions or comments.

These specific objections related to one of the projects included in the 2045 MTP/SCS and associated Draft EIR are further elaborated upon in the attached comment letter to this email transmittal. Please refer to Responses 5.2 through 5.6 below for responses to the commenter's concerns about the specific project in question.

Response 5.2

The commenter provides information regarding the Ag Land Trust of Monterey County and its creation and purpose. The commenter asserts that the 2045 MTP/SCS and Draft EIR does not adequately evaluate or mitigate the environmental impacts of the 2045 MTP/SCS to prime farmland in the Salinas Valley. The commenter refers to CEQA Guidelines and propositions from CEQA case law, stating they require potential significant environmental impacts must be fully evaluated early in the CEQA process and not "put off" to a later date, which has implications on grant funding.

CEQA Guidelines Section 15126.6 requires an EIR to discuss significant environmental effects and to include mitigation measures proposed to minimize significant effects that could occur as a result of a proposed project. However, as discussed in Section 1.3 beginning on page 1-9 of the Draft EIR, the Draft EIR is a Program EIR. As stated in CEQA Guidelines Section 15168, Program EIRs are not required to analyze site-specific impacts of individual projects. The projects implementing the 2045 MTP/SCS are not currently defined to the level that would allow for the determination of such impacts. The Draft EIR serves as a first-tier environmental document under CEQA, which supports second-tier environmental documents such as transportation, land use, and development projects associated with the 2045 MTP/SCS. Site-specific impacts will be fully evaluated and mitigation measures fully identified in a second-tier project level CEQA review process. Please refer to Response 6.35 for a detailed discussion regarding applicability of a program EIR.

The Draft EIR evaluates the impacts of the 2045 MTP/SCS to Important Farmland (including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance as defined by the California Department of Conservation's [DOC] Farmland Mapping and Monitoring Program [FMMP]) within the AMBAG region in Section 4.2, *Agricultural and Forestry Resources*. Beginning on page 4.2-15, the Draft EIR evaluates the MTP/SCS impacts to the conversion of Important Farmland and the potential for the project to conflict with existing agricultural zoning or Williamson Act contracts. As discussed therein, the project would result in the conversion of approximately 2,635 acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural use by 2045. The Draft EIR provides Mitigation Measure AG-1, which would require avoidance or compensation for Important Farmland impacts by specific projects included in the 2045 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid conversion of Farmland to a less than significant level. As a result, impacts would remain significant and unavoidable.

Impacts to Prime Farmland are adequately addressed at a programmatic level.

Response 5.3

The commenter raises concern specifically with project Alvin Drive Overpass, Underpass, Interchange, and Bypass listed in Appendix C of the 2045 MTP/SCS. The commenter requests this project is fully characterized and any impacts on farmlands be mitigated in the Plan and Draft EIR before approval. The commenter suggests the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project would directly violate multiple adopted land use plans, contractual agreements, and previously-adopted mitigation measure requirements. The commenter suggests the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project, without any identified mitigation measures, would render Odello Ranch, a 196-acre property west of US Highway 1 and Davis Road, unfarmable. The commenter states the Odello Ranch was donated to the Ag Land Trust in satisfaction of the mandatory mitigation requirements for the City's annexation of the UniKool farm at the south end of Salinas in 2009. The commenter alleges that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project is inconsistent with existing mitigation requirements, the Monterey County General Plan, and the City of Salinas General Plan.

The commenter is referring to the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project listed on page B-10 of Appendix B of the Draft EIR. As described under Response 4.2, as a Program EIR, the Draft EIR is not required to analyze site-specific impacts of individual projects. A determination of the impacts to Farmland, agricultural zoning and conflicts with Williamson Act contracts, and decisions on mitigation measures, would be made on a case-by-case basis as individual projects are implemented.

As discussed in Impact AG-1 beginning on page 4.2-15 of the Draft EIR, implementation of the 2045 MTP/SCS would have significant and unavoidable impacts on farmland and agricultural land uses. The Draft EIR already assesses and discloses impacts to farmland and agriculture.

However, to further clarify that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project referred to by the commenter is among the transportation projects that could have impacts on farmland, page 4.2-19 of the Draft EIR is revised to include the project as follows:

MON-GRN008-GR	U.S. 101 – Walnut Avenue Interchange	AG-1
MON-SOL002-SO	U.S. 101 – North Interchange	AG-1
MON-SOL003-SO	U.S. 101 – South Interchange	AG-1
<u>MON-SNS006-SL</u>	<u>U.S. 101 – Alvin Drive Overpass/Underpass and Bypass</u>	<u>AG-1</u>
MON-SNS012-SL	Boronda Road Widening	AG-1
MON-SNS037-SL	Main Street (North) Widening	AG-1

The edits above simply provide clarification regarding the MTP/SCS impacts on farmland, by adding the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project, and do not change the analysis presented in the Draft EIR. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 5.4

The commenter asserts that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project is inconsistent with an existing Memorandum of Understanding (MOU) adopted by and executed by the Monterey County Board of Supervisors and the Salinas City Council, which the commenter states contains significant discussions and governmental commitments related to the preservation of farmland west of Davis Road, where this project would be located. In particular, the commenter notes MOU provision numbers 1, 4, 9, and 11, which discuss the location of future growth in Salinas, use of conservation easements, mitigation measure requirements, and the preparation of a Project Study Report for the Westside Bypass. The commenter requests a copy of this Project Study Report and recommends that it be incorporated into the AMBAG Draft EIR before AMBAG acts on the the 2045 MTP/SCS. The commenter recommends that the project be located as close as possible to the existing right-of-way of Davis Road. The commenter also states the 2045 MTP/SCS and the Draft EIR must fully evaluate significant environmental effects and loss of prime farmlands as well as include measures to mitigate the anticipated loss of prime farmlands.

The EIR appropriately evaluated agricultural and forestry resource impacts; as stated in Response to Comment 5.2, starting on page 4.2-15, the Draft EIR evaluates the project’s impacts to the conversion of Important Farmland and the potential for the project to conflict with existing agricultural zoning or Williamson Act contracts. As described under Response 4.2, the Draft EIR is a first-tier Program EIR and is not required to analyze site-specific impacts of individual, future projects implementing the 2045 MTP/SCS. The U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project’s impacts to farmland and consistency with the MOU, as appropriate, will be evaluated under a second-tier project level CEQA review process, which could require site specific mitigation measures to avoid farmland impacts associated with the individual project. Such project-specific environmental review

would consider the site-specific location, environmental impacts, and mitigation measures related to the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project. AMBAG is unable to provide the commenter with the Project Study Report for the Westside Bypass because a Project Study Report for the Westside Bypass has not been prepared to date. For this reason, AMBAG is also unable to incorporate or attach the Project Study Report for the Westside Bypass to the Draft EIR. However, it is unnecessary for the Project Study Report for the Westside Bypass to be incorporated into the Draft EIR because, as described earlier in this response, the Draft EIR does not and is not required to evaluate project specific impacts, such as impacts of the Westside Bypass.

Response 5.5

The commenter claims that the Draft EIR does not satisfy the requirements of CEQA because it does not fully evaluate and mitigate potential significant adverse effects to the Prime Farmland within Odello Ranch. The commenter requests that AMBAG does not adopt the Draft EIR until these impacts have been evaluated and mitigated.

As discussed above in Response 5.1 through Response 5.4, the Draft EIR is a programmatic analysis of the 2045 MTP/SCS and is not meant to analyze future project-level impacts of individual projects implementing the 2045 MTP/SCS, such as the US 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) impacts on Prime Farmland within Odello Ranch. Impacts to Prime Farmland are evaluated adequately addressed at a programmatic level within the Draft EIR beginning on page 4.2-15.



Letter 6

Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

January 31, 2022

Heather Adamson, AMBAG
hadamson@ambag.org

Re: Comments on the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Dear Ms. Adamson,

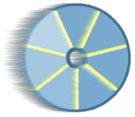
Thank you for the opportunity to provide these comments. As explained below, the concern of my organization centers on the large gap between the greenhouse gas emissions reductions estimated to result from the MTP/SCS and the goals of the State of California to reduce those emissions. We are concerned that the EIR did not analyze induced travel according to state guidelines, resulting in inaccurate estimates for VMT and GHG's. We are concerned that the EIR takes credit for state programs such as vehicle emission standards in calculating regional emission reductions, which is not allowed.

We are concerned that the EIR did not formulate and analyze an alternative that would produce substantial reductions in greenhouse gas emissions to better fulfill state policy. We are concerned that the EIR does not fulfill its responsibility to mandate mitigations for the significant and unavoidable impacts due to greenhouse gas emissions. We bring attention to the requirement that the EIR specify that prior EIR's on road expansion projects that are inadequate under current CEQA standards need to be revised.

Finally, we request that the EIR evaluate how the MTP/SCS perpetuation of auto dependency impacts the health and travel behavior of residents, especially low income residents and people of color.

For the Campaign for Sustainable Transportation,

Rick Longinotti, Co-chair



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

Inadequate Objectives

1. The Draft EIR fails to include a target for reduction of greenhouse gas emissions in its objectives that is consistent with California legislation and Governor's Executive Orders.

The Draft EIR acknowledges that that GHG emissions with implementation of the MTP/SCS will fall far short of California legislative policy:

GHG emissions in 2030 would decrease by approximately one percent as compared to 1990 levels, which is not sufficient to achieve the 2030 target of a 40 percent reduction below 1990 levels....which would conflict with the state's ability to achieve SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. As such, this impact is significant.

We observe that EO B-55-18 established the goal for California to become fully carbon neutral statewide no later than 2045, and to maintain net negative emissions thereafter. 2045 is exactly the timeframe of the 2045 MTP/SCS and the 2045 RTPs. The plans do not establish the transformative transportation measures required to act on this goal.

In the Project Objectives Section, the Draft EIR acknowledges that "For purposes of this EIR, the primary objective of the 2045 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements." However, it fails to mention that those regulatory requirements include SB 32, and the Governor's Executive Orders which mandate an alignment of transportation spending with the state's climate goals. The MTP/SCS falls far short of the planning necessary to achieve the targets in SB 32. The remedy starts by articulating a set of objectives that is consistent with that legislation.

Inadequate Analysis of Induced Travel

2. The Draft EIR fails to analyze induced travel according to CEQA Guidelines

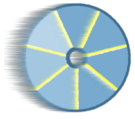
The policy of the State of California recognizes the empirical reality that the more roads are built and expanded, the more auto traffic will proliferate.

A large number of peer reviewed studies have demonstrated a causal link between highway capacity increases and VMT increases. -Technical Advisory on

6.2

6.3

6.4



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Evaluating Transportation Impacts in CEQA (Office of Planning and Research, 2018)

6.4

This EIR denies the relationship of roadway expansion and VMT, claiming instead that increasing roadways will reduce total VMT and greenhouse gas emissions:

VMT would be higher under Alternative 2. Although this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT.

6.5

The EIR does not specify which roadway improvement projects are purported to reduce congestion and total VMT and present evidence for that claim. The MTP/SCS plans for expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County, but the EIR fails to discuss the VMT and greenhouse gas impacts of these projects.

6.6

6.7

The EIR fails to analyze the impact of induced travel. It does not utilize the tools for estimated induced travel recommended by Caltrans' *Transportation Analysis Framework* (2020), which was prepared to "establish Caltrans guidance on how to analyze induced travel associated with transportation projects".

6.8

Acknowledging that it failed to analyze major components of induced travel, the Draft EIR makes the unfounded claim that induced travel impacts may be negligible:

Although the AMBAG RTDM [the travel demand model] does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel.

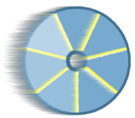
6.9

The *Transportation Analysis Framework* offers a checklist for determining whether a travel demand model has "capabilities required for induced travel assessment". It states, "In general, a model should pass all five checks before the analyst concludes that the travel demand model is appropriate for making projections of induced travel." The EIR does not indicate that its travel demand model is capable of measuring induced travel to satisfy CEQA requirements.

6.10

The State Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) explains that induced travel impacts of highway expansion are not negligible:

6.11



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A large number of peer reviewed studies have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect...Most studies find a long run elasticity between 0.6 and just over 1.0, meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent.”

Applying this research to a local example, the auxiliary lane projects planned for Highway 1 in Santa Cruz, adding two auxiliary lanes to the existing 4-lane highway is an increase in lane-miles of 50%. Thus, according to the studies, one would expect an increase in vehicle miles traveled of 30% to 50%. When combined with the other highway expansion projects in the MTP, this increase is not negligible compared to overall amount of travel in the region. The OPR’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* states, “Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region,...” We request that the EIR state in detail how it fulfilled this requirement.

6.11

The Draft EIR relies on an outmoded, obsolete 2005 technical report:

At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share.

6.12

This notion that increases in vehicle trips on an expanded highway results in long term reduction of trips on the adjacent road network is not supported by the studies of induced travel. Nor is it consistent with current guidance on evaluating induced travel available in Caltrans’ *Transportation Analysis Framework*, and the OPR’s *Technical Advisory On Evaluating Transportation Impacts in CEQA*.

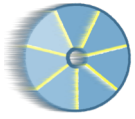
6.13

If the only induced traffic worthy of analysis at the regional level is trips diverted from other regions plus trip substitutions, that omits a major portion of the induced travel that happens on a local level. This is not consistent with CEQA guidance. The EIR’s conclusion that “the induced travel impact at the regional level would be less than significant” is inconsistent with the research and CEQA guidance.

6.14

The failure to accurately estimate the impacts of induced travel makes it highly unlikely that the MTP/SCS meets state emissions standards set by the Air Resources Board.

6.15



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It also makes the analysis of air quality and health impacts, energy, and greenhouse gas impacts unreliable.

6.15

Research suggests that the travel demand model used for this EIR may be of limited accuracy. Could you please explain in detail how the following criticism applies to the model used for this EIR?

The travel time metrics are inaccurate because they rely on Static Traffic Assignment (STA), a 40-year old approach that routinely forecasts unfeasible future traffic flows that exceed capacity. Basing metrics on these impossible volumes produces invalid results. –Marshall, Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment (2018)

6.16

Inaccurate Measurement of Greenhouse Gas Emissions Reduction

3. The EIR mistakenly takes credit for state programs such as fuel economy standards to demonstrate that the region will meet its GHG reduction standards

The EIR reports that VMT will increase substantially:

THE 2045 MTP/SCS WOULD RESULT IN AN INCREASE TO DAILY VMT [vehicle miles traveled] PER CAPITA BETWEEN THE BASELINE 2020 CONDITIONS AND 2045 CONDITIONS.

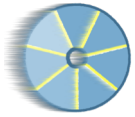
One would expect greenhouse gas emissions to rise accordingly. Instead, GHG emissions from vehicular travel are projected to decline by 26% in 2045 relative to the 2020 baseline year. (Table 4.8-3) The EIR explains that it counts state programs towards the reduction:

The estimated reduction in total mobile source emissions would be due to a combination of transportation improvements proposed in the 2045 MTP/SCS and State initiatives....At the State level, stricter fuel efficiency and vehicle emissions standards such as CAFE standards that will phase in over the planning period would decrease emissions from mobile sources, as reflected in EMFAC2017 emission factors.

6.17

It is an error to include state programs to demonstrate that the region will meet its GHG reduction standards:

It is important to note that the current SB 375 program does not allow MPOs to take credit for State programs that improve vehicle emission standards, changes



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in fuel composition, and other State measures that will reduce GHG emissions to demonstrate achievement of their regional targets.

- California Air Resources Board:
https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Updated_Final_Target_Staff_Report_2018.pdf

This memo from the Air Resources Board correctly interprets the legislative purpose of SB 375 which seeks to implement greenhouse gas emissions from land use and transportation planning in addition to state mandated measures such as fuel standards:

Section 1 (c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.

6.17

Counting state programs towards regional reduction targets is a major error requiring a recalculation of regional greenhouse gas emissions from transportation.

A recalculation is likely to reveal the region's failure to reach GHG reduction targets, based on the projection for 2045 GHG emissions that are slightly higher for the MTP/SCS than for the No Build Alternative. This indicates that the MTP/SCS contributes insignificantly, if at all, to GHG reduction.

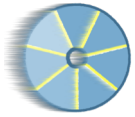
A recalculation requires that amended draft EIR be circulated, since it is likely the new calculation will substantially alter the impact analysis of air quality and health impacts, energy, transportation and land use.

Inadequate Alternatives Analysis

4. The Draft EIR violates CEQA Guidelines by invoking Level of Service to reject Alternative 3 as a feasible alternative.

Based on the above analysis and summary in Table 7-7, Alternative 3 is the environmentally superior alternative...However, Alternative 3 would substantially increase congested VMT and would result in increased delay for freight

6.18



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compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project...

It is unlawful to reject the environmentally superior alternative on the grounds of congestion impacts. ("Congested VMT" is defined in Appendix C as Level of Service E or F) Under SB 743, CEQA can no longer use roadway congestion as a measure of significance. The intent of SB 743 includes the following:

More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions. (Caltrans: Transportation Impacts Under CEQA)

This intent subordinates congestion relief to the state's goals for public health and GHG reduction.

CEQA Guidelines state, "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

5. The Draft EIR's failure to analyze induced travel results in an unsubstantiated conclusion that Alternative 3 would increase congestion.

The EIR's estimate that Alternative 3 would increase congestion relative to the MTP/SCS plan is unsupported because the EIR fails to analyze induced travel according to CEQA guidelines. (See #1 above)

6. The Draft EIR's opinion on the feasibility of Alternative 3 is not substantiated

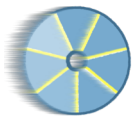
Alternative 3 may not be feasible in that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 3 to be implemented.

While AMBAG does not have authority to require changes in the general plans of local agencies, AMBAG has considerable authority to influence local jurisdictions. Under SB 375, AMBAG is required to identify areas to house the population of the region and to

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set forth a development pattern that is integrated with a transportation network which will reduce greenhouse gas emissions. A transportation project that is not listed in AMBAG's MTP/SCS cannot be developed. This gives AMBAG considerable influence over jurisdictions in the region, as well as Caltrans. Speculation that Alternative 3 "may not be feasible" is misleading.

6.20

7. The Draft EIR fails to list Alternative 2 as a superior alternative

Alternative 2 would result in mostly similar impacts [compared to MTP/SCS], with some reduced impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, and tribal cultural resources.

6.21

Since Alternative 2 would result in reduced impacts it should be clearly stated as superior to the MTP/SCS.

8. The Draft EIR fails to propose an alternative that will substantially meet state goals to reduce greenhouse gas emissions

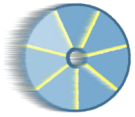
CEQA Guidelines require an EIR to set forth "those alternatives necessary to permit a reasoned choice." This draft EIR fails to provide a reasoned choice because it does not set forth an alternative that can make a significant contribution to the reduction of VMT and greenhouse gas emissions. For example it could have combined the features of Alternatives 2 and 3, which would result in significant reduction of impacts. Instead the Draft EIR sets up straw man alternatives whose performance is not significantly different than the MTP/SCS plan. This violates CEQA Guidelines that state, "The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project."

6.22

The Draft EIR rejected for analysis the Road Pricing Alternative and the Aggressive VMT Reduction Alternative for reasons that are unfounded:

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible...The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas.

6.23



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The statement does not take into account the EIR's statement that most growth under the MTP/SCS is planned for urban areas: *"Population and job growth are allocated principally within existing urban areas near public transit."* The EIR reports that development in rural areas is increasing as if that were a phenomenon that a MTP/SCS is impotent to affect. However, the mandate to impact the location of development is a core purpose of SB 375.

6.23

Heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing infill development and higher density in the AMBAG region may have very little impact on those long work trips.

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This statement leaves out the jobs-housing imbalance within the region, that can and should be addressed by infill development near job centers.

tourist generated VMT would not decrease through higher density infill development or with transit improvements.

6.25

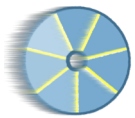
This statement ignores the potential for tourist travel on the enhanced regional rail system, and the potential for better integrating the Highway 17 express bus with Valley Transit Authority, and thereby with the wider SF Bay Area transit network.

Other measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode.

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This statement conflicts with the evidence from UCSC, where the cost of parking is a key factor resulting in a 17% transit mode share among faculty and staff, and a much higher transit mode share among students. The statement that highway tolls are only feasible where increased transit services are available makes the assumption that the region will not increase its transit service. The best examples of highway tolls reducing VMT are where the toll revenue supports transit service. The EIR makes a self-fulfilling prophecy, in which the decision not to prioritize transit service makes a viable option infeasible.

Therefore, an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.



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For the reasons stated above, this conclusion is unfounded.

6.26

The California State Transportation Agency, (CalSTA) has prepared the 2021 Climate Action Plan for Transportation Infrastructure (CalSTA 2021). The Climate Action Plan includes strategies to reduce VMT, including developing programs to policies to implement road pricing, also known as VMT fees. However, an alternative that aims to reduce VMT through substantially higher VMT fees would not be feasible in the AMBAG region, as these fees are only feasible in highly urbanized areas where measures like transportation demand management (TDM) strategies are highly effective. Because of the lower densities, rural areas tend to be automobile dependent.

The Draft EIR fails to mention that much of the region is urbanized, with population and job densities that support transit. In a 2018 talk sponsored by the Santa Cruz County Regional Transportation Commission, transit planner Jarrett Walker showed charts of population and job density and said, “For a community of your size and your density, let alone the degree of progressive values that operate in this community, you do not have very much transit.”

The EIR continues to make an unfounded claim that congestion pricing would not work in the region:

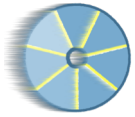
Most trips made by personal automobile on a relatively less congested roadway network which doesn't favor tolling or congestion price strategies. There is often relatively little demand for alternative modes, such as transit, cycling and walk (such alternative travel modes are only feasible and cost effective for a shorter trip in length and time)

6.27

The statement that most trips occur on a “relatively less congested roadway network” is at odds with the reality experienced by many auto commuters. For example, Highway 1 in Santa Cruz County is just as congested as some major highways in large metropolitan areas, and would benefit from congestion pricing that supports express transit in bus-only lanes on the Highway. The Soquel Drive corridor is an exceptionally good candidate for congestion pricing due to the spill-over traffic from Highway 1. With congestion pricing, buses on Soquel Dr. would be more efficient. The same is true for the potential for congestion pricing at the two entrances to the UCSC campus, which would have the effect of stimulating demand for transit and cycling.

Because the AMBAG region does not contain areas with the same high density land uses and robust transit systems as these large metropolitan cities, and

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because AMBAG does not have the legal authority to impose VMT fees, this alternative was [not] considered as an alternative for detailed consideration in the EIR.

As with the EIR's earlier statement that AMBAG does not have the authority to channel development to urban areas instead of rural areas, the argument lacks merit. As stated above, there is significant potential for congestion pricing in the AMBAG area. AMBAG does not need the legal authority to impose VMT fees, since it has the authority to require such mitigations by jurisdictions in the region. AMBAG can work with Caltrans, which has a mandate to use road pricing to reduce VMT:

Expand toll lane use or develop other pricing-based strategy options: This option would consist of expanding the use of toll lanes or developing other pricing strategies, such as increasing parking prices in an area, to reduce VMT. - Caltrans, Transportation Analysis Under CEQA (2020)

Because the EIR did not propose an alternative that could better meet state goals for GHG emissions, the EIR's conclusion that 2045 MTP/SCS would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not valid. A plan resulting in lower VMT would waste less energy.

9. Some performance estimates are inconsistent with empirical realities

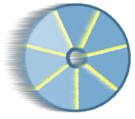
According to Appendix C, the percentage of jobs within a half mile of quality regional transit in Alternative 2 will be 31.7% and Alternative 3 will be 30.5%,---significantly higher than the 24.8% for the MTP/SCS plan. This significant advantage of the alternatives is not reflected in projected transit ridership. Since the EIR does not explain the assumptions that result in this conclusion, it is reasonable to surmise that the methodology for estimating transit ridership is less reliable than that of estimating where the jobs will be located.

There are other anomalies that cast doubt on the credibility of the analysis. For example the number of bicycle and walking trips in Alternative 2 is equal to that of the project—in spite of \$1.4 billion spent on alternative transportation in Alternative 2 compared to the project. Similarly, the number of transit trips for Alternative 3 is negligibly different from that of the project, in spite of \$2.2 billion spent on transit infrastructure compared to the project. This analysis suggests that significant investment in transit, bicycle and

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pedestrian infrastructure has no impact on people's behavior. However, empirical studies have shown the opposite.¹

EIR conclusions need to be based on supported facts and evidence. The EIR Draft needs to resolve the disparity between its conclusions and the research. Caltrans' Transportation Analysis Framework states:

Documentation of each fact relied upon, each inference derived from established facts and the logical approach taken to reach a conclusion are necessary so others, including a court if the matter is litigated, can follow the analytical path taken by the practitioner.

10. The MTP/SCS plans inadequately meet the project objectives

Project objectives include:

Healthy Communities. Protect the health of residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.

Social Equity. Provide an equitable level of transportation services to all segments of the population.

The EIR acknowledges that funding for the transit and active transportation infrastructure envisioned by Alternatives 2 and 3 results from “less investment in local streets, roads, and highways compared to the proposed 2045 MTP/SCS.” By prioritizing expenditures on roads and highways over active transportation and transit, the MTP/SCS negatively impacts all residents and especially low income sectors of the population that are more dependent on transit and active transportation. The result is a poverty of mobility, where those who don't drive are second class citizens. Auto dependency requires low income households to spend a greater percentage of income on transportation.²

The health impacts of auto dependency are well researched.³ In U.S. cities, researchers blame traffic pollution for a quarter of all new childhood asthma cases.⁴ According to the Santa Cruz County Health Services Agency, 54% of fatal or serious injury crashes occur on 6% of county streets. More than half of these streets are in low income

¹ <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system->

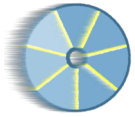
² <https://www.planetizen.com/blogs/111535-automobile-dependency-unequal-burden>

³ Frumkin, Frank, Jackson, *Urban Sprawl and Public Health*;

⁴ <https://e360.yale.edu/digest/vehicle-pollution-causes-4-million-new-child-asthma-cases-every-year>

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neighborhoods.⁵ In our region, there is considerable overlap between low income people and brown people. Is the EIR required to conduct a racial equity analysis?

The road and highway expansion projects in the MTP worsen the community's auto dependency, which in turn has environmental impacts. The EIR is required to evaluate these impacts. CEQA Guidelines state:

If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant.

6.31

The EIR Needs to Require Mitigations

11. The EIR needs to mandate mitigation for increased VMT, rather than suggest that agencies "can and should" implement mitigations

Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT.

6.32

As stated by Caltrans' Transportation Analysis under CEQA:

Where changes to the project or project alternatives cannot avoid or substantially lessen the significant impact, mitigation is required.

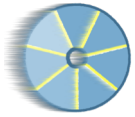
The Caltrans guidance also states that mitigations need to be identified early in the process:

As a project proceeds toward final design it becomes increasingly difficult to achieve feasible, proportional project-level VMT mitigation for a capacity-increasing roadway project. Therefore, for capacity-increasing projects, early coordination and scoping of mitigation opportunities is advisable.

12. The EIR needs to mandate VMT and greenhouse gas reduction mitigations that are proportional to their impact

6.33

⁵ Report: *The Impact of Traffic Violence on Santa Cruz County*



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The mitigation measure must be “roughly proportional” to the impacts of the project. (Dolan v. City of Tigard, 512 U.S. 374 (1994)).

6.33

13. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments.

It doesn't appear that the Draft EIR has satisfied the enforceability requirement or the the following requirements:

The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR. -CEQA Guidelines

6.34

Nor does it appear that the Draft EIR has met the following requirement for monitoring mitigations.

Consistent with section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions

14. Requirement of a subsequent EIR for Highway Expansion Projects

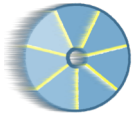
The Draft EIR should state that prior EIR's for highway expansion projects did not adequately address significant effects of vehicle miles traveled due to induced travel, because they were prepared before current CEQA and Caltrans guidance on estimating induced travel and the requirement to mitigate increased VMT and GHG emissions. The Draft EIR should state that a revised, updated EIR is required for these projects.

A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR...

If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. -CEQA Guidelines

6.35

If a later EIR for these highway projects is not performed, this would allow the MTP/SCS to sidestep its responsibility under state law to require mitigations for greenhouse gas emissions for these projects, since the prior EIR's for highway expansion do not require such mitigations.



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A striking example of a need for a revised EIR is the plan to include so-called “bus on shoulder” operations as part of the auxiliary lane construction on Highway 1 in Santa Cruz County. The Tier I EIR for the HOV Lane Project included analysis of constructing auxiliary lanes in the project area. However, there was not a single mention of Bus on Shoulder in the document. Thus the alternative configurations for bus-on-shoulder were not analyzed. This includes a bus-only lane on the shoulder of the highway. Such a configuration is the very definition of bus-on-shoulder as it exists in other cities. However, the proposed “bus on shoulder” as part of the Porter Ave to State Park Drive auxiliary lanes would operate buses in the auxiliary lanes where they would share the lanes with other vehicle traffic, resulting in a substantial delay for bus operations. This failure of environmental review to analyze the alternatives could result in significant loss of ridership potential.

6.35

Letter 6

COMMENTER: Rick Longinotti, Co-Chair, Campaign for Sustainable Transportation

DATE: January 31, 2022

Response 6.1

The commenter provides an introductory cover letter summarizing the comments they provide in the comment letter. The summary states the commenter is concerned the Draft EIR did not analyze induced travel according to state guidelines, resulting in inaccurate estimates for greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and that the Draft EIR inappropriately takes credit for state programs in calculating regional emission reductions. The summary further states the commenter's concerns that the Draft EIR did not formulate and analyze an alternative that would produce substantial reductions in GHG emissions and that the Draft EIR does not adequately require mitigation measures for GHG emissions. The commenter requests the EIR evaluate how the MTP/SCS perpetuation of auto dependency impacts the health and travel behavior of residents, especially low-income residents, and people of color. The comment letter further expands upon each concern summarized in this cover letter.

Responses to each point summarized in the introductory cover letter to the comment are provided below in Response 6.2 through Response 6.24.

Response 6.2

The commenter asserts that the Draft EIR fails to include a target for GHG emissions reduction in its objectives that is consistent with California legislation and Governor's Executive Orders. The commenter claims that the objectives of the 2045 MTP/SCS state "the primary objective of the 2045 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements," yet the 2045 MTP/SCS does not achieve the targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18.

The commenter is correct in that the 2045 MTP/SCS would conflict with the State's ability to achieve targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. As described under Impact GHG-4 beginning on page 4.8-25 of the Draft EIR, the analysis assumes that the 2045 MTP/SCS should achieve the same proportional GHG reductions as the State by the year 2030, or a 40 percent reduction in GHG emissions below 1990 levels. Although the projects, policies, and land use scenarios identified in the 2045 MTP/SCS are designed to align transportation and land use planning to reduce transportation related GHG emissions, the 2045 MTP/SCS would conflict with the State's ability to achieve the SB 32 GHG emissions reduction goal. Further, as described on page 4.8-27, because the plan would conflict with the State's ability to achieve the SB 32 GHG reduction target, it would also impede "substantial progress" toward meeting the reduction goals identified in Executive Orders (EO) S-3-05 and EO B-55-18. Mitigation Measures GHG-4(a) and GHG-4(b), beginning on page 4.8-28, would mitigate impacts from construction related GHG emissions and land use project energy consumption to the extent feasible, but cannot be guaranteed on a

project-by-project basis. Additionally, it is speculative at this time to forecast whether project level GHG emission reductions would be sufficient to achieve regionwide reduction in GHG emissions of 40 percent below 1990 levels by 2030. No additional feasible mitigation measures are available that would reduce emissions to trajectories consistent with SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. Therefore, impacts would remain significant and unavoidable.

As described on pages 2-7 and 2-8 of the Draft EIR, the primary objective of the 2045 MTP/SCS is to comply with applicable regulatory requirements, including California Transportation Commission Guidelines and SB 375, including SB 375's regional GHG reduction targets. The project would achieve this primary objective, as described on page 4.8-23 and 4.8-24 of the Draft EIR. Implementation of the MTP/SCS in the year 2035 would result in a decrease of per capita CO₂ emissions of 6.6 percent compared to 2005 conditions. Therefore, the 2045 MTP/SCS would achieve the SB 375 targets. This primary objective, and the other objectives of the project listed on pages 2-7 and 2-8, are the objectives or purpose of the 2045 MTP/SCS.

Achieving consistency with SB 32, EO S-3-05, and EO B-55-18 is not a formal objective of the 2045 MTP/SCS, and SB 32 and the Executive Orders are not "applicable regulatory requirements" with which the MTP/SCS must comply. The specific objectives of the 2045 MTP/SCS are stated on pages 2-7 and 2-8 of the Draft EIR and include ensuring that the SCS and the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

Consistency with SB 32, EO S-3-05, and EO B-55-18 was used a threshold of significance for determining the GHG impacts of the 2045 MTP/SCS (see Impact GHG-4 on page 4.8-25 of the Draft EIR), but it is not appropriate to add this objective of the 2045 MTP/SCS for the reasons stated above. Further, please note that a lead agency has considerable discretion to define its own project objectives, as long as they are sufficient to guide alternatives development. *California Oak Foundation v. Regents of University of California* (2010) 188 Cal. App. 4th 227, 273.

Response 6.3

The commenter opines that the Draft EIR fails to analyze the impacts of induced travel according to the State CEQA Guidelines.

As described on pages 4.15-27 and 4.15-28 of the Draft EIR, induced VMT of the proposed project is analyzed at a program level, consistent with the level of analysis throughout the entire Draft EIR. (Please also see Response 6.35 regarding applicability of a program EIR). As discussed on 4.15-28 of the Draft EIR, the SCS is intended to identify a land use strategy that supports the objectives of SB 375 to achieve, among other things: increased roadway

optimization, increased modes of travel other than single occupancy automobiles, increased access to jobs and amenities, minimized increases in VMT and reduced GHG emissions. Among the strategies to meet these goals is a mix of land uses balanced to minimize VMT and maximize the ability for residents and visitors of the region to conduct everyday activities without the need to travel by car. As a consequence, the RTDM and associated transportation system performance results discussed in this analysis capture the effects of land use changes on overall travel demand in the region. Although the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. The Draft EIR adequately evaluates induced VMT and no additional response to this comment is necessary.

Response 6.4

The commenter cites an excerpt from the State's Technical Advisory on Evaluating Transportation Impacts in CEQA related to a relationship between roadway capacity and induced VMT and opines that the Draft EIR denies the existence of this relationship. This excerpt pertains to the potential induced travel impacts of individual roadway capacity expansion projects, not to regional impacts of regional transportation plans such as the MTP/SCS.

The commenter's opinion that the Draft EIR denies or neglects to identify a relationship between roadway expansion and induced VMT is incorrect. For example, page 4.15-27 of the Draft EIR contains this statement: "Numerous studies and research suggest that an expansion of highway capacity may induce travel (Governor's Office of Planning and Research 2016; Handy 2015; Duranton & Turner 2011). According to the Governor's Office of Planning and Research (2016), the initial reduction in traffic congestion and travel times from increased capacity is attractive to travelers, resulting in more trips on the facility and increasing the total VMT." Please also refer to Response 6.3 above, which details the Draft EIR's discussion of induced VMT.

Response 6.5

The commenter opines that the Draft EIR denies the relationship of roadway expansion and VMT and instead claims that increasing roadway capacity would reduce VMT and GHG emissions, citing text from the Draft EIR pertaining to Alternative 2.

The commenter's assertion is incorrect. Please refer to the above Responses 6.3 and 6.4 for a detailed review of the Draft EIR's discussion and analysis of induced VMT. The Draft EIR excerpt cited by the commenter can be found on page 7-19 of the Draft EIR, which describes how although Alternative 2 was developed to reduce VMT, it did so by eliminating many roadway projects, some of which would reduce congested VMT and total VMT. A fundamental part of this statement is that only some of the many transportation projects that were eliminated for Alternative 2 would reduce congested and total VMT, rather than all transportation projects that were eliminated. Some of the transportation projects that were eliminated for Alternative 2 would increase VMT, which is why they were eliminated from Alternative 2, because this alternative was developed to reduce VMT. Both Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. Appendix C to the Draft EIR contains "performance metric data" which are the various metrics and measurements that AMBAG has calculated using the RTDM to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR.

Response 6.6

The commenter opines that the Draft EIR does not specify which transportation projects have been eliminated for Alternative 2 that would also reduce congested and total VMT.

The Draft EIR sections do not list all the transportation projects included in the 2045 MTP/SCS or the alternatives. Rather, Appendix B to the Draft contains the full list of transportation projects included in the 2045 MTP/SCS and Appendix G to the Draft EIR contains the full list of transportation projects included in each of the alternatives to the project, including Alternative 2. A comparison between the list of projects in Appendix B and Appendix G shows which projects are included in both the project and Alternative 2 and which projects are included only in the proposed project and eliminated from Alternative 2.

The requested information is within the Draft EIR appendices.

Response 6.7

The commenter opines that the Draft EIR does not evaluate the VMT and GHG impacts of the expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County, which are projects included in the 2045 MTP/SCS.

The commenter's opinion is not accurate, as the Draft EIR comprehensively evaluates the regional VMT and GHG impacts of all the transportation projects included in the 2045 MTP/SCS, including the expansion of Highway 101 projects mentioned by the commenter. As described above in Response 6.5, the VMT of the 2045 MTP/SCS, including its transportation projects, was modeled and determined using the RTDM. As described on page 4.8-16 of the Draft EIR, the California Air Resources Board (CARB) EMFAC2017 was used to determine the operational GHG emissions of the 2045 MTP/SCS, including its transportation projects.

Additionally, as discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR, and analysis of impacts of second-tier projects

implementing the 2045 MTP/SCS is not required. (Please see Response 6.35 regarding applicability of a program EIR). Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of project-specific significant impacts and appropriate mitigation measures. Specific environmental analysis of individual projects will be undertaken at the project-level by the appropriate implementing agency. Appropriate and feasible mitigation measures for the expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County would be determined under project specific environmental review.

Response 6.8

The commenter opines that the Draft EIR fails to analyze impacts of induced travel and does not utilize tools or recommendations for estimating induced travel that have been published by Caltrans' *Transportation Analysis Framework* (2020b).

As described above in Responses 6.3 and 6.5, the Draft EIR does evaluate induced VMT. Specifically, as described on pages 4.15-27 and 4.15-28 of the Draft EIR, induced VMT of the 2045 MTP/SCS is analyzed at a program level, consistent with the level of analysis throughout the entire Draft EIR. (Please see Response 6.35 regarding applicability of a program EIR). The Draft EIR determined the 2045 MTP/SCS would result in a less than significant impact related to induced VMT, as discussed on page 4.15-28 of the Draft EIR.

The publication mentioned by the commenter is a Caltrans 2020 document titled *Transportation Analysis Framework: First Edition* (Caltrans 2020b). As described on page iii of the Caltrans document, the *Transportation Analysis Framework* is intended to guide transportation impact analysis for specific projects on the State Highway System only; it is not intended as guidance for regional transportation plans such as the 2045 MTP/SCS.

Page 4.15-27 of the Draft EIR does discuss that some transportation projects in the 2045 MTP/SCS involve increasing roadway capacity, which based on numerous studies and research, could induce travel. As described on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel, and therefore, AMBAG is unable to provide a quantitative analysis of induced travel. Accordingly, AMBAG presents a qualitative analysis of induced travel in the Draft EIR, beginning on page 4.15-27. As described therein, the 2045 MTP/SCS includes projects which could induce travel based on numerous studies and research. As discussed on page 4.15-28 of the Draft EIR, as discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

In conclusion, the Draft EIR does evaluate induced VMT (see pages 4.15-27 and 4.15-28), and the methodology and recommendations in Caltrans' *Transportation Analysis Framework* document are not applicable to regional transportation plans.

Response 6.9

The commenter opines that the Draft EIR makes an unfounded claim that induced travel would be negligible because the Draft EIR also acknowledges that AMBAG is unable to quantify induced travel resulting from the transportation projects in the 2045 MTP/SCS.

The comment that the AMBAG RTDM is unable to model or quantify all induced travel is generally correct. As described on page 4.15-27 of the Draft EIR, projects that increase roadway capacity can, in some circumstances, change or affect trip-making decisions, including longer trips, changes in mode choice, route changes, newly generated trips, and land use changes. As discussed on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips. Accordingly, the EIR provides a qualitative evaluation of induced VMT.

The commenter's opinion that the Draft EIR contains an unfounded determination about induced travel resulting from the 2045 MTP/SCS being negligible is inaccurate. Page 4.15-28 of the Draft EIR describes how induced travel of the project specifically from longer trips, changes in mode choice, route changes or newly generated induced trips would be negligible compared with the total amount of travel within a region. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

Response 6.10

The commenter describes how Caltrans' published guidance, *Transportation Analysis Framework*, offers a checklist for determining whether a transportation model can assess induced travel, and the commenter opines that the Draft EIR does not disclose if the AMBAG RTDM satisfies the Caltrans model guidance.

The commenter is referring to the 2020 Caltrans publication titled *Transportation Analysis Framework: First Edition*. As discussed in detail in Response 6.8, the Caltrans guidance is not applicable to regional transportation plans. Further, the Caltrans recommendations do not require a quantitative analysis of induced travel unless that type of analysis is available. As previously discussed in Response 6.9, above, page 4.15-28 of the Draft EIR describes how the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer

trips, changes in mode choice, route changes or newly generated induced trips. Accordingly, AMBAG prepared and present a qualitative analysis of induced travel on pages 4.15-27 and 4.15-28 of the Draft EIR. Regardless, the Draft EIR does describe how the AMBAG RTDM does not have the capacity to model or capture all induced travel.

Response 6.11

The commenter describes how the State Office of Planning and Research (OPR) has a 2018 publication identifying a measurable correlation between increased highway capacity and induced travel and that the publication notes that peer reviewed studies provide quantitative estimates of the induced VMT, which have found a long run elasticity between 0.6 and just over 1.0, meaning that every increase in lane miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The commenter applies the correlation factor to a specific project included in the 2045 MTP/SCS and determines that the increase in VMT is not negligible compared to the overall amount of travel in the region. The commenter asks that the Draft EIR describe in detail how it fulfilled the OPR's guidance regarding determining the total lane-miles over an area that fully captures travel behavior changes resulting from the project.

The 2018 OPR publication to which the commenter refers describes travel elasticity, meaning a relation or correlation between roadway expansion and induced travel. Specifically, the publication describes that most studies have concluded elasticity of 0.6 to just over 1.0, meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. However, the 2018 publication, on page 20, also states that it is unsuitable to use this elasticity method to rural (non-MPO) locations in California which are neither congested nor projected to become congested. While AMBAG is an MPO, large areas of the AMBAG region are rural and consist of rural agricultural uses or undeveloped forest and open space, such as the wooded Santa Cruz Mountains. While there is routinely congestion in specific locations in the AMBAG region, such as Pacific Avenue in the City of Santa Cruz, taken as a collected region, the AMBAG region is not metropolitan or congested. An example of a metropolitan area and congested area is the San Francisco Bay Area. Therefore, using the cited ranges of elasticity to determine or calculate induced travel of the roadway expansion projects included in the 2045 MTP/SCS is not appropriate and would not accurately estimate induced travel impacts. Further, the research cited by the OPR publication is directly applicable to specific roadway projects that increase capacity, not to regional transportation plans.

The concept that road elasticity methodology is unsuited for rural areas is supported by recent guidance published in 2022 by Fehr & Peers for assessing induced travel impacts.¹ Fehr & Peers is a private transportation consulting firm that has become a leader in methodologies for assessing VMT in California. According to the 2022 publication, elasticity is largely based on existing congestion, and the congestion in suburban and rural areas is not severe enough

¹ Fehr & Peers. 2022. Induced Vehicle Travel Impacts Analysis: Technical Guidance – 1.0. Retrieved on February 27, 2022, from <https://www.fehrandpeers.com/wp-content/uploads/2022/01/FP-Induced-Vehicle-Travel-Analysis-Technical-Guidance-1.0-January-2022-1.pdf>

to suppress existing vehicle trip making. In other words, everyone who wants to use a car in rural areas already uses a car because there is no congestion severe enough to discourage them from using their car for transportation. According to Fehr & Peers, in these rural settings, further increases in VMT would not be reasonable to assume due to a roadway capacity project. Based on the above analysis, it would not be appropriate or accurate for AMBAG to apply elasticity studies to the AMBAG region given how much of the region is rural and without congestion, and given that these studies are not directly applicable to regional transportation plans.

Response 6.12

The commenter opines that the Draft EIR relies on an outdated and obsolete technical report to determine that induced travel impacts would be less than significant.

The commenter is referring to the Federal Highway Administration's (FHWA) document, which as discussed on page 4.15-28 of the Draft EIR, is titled: *HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand*. The FHWA published this document in August 2005. Although the document was published in 2005, the document describes conditions that have been measured or observed on highways regarding induced travel. This information is still relevant.

Other studies and research that pertain to assessing induced travel have been published since 2005. For example, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* in 2018, and this document contains advice on assessing induced travel. However, the 2018 OPR document does not focus on the travel behaviors and characteristics of areas similar to the AMBAG region, or on evaluating VMT impacts of regional transportation plan. AMBAG has used reliable and verified information available for the analysis of induced travel in the Draft EIR that is also applicable to characteristics of the AMBAG region, such as small concentrated urban areas with vast rural and agricultural areas. In other words, while very recent induced travel guidance can be found, it generally was developed based on circumstances in very urbanized areas and major cities, unlike the AMBAG region, and it is applicable to specific roadway projects that increase capacity, not to regional transportation plans.

Response 6.13

The commenter asserts that the Draft EIR determination that increased vehicle trips on an expanded highway results in reduction of trips on the adjacent roadwork network is unsupported by induced travel studies. The commenter also opines that this determination is inconsistent with Caltrans' *Transportation Analysis Framework: First Edition* (2020) and OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018). As mentioned in Responses 6.10 and 6.11, these guidance documents are not applicable to regional transportation plans.

Further, generally, the AMBAG region can be described as urbanized to suburban in areas adjacent to or within several miles of the shoreline of the Monterey Bay (e.g., the cities of Pacific Grove, Monterey, Seaside, Watsonville, and Santa Cruz). This urbanized area of the

AMBAG region has more transportation mode choices than other, more rural parts of the AMBAG region. For example, there is a pedestrian and bicycle path (the Monterey Bay Coastal Trail) linking the cities of Seaside, Monterey, Pacific Grove. While some people may utilize this trail to strictly avoid operating a car in traffic congestion between these two cities, and these people could shift to using an automobile if traffic is relieved, this represents only a limited area of the AMBAG region and most people use the trail for passive recreation. Large areas of the AMBAG region are rural with no or few transportation mode choices. For example, other than using a passenger vehicle, there are few options to travel between the City of Hollister and the City of Monterey that are more appealing than a passenger vehicle. According to Google Maps, driving a car between these two destinations requires approximately 1 hour, depending on the exact route selected, while a bus trip requires almost 4 hours to make the same trip during an ordinary weekday. Given that people have a choice of an approximately 1-hour trip or a 4-hour trip between these destinations, most people will choose the 1-hour trip because it requires substantially less time. Thus, these people will choose to use passenger vehicles and generate VMT in the process. These people may choose their route between destinations based on traffic congestion. For example, a person may choose to detour to local streets to bypass a reported traffic congestion situation on the highway or most direct route between the destinations. If the traffic congestion is lessened or made less severe (i.e., time consuming), the person may instead utilize the regional highway for the entire trip rather than detouring to avoid it. Given the vast areas of rural and agricultural land in the AMBAG region, it is reasonable to assume that specific to the AMBAG region, local VMT does typically shift to trips on a nearby highway after that highway is expanded or improves, thereby eliminating the reason people were choosing to use local roads to travel between rural destinations.

As described on page 4.15-28 of the Draft EIR, the determination that induced travel resulting from the 2045 MTP/SCS would be negligible on a regional level is supported by the FHWA's *HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand* (2005), which states, "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." As such, the Draft EIR determines that additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. The commenter provides no references to or description of which induced travel studies they are referring to, and so it is not possible to provide additional response on whether the Draft EIR conflicts with these particular studies the commenter references.

Response 6.14

The commenter asserts that by focusing on induced travel at the regional level, the Draft EIR omits what they feel is a "major portion" of induced travel that occurs at a localized level. The commenter opines that this omission and the Draft EIR's conclusion finding induced

travel at the regional level would be less than significant is inconsistent with CEQA guidance and other research.

The commenter does not define or provide quantification of what they mean by major portion of induced travel in their comment. As described on page 4.15-27 of the Draft EIR, projects that increase roadway capacity can, in some circumstances, change or affect trip-making decisions, including longer trips, changes in mode choice, route changes, newly generated trips, and land use changes. As discussed on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes, or newly generated induced trips. However, page 4.15-28 of the Draft EIR describes how induced travel of the project specifically from longer trips, changes in mode choice, route changes, or newly generated induced trips would be negligible compared with the total amount of travel within a region. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

The commenter does not specify what CEQA guidance and research the Draft EIR is inconsistent with. However, based on earlier parts of this comment letter, it is reasonable to assume they are referring to one or more of the following:

- *Transportation Analysis Framework: First Edition* (Caltrans 2020)
- *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018).

As mentioned in Responses 6.10 and 6.11, these guidance documents are not applicable to regional transportation plans.

Additionally, as discussed in Section 1.3 beginning on page 1-9 of the Draft EIR, the Draft EIR is a Program EIR. As stated in CEQA Guidelines Section 15168, Program EIRs are not required to analyze site-specific impacts of individual projects as many of the projects within the 2045 MTP/SCS are not currently defined to the level that would allow for the determination of such impacts. The Draft EIR serves as a first-tier environmental document under CEQA, which supports second-tier environmental documents such as transportation, land use, and development projects associated with the 2045 MTP/SCS. Site-specific impacts, such as localized project impacts, will be fully evaluated and mitigation measures fully identified in a second-tier project level CEQA review process.

Response 6.15

The commenter expresses an opinion that the 2045 MTP/SCS may not achieve emissions standards set by CARB because AMBAG cannot quantify induced travel, which generates emissions. The commenter also opines that because of this same reason, the air quality and health impacts, energy, and GHG impacts described in the Draft EIR may be unreliable.

As described on page 4.15-28 of the Draft EIR, at the regional level, induced traffic resulting from the 2045 MTP/SCS would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share. Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. Because there would not be substantial increased induced travel, there would be no substantial increased air quality or GHG emissions, as well as energy consumption, resulting from induced travel in the AMBAG region. Therefore, the GHG emission reductions achieved by the 2045 MTP/SCS would continue to achieve CARB's reduction target set through SB 375, as described on pages 4.8-23 and 4.8-24 of the Draft EIR.

As described in Impact AQ-3 beginning on page 4.3-31 of the Draft EIR, implementation of the 2045 MTP/SCS would result in emissions of air pollutants that exceed significance thresholds. Impacts would be significant and unavoidable. Likewise, as described in Impact GHG-4 beginning on page 4.8-25 of the Draft EIR, implementation of the 2045 MTP/SCS would result in GHG emissions that exceed significance thresholds, and impacts would be significant and unavoidable. Therefore, even if the AMBAG RTDM was capable of quantifying induced travel in the AMBAG region, the significance of applicable impacts in the Draft EIR would not change because they are already significant and unavoidable. Additionally, because induced travel is negligible on a regional level, the impacts analysis air quality and GHG emissions are in fact "reliable," and impacts conclusions would not change.

Response 6.16

The commenter provides an excerpt from a 2018 study that describes how some transportation models provide inaccurate travel time metrics and opines that the AMBAG RTDM may be of limited accuracy. The commenter requests an explanation regarding how the AMBAG RTDM used in the Draft EIR relates to the travel time metrics described in the 2018 study.

This comment pertains to the AMBAG RTDM, and is similar to comment 6.5. Please see Response 6.5, above. As described therein, the AMBAG RTDM has been peer reviewed and meets best practice standards. A Federal Highway Administration (FHWA) sponsored TMIP peer review was conducted in 2013 to review the AMBAG model and discuss future model needs and improvements. The Metropolitan Transportation Plan (MTP) determines what transportation projects are programmed into the RTDM. The existing RTDM reflects transportation projects adopted by the AMBAG Board of Directors in June 2018. The 2022 AMBAG RTDM is an updated travel demand model estimated and calibrated to 2015 conditions. The model updates and improves upon the 2015 base year update performed in

2018. The 2022 RTDM is estimated and calibrated using survey data from the 2012 California Household Travel Survey (CHTS) and the 2017 National Household Transportation Survey (NHTS), Census, employment, and traffic data for the 2015 base year utilized for the 2045 MTP/SCS.

The AMBAG RTDM model is accurate and utilizes advance techniques to capture travel behavior at a more individual level and incorporates disaggregate level data into some of the modeling stages. The primary reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and includes models for trip generation, trip distribution, mode choice, and trip assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

AMBAG's RTDM utilizes travel time variable at multiple stages such as trip distribution (destination choice and gravity models), mode choice and traffic assignments (highway and transit) as a critical input which predicts best suitable travel time for each trip purpose separately for peak period and off-peak period as well as for rural and urban areas of the AMBAG region. Specifically, technical details on each stage are highlighted below. For more information on the AMBAG's RTDM, please see Appendix F of the 2045 MTP/SCS.

- To better predict travel choices, the shortest paths were computed from zone to zone based on travel time and estimated congested travel times were skimmed from the least cost paths utilized in the traffic assignment stage.
- The trip length for each trip purpose was determined based on the shortest path matrix. Using the household survey weights, the trip length frequencies were determined on a minute-by-minute basis for each of the trip purposes.
- Custom parameters were developed for each trip purpose and by urban and rural classification. This allowed urban and rural regions to have different trip lengths (time and distance).
- One of the key measures of calibration in the trip distribution model is the comparison of modeled trip lengths, in minutes, and observed trip lengths derived from the travel survey.
- Congested highway and transit skims (including in-vehicle and egress walk times) were also used as one of the mode choice coefficients in the AMBAG RTDM mode choice model.
- The Bi-Conjugate User Equilibrium (NCFW) method is used for the highway assignment steps. The objective of the User Equilibrium-based model is to attempt to assign the traffic flow in such a manner to find a solution where no user can improve his or her travel time from their origin to destination by choosing a different path. The User Equilibrium

method begins by assigning all trips to the shortest routes based upon free flow travel time. Based on the volume assigned to each link, a congested travel time is estimated based on the follow delay function. Using the congested time, alternate paths are sought, and flow is moved from one path to another until the User Equilibrium solution is approximated as measured by the relative gap. The model is run to either a maximum of 250 iterations per assignment period or a relative gap of 1e-4, whichever is achieved first. Most assignments for AMBAG converge in about 60-100 iterations in the most congested time periods (AM and PM peak periods).

Aside from the fact that AMBAG utilizes a calibrated and peer reviewed model (i.e., RTDM), the EIR does not utilize travel time metrics to determine the significance of impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, no metrics of travel time were used.

Response 6.17

The commenter claims that the EIR takes credit for State programs, such as stricter fuel efficiency and CAFE standards, to demonstrate that the AMBAG region would meet its GHG reduction targets under the 2045 MTP/SCS. The commenter provides a 2018 statement from CARB that states MPOs cannot take credit for State programs or measures that will reduce GHG emissions to demonstrate achievement of regional targets. The commenter asserts counting state programs towards regional reduction targets is an error requiring a recalculation of project related GHG emissions and recalculation would show the region's failure to reach GHG reduction targets, based on the projection showing higher GHG emissions for the MTP/SCS than for the No Build Alternative. The commenter states a recalculation of these reduction targets requires a recirculation of the amended Draft EIR.

The comment mistakenly references Table 4.8-3 as applicable to SB 375 GHG emissions calculations for light duty vehicles. The EIR uses that table to estimate total GHG emissions for Impact GHG-2, not SB 375 per capita GHG emissions for light duty vehicles in Impact GHG-3. Table 4.8-3 and the supporting text excerpted by the commenter do not apply to Impact GHG-3.

As described in Impact GHG-3 on pages 4.8-23 through 4.8-24 of the Draft EIR, implementation of the 2045 MTP/SCS would be consistent with AMBAG's SB 375 GHG reduction targets of zero percent in 2020 and five percent in 2035. These projections do not account for any additional measures from the current SB 32 Scoping Plan to further reduce passenger vehicle GHG emissions and are, therefore, conservative.

The per capita GHG reductions presented in Table 4.8-4 of the Draft EIR do not rely on State programs that improve vehicle emission standards, changes in fuel composition and other State measures that reduce GHG emissions. As described on page 4.8-23 of the Draft EIR as well as Chapter 5 of the 2045 MTP/SCS, to determine whether the 2045 MTP/SCS would allow AMBAG to meet its SB 375 reduction targets, per capita CO₂ emissions were calculated by multiplying the emission factors by the VMT from passenger vehicles and dividing by the region's population. For the analysis, emission factors were generated using the SB 375

template in EMFAC 2014, which deactivates Advanced Clean Cars (Pavley) and Low Carbon Fuel Standards, and do not account for electric vehicles. Pursuant to the current 2019 guidance from CARB, the modeling accounts for 100 percent of Internal-External and External-Internal travel and no through travel (i.e., External-External Trips) (CARB 2019a). In addition, the following off-model adjustments were made to adjust the VMT from passenger vehicles based on the projects included in the 2045 MTP/SCS:

- Increased work from home,
- Implementation of travel demand management,
- Incentives to promote zero emissions vehicles,
- Implementation of transportation system management,
- Construction of active transportation, and
- Development of high-quality transit projects near land uses developments.

The above off-model techniques were based on academic literature reviews, collaboration with other MPOs and consultation with CARB's transportation and land-use related policies (CARB 2019b). Off-model adjustments were computed for 2020 and 2035 since these factors cannot be modelled and have significant effects on VMT reduction, which is used to assess whether the 2045 MTP/SCS would allow the region to meet AMBAG's SB 375 reduction targets.

Additionally, please refer to the "Methodology to Estimate Performance Measures" section in Appendix G to the 2045 MTP/SCS, which describes the methodology used to calculate the regional performance measures. In summary, the SB 375 per capita GHG emissions presented in the Draft EIR did not factor in State programs that improve vehicle emission standards, changes in fuel composition, or other State measures that reduce GHG emissions. Thus, recalculation of regional GHG emissions from transportation is not required, and a recirculated Draft EIR is not required.

Response 6.18

The commenter asserts that the Draft EIR violates the *CEQA Guidelines* by using the Level of Service (LOS) metric to reject Alternative 3 as a feasible alternative to the 2045 MTP/SCS. The commenter further opines that the thresholds used to determine the significance of transportation impacts of the proposed project and alternatives cannot include vehicle delay metrics, such as LOS. The commenter asserts that the Draft EIR describes Alternative 3 as failing to meet mobility goals of the project because Alternative 3 would result in increased congested VMT and truck delay.

The commenter is correct that automobile delay has been eliminated as a significant environmental impact metric or measurement for purposes of CEQA except for specific types of transportation projects (see CEQA Guidelines Section 15064.3(a) and SB 743). Consistent with SB 743 and CEQA Guidelines Section 15064.3, the Draft EIR does not utilize metrics of delay as significance thresholds for transportation impacts. Page 7-36 of the Draft EIR, in regard to Alternative 3, discusses objectives of the project and not thresholds of significance

for impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, there are no metrics of vehicle delay listed, including average work trip travel time during peak period or truck delay hours. The thresholds of significance list on pages 4.15-21 and 4.15-22 of the Draft EIR were also used to evaluate the transportation impacts of alternatives to the proposed project, found in Section 7, *Alternatives*. The Draft EIR uses no metric of automobile delay to determine the significance of transportation impacts.

The commenter is correct that the Draft EIR describes Alternative 3 as failing to meet the mobility goals of the project due to substantial increases in congested VMT and freight delays (see Draft EIR page 7-36). However, the commenter has incorrectly determined this statement or description in the Draft EIR as either an impact or a significance threshold by which impacts are quantified. Mobility goals are not impacts of the proposed project, but instead just one of the goals that AMBAG has included for its 2045 MTP/SCS.

Finally, the Draft EIR does not “reject” Alternative 3 because of impacts on congested VMT and freight delays; it just indicates that this is one disadvantage of Alternative 3.

Response 6.19

The commenter asserts that the Draft EIR fails to analyze induced travel, and as a result, the Draft EIR makes an unsubstantiated conclusion that Alternative 3 would increase congestion.

This comment is similar to comment 6.8 and 6.9. Please see Responses 6.8 and 6.9 above. Therein, it is explained that the 2045 MTP/SCS includes projects that would expand highway capacity, such as adding additional travel lanes to Highway 101 near Salinas, which may induce travel. As described on page 4.15-28 of the Draft EIR, although the AMBAG RTDM does not specifically quantify induced travel, at the regional level, the effects of induced travel may be negligible compared to the overall amount of travel. This statement is supported by the Federal Highway Administration’s “HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand” (page 4.15-28 of the Draft EIR).

Additionally, the Draft EIR does substantiate statements that Alternative 3 would increase congestion. Appendix C to the Draft EIR contains the “performance metric data.” Performance metric data are the various metrics and measurements that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The Draft EIR analysis appropriately utilizes the RTDM to determine

Alternative 3 would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS.

Response 6.20

The commenter asserts that the Draft EIR is unsubstantiated in its opinion that Alternative 3 may not be feasible, which is misleading. While the Draft EIR does state that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans, the commenter claims that AMBAG does have considerable influence over local agencies, citing SB 375's requirement to set forth a development pattern integrated with a transportation network that would reduce GHG emissions. The commenter further states that a transportation project that is not included in the 2045 MTP/SCS cannot be developed, which gives AMBAG considerable influence over jurisdictions in the region, as well as Caltrans.

The commenter is speculative in its assertion that AMBAG has considerable influence over local agencies. AMBAG provides policy guidance for local agencies. As discussed within Chapter 2, *Project Description*, on page 2-3 of the Draft EIR, SB 375 specifically states that nothing in the law changes local governments' local land use authorities. The 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose, as discussed on page 2-2 of the Draft EIR.

The commenter's claim that a transportation project that is not included in the 2045 MTP/SCS cannot be developed is misleading. While most, if not all, transportation projects that occur in Monterey, San Benito, and Santa Cruz counties are listed within the 2045 MTP/SCS, it is not a requirement for local project approval. Transportation projects often undergo a lengthy development process and are planned far in advance, which is why most are considered under the 2045 MTP/SCS. However, the planning year for the 2045 MTP/SCS is 2045, which is over 20 years from the date of preparation of this EIR. It is not possible to foresee all the reasons that a local or regional agency or Caltrans may propose a transportation project. For example, the unplanned CZU fire in Santa Cruz County in 2020 resulted in substantial damage to State Route 236, which is now undergoing repair and construction. This project is an example of a transportation project that could be implemented in the AMBAG region despite also not being included in the 2045 MTP/SCS.

Response 6.21

The commenter claims that the Draft EIR fails to list Alternative 2 as a superior alternative to the MTP/SCS, on the basis that Alternative 2 would result in mostly similar impacts to the 2045 MTP/SCS as proposed with some reduced impacts to several environmental resource areas.

Section 15126.6 of the State CEQA Guidelines suggests that an EIR must identify a single environmentally superior alternative. Only one alternative can be designated as the environmentally superior, and it effectively has to be an alternative that has the most reduced environmental impact compared to the proposed project and is also not the "no project" alternative.

The commenter is correct in stating that Alternative 2 would result in mostly similar impacts as the 2045 MTP/SCS, as discussed on page 7-36 of the Draft EIR. As such, this alternative would result in the same conflicts with land use plans, policies, and regulations as the 2045 MTP/SCS. While Alternative 2 would result in the same development pattern, it would not reduce impacts to the same extent as Alternative 3. Alternative 2 includes more than \$1.4 billion more funding for active transportation and transit projects than is available in the proposed 2045 MTP/SCS. These include active transportation projects that were not included in the proposed 2045 MTP/SCS. This alternative includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS. Whereas Alternative 2 restructures transportation project, Alternative 3 modifies land use as well as reduces VMT. Overall, while both Alternative 2 and Alternative 3 would reduce some impacts of the proposed project, Alternative 3 would reduce the impacts to a greater extent than Alternative 2, as shown in Table 7-7 beginning on Draft EIR page 7-37. Therefore, Alternative 3 is the environmentally superior alternative, as described on page 7-36 of the Draft EIR.

Response 6.22

The commenter asserts that the Draft EIR fails to propose an alternative that will substantially meet State goals to reduce GHG emissions. The commenter suggests that the combination of Alternatives 2 and 3 would result in a significant reduction in GHG emissions. The commenter claims that the alternatives considered by the Draft EIR do not significantly differ from the MTP/SCS as proposed, violating CEQA's requirement that alternatives be limited to ones that would avoid or substantially lessen any of the significant effects of the project.

Pursuant to Section 15126.6 of the State CEQA Guidelines, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR, consistent with Section 15126.6 of the State CEQA Guidelines. The commenter provides no details or explanation of how the features of Alternative 2 and Alternative 3 could be combined into a single alternative that would further reduce GHG impacts than either alternative alone. Because the commenter does not explain or define what is meant by combining the features of these two alternatives or how the combination would result in significant reduction of impacts, it is impossible to evaluate the commenter's suggested and vague alternative. However, generally, the commenter's suggested alternative would be similar to Alternative 2 and Alternative 3, since the commenter suggested a combination of these two alternatives. Because the Draft EIR provides an analysis of two alternatives that are, when combined,

similar to the commenter's suggested alternative, it is unnecessary and duplicative to evaluate the commenter's suggested alternative on its own.

The commenter provides insufficient detail on their suggested alternative to conclude whether their claims that it would reduce GHG impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce the GHG impacts is incorrect. As shown in Table 7-4 on page 7-20 of the Draft EIR, Alternative 2 would result in slightly higher GHG emissions compared with the proposed project. Therefore, compared to the proposed project, Alternative 2 would slightly increase the severity of GHG emissions impacts. As shown in Table 7-6 on page 7-30 of the Draft EIR, Alternative 3 would slightly decrease total GHG emissions by 12,025 MT CO₂e/year, or 0.29 percent, compared with the proposed project. Per capita emissions would decrease from 4.77 to 4.76 MT CO₂e per service population per year, a decrease of 0.01 percent, compared to the proposed project. This decrease is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS, as discussed on page 7-30 of the Draft EIR.

Additionally, as described in Response 7.4 later in this document, using its RTDM, AMBAG modeled a modified version of Alternative 3, referred to as Alternative 3A, at the suggestion of a different commenter. Although Alternative 3A is a modified version of Alternative 3, the modifications incorporate some aspects of Alternative 2. In other words, Alternative 3A is representative of a combination of Alternative 3 and Alternative 2. As discussed in Response 7.4, Alternative 3A would not substantially decrease GHG emissions. Accordingly, an alternative as suggested by the commenter consisting of a combination of Alternative 2 and Alternative 3 in the Draft EIR would not reduce the significance of GHG impacts.

In summary, the commenter recommends a new alternative that is a combination of two alternatives already evaluated in detail in the Draft EIR. Both alternatives result in different total GHG emissions but a similar level of impact severity as the proposed project for the impacts of concern to and identified by the commenter. Additionally, because the commenter's suggested alternative is a combination of two alternatives already evaluated in the Draft EIR, it is unnecessary to include the recommended alternative. The commenter also provides insufficient detail to develop such an alternative for inclusion and analysis in the Draft EIR.

Also, note that the Draft EIR documents why there are no feasible alternatives that would significantly reduce the proposed project's significant VMT and GHG impact. Please see Response 7.2 for a detailed explanation.

Response 6.23

The commenter asserts that the Draft EIR rejected the Road Pricing Alternative and the Aggressive VMT Reduction Alternative as infeasible because rural areas of the AMBAG region are experiencing higher growth in housing and employment than urban areas. The commenter claims this is contradictory to another statement in the Draft EIR, which states

that population and job growth are allocated principally within existing urban areas near public transit, specifically citing the role of SB 375 in impacting the location of development.

This comment reflects a misunderstanding about existing circumstances or trends in housing and employment in the AMBAG region versus the land use scenario envisioned in the 2045 MTP/SCS. While the AMBAG region is experiencing higher growth in rural areas, this is not the land use scenario envisioned in the 2045 MTP/SCS and described in the Draft EIR. As discussed on page 2-23 of the Draft EIR, the 2045 MTP/SCS includes a preferred land use and transportation scenario that would enable the AMBAG region to meet the GHG reduction targets established by CARB through SB 375. The 2045 MTP/SCS simultaneously addresses the region's transportation needs and encourages infill development near transit investments to reduce VMT and overall GHG emissions. This strategy selectively increases residential and commercial land use capacity within transit corridors in existing urban areas, shifting a greater share of future growth to these corridors. In other words, the 2045 MTP/SCS does not envision the continuation of the existing trend of rural growth, but instead envisions locating growth in urban areas near transit and alternative transportation mode facilities. The Draft EIR evaluates the potential impacts of the 2045 MTP/SCS, including the land use scenario envisioned in the 2045 MTP/SCS.

Response 6.24

The commenter asserts that a statement in the Draft EIR about employment in the San Francisco Bay Area does not address the jobs-housing imbalance within the region and should be addressed by infill development near job centers.

AMBAG or the 2045 MTP/SCS are unable to prevent residents of the AMBAG region from commuting to the San Francisco Bay Area for employment. However, the 2045 MTP/SCS can encourage or plan for improved transportation and alternative transportation modes within the AMBAG region to reduce the adverse impacts of vehicle travel, such as GHG emissions. Additionally, the 2045 MTP/SCS includes a land use scenario that would encourage placing residences and jobs in proximity to one another to reduce the need for lengthy commutes in passenger vehicles, including commutes into the San Francisco Bay Area. The SCS land use scenario assumes increased density via infill development and mixed use in existing commercial corridors in combination with high quality transit service that includes bus service that has headways of 15 minutes or less during the peak period or rail service. By combining increased density and accessibility to transit there is a higher likelihood that people will choose to use transit rather than drive to maximize VMT reduction.

As discussed within Section 4.13, *Population and Housing*, the Draft EIR acknowledges the role of infill development as a main priority of the 2045 MTP/SCS (page 4.13-13). The land use scenario envisioned by the 2045 MTP/SCS would encourage infill, mixed use, and TOD within existing urbanized areas. This type of development would promote the use of existing vacant or underutilized properties and would locate people closer to existing employment, goods, and services within established communities. As discussed above in Response 6.20, the 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. However, AMBAG cannot change or override local governments local

land use authorities and cannot prevent people from choosing to reside in the AMBAG region and work in the San Francisco Bay Area.

Response 6.25

The commenter provides a quote from the Draft EIR that states tourist generated VMT would not decrease through higher density infill development or with transit improvements. The commenter asserts that this statement does not address the potential for tourist travel on the enhanced regional rail system and the potential for the Highway 17 express bus to be part of the Valley Transit Authority transit network.

Higher density infill development would not substantially reduce tourist generated VMT because infill development typically consists of commercial development for the surrounding community or residential development, which tourists typically do not purchase, rent, or otherwise reside or occupy. Tourists tend to visit the AMBAG region by car, given the size of the region, its rural character, and lack of a robust and connected alternative transportation mode network. A regional rail system would facilitate movement of residents and workers in the AMBAG region. It could also be used by tourists, but these tourists would still largely be arriving to AMBAG region using passenger vehicles given the lack of other options, although a fraction of tourists may arrive by plane. The Highway 17 express bus already provides a connection to the Valley Transit Authority transit network at the Diridon Station in downtown San Jose (Santa Cruz Metropolitan Transit District 2022).² This is an existing condition and does not need to be a planned transit project in the 2045 MTP/SCS.

Response 6.26

The commenter provides a quote from the Draft EIR that states higher parking fees and highway tolls are only feasible in highly urbanized areas where increased transit services are available. The commenter claims that this statement conflicts with evidence from UC Santa Cruz, where the cost of parking resulted in 17 percent transit mode share among faculty and staff and a higher transit mode share among students. The commenter claims that AMBAG’s decision to not prioritize transit service in the MTP/SCS makes transit-oriented alternatives infeasible.

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible. Parking fees and highway tolls were determined to be an infeasible alternative for the proposed project due to a lack of increased transit services. The Draft EIR page 7-4 determines that measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode. Therefore, an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.

Parking standards at University of California, Santa Cruz (UCSC) are not representative or easily translated across the AMBAG region. UCSC is characterized by a primarily young,

² Santa Cruz Metropolitan Transit District. 2022. Schedule: 17 – Highway 17 Express. Retrieved on February 27, 2022, from https://www.scmttd.com/en/routes/20191/17/wd_ob

student population. A large majority of housing is provided on-campus for students to live and does not require the use of a vehicle. In other words, UCSC is a college campus that does not operate in the same way as a large three-county region with a diverse assortment of land uses and population age groups.

Additionally, heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing parking fees and highway tolls in the AMBAG region may have very little impact on those long work trips because people are parking near their jobs in the San Francisco Bay Area and not in the AMBAG region. Furthermore, in comparison to UCSC's student population, the AMBAG region's aging population is expected to grow at a faster rate in the next 20 years, primarily in coastal communities. This population attracts more service trips from rural jurisdictions, resulting higher VMT and making it difficult to provide efficient urban transit. Additionally, active transportation modes like walking or bicycling that may be regularly used by college-aged students for mobility are less appealing to a much older aged community.

The commenter's suggestion to utilize higher parking fees and highway tolls, and example of success at UCSC, do not translate across the AMBAG region due to diverse land uses and a lack of highly urbanized areas where these strategies could be successful. Therefore, an aggressive VMT reduction alternative need not be considered as an alternative for detailed consideration in this EIR.

Response 6.27

The commenter faults the Draft EIR for not mentioning much of the AMBAG region is urbanized, with population and job densities that support transit, quoting a transit planner from the Santa Cruz County Regional Transportation Commission. The commenter asserts that the Draft EIR makes an unfounded claim that congestion pricing would not work in the AMBAG region due to relatively little demand for alternative transit modes. The commenter claims that Highway 1 in Santa Cruz County, the Soquel Drive corridor, and the two entrances to the UC Santa Cruz campus would be appropriate candidates for congestion pricing and would have the effect of stimulating demand for transit and cycling.

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible. For example, congestion pricing at the UCSC campus entrances would not be effective at reducing VMT. This is because there is no robust network of alternative transportation modes between the UCSC campus and rest of the AMBAG region. Additionally, as another example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. As discussed on page 7-4 of the Draft EIR, congestion pricing has potential to reduce VMT in highly urbanized areas where robust public transit systems exist, such as cities like London, Stockholm, and Singapore, as examples (Caltrans 2020a). Monterey, San Benito, and Santa Cruz Counties do not contain any large and highly urbanized cities comparable to London or Singapore, which make congestion pricing an infeasible alternative. While parts of the AMBAG region are urbanized, such the Highway 1 and Soquel Drive corridors through the

Santa Cruz-Aptos-Capitola area, these areas are far smaller than large cities like London with robust options to avoid roadway travel, such as an extensive subway system and very compact development patterns that facilitate walking. For example, there is no subway system in Santa Cruz, and so there is no option for people to travel between the City of Santa Cruz and City of Watsonville on a subway. If congestion pricing were implemented on Highway 1 and Soquel Drive, people who currently drive either of these roads would not be able to instead use a subway system to move between these cities. Some people may decide to utilize available public transit to avoid the cost of congestion pricing, but it is also reasonable some people would instead change their route to avoid both roads. There are many local collector streets that provide routes through the Santa Cruz-Aptos-Capitola area that avoid Highway 1 and Soquel Drive, such as Portola Drive, which becomes East Cliff Drive in the City of Santa Cruz. These alternative routes would typically increase VMT compared to travel on Highway 1 or Soquel Drive because they are less direct and involve more total mileage. Furthermore, congestion pricing would not be a feasible alternative because AMBAG does not have the legal authority to impose VMT fees, as discussed further in Response 6.28, below.

Response 6.28

The commenter provides a quote from the Draft EIR that states the road pricing alternative was not considered because the AMBAG region does not contain high density land uses and robust transit systems and AMBAG does not have legal authority to impose VMT fees, arguing this statement does not have merit. The commenter claims that AMBAG has the authority to require such mitigations by jurisdictions in the region and could work with Caltrans to feasibly impose VMT road pricing. The commenter also states that since the Draft EIR did not propose an alternative that could better meet state goals for GHG emissions, the Draft EIR's conclusion that the 2045 MTP/SCS would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not valid and a plan resulting in lower VMT would waste less energy.

The commenter's statement that AMBAG has the authority to require such VMT mitigations by jurisdictions in the region is incorrect. AMBAG has the authority to enforce mitigation measures for projects for which it has discretionary authority. However, AMBAG does not have authority to require that recommended mitigation measures be executed by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies) that are responsible agencies for this Draft EIR but will be lead agencies for future transportation and land use development projects. While it is true that AMBAG and Caltrans work in collaboration with one another, it is not within AMBAG's role to enforce or require VMT road pricing being considered by Caltrans.

The commenter's assertion that the Draft EIR inaccurately determines energy impacts of the MTP/SCS as less than significant is not correct. As shown in Table 4.6-6 on page 4.6-16 of the Draft EIR, the VMT resulting from the 2045 MTP/SCS would reduce per capita energy use by approximately 23 percent in 2045 compared to existing conditions. In other words, the VMT resulting from implementing the 2045 MTP/SCS reduces per capita energy consumption of

VMT currently occurring in the region. Accordingly, the proposed project, and more specifically the VMT resulting from the proposed project, would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant, as specified on page 4.6-15 of the Draft EIR.

Response 6.29

The commenter states that some performance estimates are inconsistent with empirical realities. The commenter refers to Appendix C, which states the percentage of jobs within a half mile of quality regional transit are higher under Alternatives 2 and 3 than the 2045 MTP/SCS as proposed. The commenter claims this difference is not reflected in projected transit ridership, that the Draft EIR does not explain the assumptions that result in this conclusion, and claims it is reasonable to surmise that the methodology to estimate transit ridership is less reliable than that to estimate where jobs will be located.

As discussed above in Response 6.5, as described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C to the Draft EIR, including the performance metrics of Alternatives 2 and 3. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The performance metrics of the project and the alternatives are output of the RTDM and based on model inputs, including the types of transportation projects (e.g., transit) and envisioned land use. The commenter does not provide a method to determine the performance of the project and alternatives more accurately than what is achieved by the RTDM. Therefore, it is not possible to respond further to this comment.

Further, providing more or improved transit near jobs does not necessarily equate to increased transit use. Parking is free at most employment locations, and some people will still find it more convenient to drive their personal vehicle. Transit is also not always attractive for long-distance trips and in certain areas, given the rural nature of much of the AMBAG region.

Response 6.30

The commenter asserts that there are other anomalies that cast doubt upon the credibility of the analysis in the Draft EIR. The commenter provides examples regarding negligible differences in the number of trips under Alternatives 2 and 3, even as these alternatives would spend more on alternative transportation or transit infrastructure. The commenter claims that these conclusions made in the Draft EIR suggests that significant investment in transit, bicycle, and pedestrian infrastructure has no impact on people's behavior, which is not consistent with current transportation research. The commenter states the Draft EIR

needs to resolve the disparity between its conclusions and the referenced research, citing Caltrans guidance.

Providing more or improved transit near jobs does not necessarily equate to increased transit use. Parking is free at most employment locations, and some people will still find it more convenient to drive their personal vehicle. Transit is also not always attractive for long-distance trips and in certain areas, given the rural nature of much of the AMBAG region. Therefore, even though Alternative 2 and Alternative 3 spend more on transit infrastructure, there can still be a negligible change in the number of transit trips.

As discussed above in Response 6.5, as described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C to the Draft EIR, including the performance metrics of Alternatives 2 and 3. RTDM results help to document EIR conclusions regarding alternative transportation and transit. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The performance metrics of the project and the alternatives are output of the RTDM and based on model inputs, including the types of transportation projects (e.g., transit) and envisioned land use. The commenter does not provide a method to determine the performance of the project and alternatives more accurately than what is achieved by the RTDM. Therefore, it is not possible to respond further to this portion of the comment.

The analysis of potential transportation impacts resulting from the 2045 MTP/SCS is consistent with regulatory requirements and with guidance and recommendations for programmatic analysis using the RTDM. For example, as discussed above in Response 6.8, the analysis of induced VMT in the Draft EIR is consistent with the recent 2020 document published by Caltrans titled *Transportation Analysis Framework: First Edition* (Caltrans 2020b).

Response 6.31

The commenter claims that the 2045 MTP/SCS inadequately meets the project objectives and negatively impacts low-income populations that depend on transit and active transportation. The commenter provides statistics to suggest that low-income residents and minority populations in the AMBAG region are disproportionately affected by transportation-related health impacts. The commenter asks whether the EIR is required to conduct a racial equity analysis. The commenter claims that the 2045 MTP/SCS as proposed worsens the region's automobile dependency, which will result in further health and environmental impacts.

The commenter claims that the MTP/SCS inadequately meets the project's objectives, which is incorrect

One of the key goals of the 2045 MTP/SCS is Healthy Communities. The transportation system and land use patterns have the potential to substantially impact the health and wellbeing of residents in the AMBAG region. Specifically, alternative transportation trips have the potential to: increase a person's daily physical activity therefore having a lasting positive effect on health and improve air quality which directly effects people's lungs and physical wellbeing thus creating more healthy communities.

Walking and bicycling are essential parts of the region's transportation system, are low cost, do not emit GHGs, can help reduce roadway congestion, and increase health and quality of life of residents. In addition, these types of facilities can often be implemented as part of maintenance and operations projects making this kind of investment very cost effective. In all, the 2045 MTP/SCS's active transportation improvements total \$1 billion. In addition, nearly one-half of the local streets and roads projects contain active transportation components, totaling approximately \$1 billion. For more information on active transportation projects, please see Chapter 2 of the 2045 MTP/SCS.

Another key goal of the 2045 MTP/SCS is Social Equity. As with many areas across the country, inequities created at all levels of government in the past have left a lasting impression on communities today. Systemic racism has resulted in inequities throughout our region. In developing and implementing the 2045 MTP/SCS, AMBAG has a responsibility to listen to the communities we serve, prioritize equitable solutions in the transportation system, and analyze the burdens and benefits of this system for historically underserved communities. In the 2045 MTP/SCS, historically marginalized communities include people with low incomes, seniors, people with disabilities, and communities of color. Coordination is key throughout the planning process in order to guide the AMBAG region toward a more inclusive and equitable future. While the AMBAG region has a long history of working together to create a better, more inclusive region, opportunities exist to continue the work to advance a more equitable and inclusive society.

In the 2045 MTP/SCS, social equity refers to the equitable distribution of transportation impacts (benefits, disadvantages and costs) regardless of income status or race and ethnicity. Social equity performance measures compare low income and minority populations against non-low income and minority populations to ensure that there is an equitable distribution of benefits and not a disproportionate share of burdens. The 2045 MTP/SCS includes regional investments in the transportation system across the three counties. The distribution of transportation investments are equal, if not greater, in low income and minority areas compared to other areas. The analysis for low-income populations shows that the 2045 MTP/SCS would result in nearly the same distribution of transportation investments for low income populations and non-low income populations. The analysis also shows that the 2045 MTP/SCS would result in higher investments for minority populations as compared to non-minority populations. The 2045 MTP/SCS also evaluates access to transit with an equity lens by analyzing the percent of low income and minority populations that are located within one-half mile of a transit stop. The 2045 MTP/SCS would increase access to transit by nearly five percent for both low income and minority populations. For more information on AMBAG's

focus on equity and environmental justice, please refer to Chapter 5 and Appendix G of the 2045 MTP/SCS.

Furthermore, social issues and environmental justice issues are not CEQA issues. See CEQA Guidelines Section 15054(e). However, potential health risks of toxic air contaminants (TACs), such as diesel fuel exhaust, on sensitive receptors are evaluated in Section 4.3, *Air Quality and Health Impacts Risks*, of the Draft EIR. As described in Impact AQ-5, beginning on page 4.3-39 of the Draft EIR, sensitive receptors would be exposed to harmful TACs, and impacts would be significant and unavoidable. The Draft EIR also discloses health impacts of criteria pollutant emissions; see Table 4.3-1.

Response 6.32

The commenter asserts that, pursuant to *CEQA Guidelines* and Caltrans guidance, the EIR needs to mandate mitigation to address increased VMT, rather than suggest that implementing agencies “can and should” implement mitigation.

Within the Draft EIR, mitigation measures are introduced indicating that “for transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should” implement the measures. For land use projects, “Cities and counties in the AMBAG region can and should implement these measures.” The use of the phrase “can and should” is intentional. When CEQA findings are adopted, AMBAG will commit to those feasible mitigation measures that are within its responsibility and jurisdiction by making the finding that its mitigation measures “have been required in, or incorporated into, the project” (Public Resources Code §21081(a)(1); CEQA Guidelines §15092(a)(1).) These include mitigation measures implemented through future regional planning efforts, as well as by a limited number of transportation projects that AMBAG or the RTPAs directly approves or carries out. As explained in the Draft EIR (page 4-2), CEQA provides that an EIR can include feasible mitigation measures that are within the responsibility and jurisdiction of another agency. The appropriate CEQA finding in such instances is that such mitigation measures have been or “can and should be” adopted (Public Resources Code §21081(a)(2); CEQA Guidelines §15091(a)(2)).

When this finding is made, there is no further requirement that AMBAG find that mitigation measures that are within the responsibility and jurisdiction of another agency have been incorporated into the project. That finding is reserved for mitigation measures within AMBAG’s responsibility and jurisdiction, as well as the RTPAs. Nevertheless, it is reasonable to expect that the other agencies will actually implement the mitigation measures assigned to them.

The “can and should” phrasing is appropriate for this program EIR, pursuant to CEQA as described above. Also, please note that Caltrans guidance cited by the commenter is applicable to specific transportation projects, not regional plans.

Response 6.33

The commenter asserts that the Draft EIR needs to mandate VMT and GHG reduction mitigation measures that are proportional to the impact.

The commenter does not provide enough detail as to why it believes that mitigation measures within the Draft EIR are not proportional to their impacts. Also, please note that the “roughly proportional language” is used to determine whether mitigation measures that lead agencies impose on private applicants meet constitutional requirements to avoid “takings” of private property. It is not directly applicable to the programmatic mitigation measures described in the Draft EIR, but it could be applicable to future project-specific CEQA documents for individual land use projects implementing the MTP/SCS lands use scenario.

Response 6.34

The commenter asserts that mitigation measures in the Draft EIR must be fully enforceable through permit conditions, agreements, or other legally binding instruments. The commenter claims that the mitigation measures within the Draft EIR do not satisfy this requirement and do not meet mitigation monitoring requirements for GHG mitigation measures pursuant to *CEQA Guidelines* Section 15126.4(a)(1)(A) and Section 15126.4(c).

This comment is similar to comment 6.32. Please see Response 6.32 above. Therein, it explains that AMBAG has no ability to require other lead agencies to utilize the Draft EIR for their projects or implement the mitigation measures in the Draft EIR. Section 15126.4(a)(1)(A) of the *CEQA Guidelines* requires an EIR to differentiate between measures that a project proponent has proposed for inclusion into the project and mitigation measures that the lead agency, trustee agencies, responsible agencies, or other persons have developed to reduce impacts. In the case of the 2045 MTP/SCS and the Draft EIR, AMBAG and the RTPAs are lead and responsible agencies, respectively, while also being the “proponent” for the 2045 MTP/SCS. There are no “other” proposed feasible mitigation measures that have been excluded from the EIR. Therefore, the Draft EIR, and more specifically the presentation of mitigation measures in the Draft EIR, is consistent with Section 15126.4(a)(1)(A) of the *CEQA Guidelines*.

Section 15126.4(c) of the *CEQA Guidelines* pertains to requirements to provide feasible mitigation measures to reduce GHG impacts and ways to monitor the success or effectiveness of that mitigation. The mitigation measures provided in the Draft EIR to reduce the significant GHG impacts of the MTP/SCS are feasible mitigation measures that can be enforced and monitored, including through permit conditions or conditions or approval. For example, Mitigation Measure GHG-1 beginning on page 4.8-21 of the Draft EIR, lists methods to implement to reduce GHG emissions, such as using a construction fleet consisting of at least 15 percent alternative fuel equipment or electric equipment or using materials from local suppliers. These types of conditions can be added as conditions of approval to projects that would involve the use of construction equipment and materials and can also be monitored and enforced by routine inspection of the construction site. Mitigation Measures GHG-4(a) and GHG-4(b) beginning on page 4.8-29 of the Draft EIR also are both feasible mitigation measures to implement and monitor and enforce, including through conditions or approval

or permit conditions. Specifically, Mitigation Measure GHG-4(a) includes a measure to install electric vehicle charging stations beyond those required by State and local codes. This type of measure would be incorporated into final project site plans before permits are issued. Following construction, the agency enforcing and monitoring the mitigation can field verify that the charging stations were installed prior to issuing the occupancy permit for the project. Accordingly, the mitigation measures in the Draft EIR to reduce GHG impacts of the project are feasible and can be monitored and enforced by a lead agency of environmental review. The Draft EIR is consistent with Section 15126.4(c) of the *CEQA Guidelines*.

Response 6.35

The commenter suggests that the Draft EIR should state that EIRs prepared prior to the use of VMT as a transportation impact metric do not adequately address significant effects. The commenter asserts that the Draft EIR should state a revised EIR is required in these situations, and claims if a revised EIR is not prepared, the MTP/SCS would be able to avoid its responsibility to require mitigation for GHG emissions for these projects. The commenter describes the auxiliary lane construction for a “bus on shoulder” on Highway 1 in Santa Cruz County as an example of this situation.

This comment pertains to EIRs for, and the potential impacts of specific projects included in, the 2045 MTP/SCS project lists. As described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR, the analysis presents a programmatic assessment of the potential impacts of the proposed 2045 MTP/SCS, focusing on the entire set of projects and programs contained in the proposed 2045 MTP/SCS (page 4-4). Individual transportation project impacts are not addressed in detail; rather the focus of the Draft EIR is on the entire program of projects, in the aggregate.

The proposed 2045 MTP/SCS is a long-term, regional-scale plan covering the entire area of Monterey, San Benito and Santa Cruz counties through 2045. Accordingly, the Draft EIR analyzes the proposed 2045 MTP/SCS at a programmatic level, as described on page 4 of the Draft EIR.

Program EIRs, such as the Draft EIR, are an example of the process of “tiering.” Section 15385 of the State CEQA Guidelines defines tiering as “coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared...” In addressing the appropriate amount of detail required at different stages in the tiering process, the State CEQA Guidelines state that “[w]here a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof..., the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographic scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.” (State CEQA Guidelines Section 15152(c).)

As explained by the Supreme Court, “[t]iering is properly used to defer analysis of environmental impacts and mitigation measures to later phases when the impacts or mitigation measures are not determined by the first-tier approval decision but are specific to the later phases.” (*In re Bay-Delta* (2008) 43 Cal.4th 1143, 1170.) “Under CEQA's tiering principles, it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the general plan or program, leaving project-level details to subsequent EIR's when specific projects are being considered.” (*Id.*, at pp. 1174-1175.)

Consistent with these provisions of CEQA, the Draft EIR does not evaluate project-specific impacts of individual project components. Under State CEQA Guidelines Section 15168, implementing agencies are required to determine whether project-specific impacts require additional analysis in subsequent second-tier CEQA documents, as described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. Therefore, the project-level impacts, such as projects that would add auxiliary lanes to Highway 1, would be evaluated in a future project-level environmental review. Furthermore, the inclusion of projects in the 2045 MTP/SCS does not necessarily mean that the projects would be approved and implemented.

The Draft EIR is prepared as a programmatic EIR, and as such, the impacts of future transportation projects implementing the 2045 MTP/SCS, such as adding auxiliary lanes to Highway 1 in Santa Cruz County are evaluated on a program level. For example, page 4.4-45 of the Draft EIR describes potential impacts to wildlife movement corridors that could result from transportation projects in the 2045 MTP/SCS that involve expansion of an existing highway, such as adding new lanes. Accordingly, the Draft EIR does evaluate projects involving roadway expansions. Project-level analysis would be conducted for individual projects, when proposed and designed in the future.

The commenter also appears to misinterpret Section 15152, which pertains to CEQA tiering. The commenter suggests that project specific CEQA documents, which have already been prepared and adopted or certified, may not address VMT and related GHG impacts because those CEQA documents were prepared prior to SB 743 and the shift to VMT as the primary metric for evaluating transportation impacts. While it is possible there are CEQA documents under preparation or previously adopted or certified in the AMBAG region that pre-date SB 743, the Draft EIR for the 2045 MTP/SCS does not tier from another CEQA document. Instead, the Draft EIR is a stand-alone CEQA document that could provide future tiering opportunities for future projects, not yet designed and for which project specific environmental review has not yet been conducted. Therefore, the contents of other previously prepared CEQA documents in the AMBAG region are not relevant to Draft EIR adequacy because the Draft EIR evaluates the 2045 MTP/SCS and is not tiering from an existing CEQA document. Therefore, the Draft EIR is consistent with Section 15152 of the *CEQA Guidelines*.

January 29, 2022

Via e-mail

Heather Adamson, Planning Director
Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940
hadamson@ambag.org

Re: 2045 MTP/SCS draft EIR

Dear Ms. Adamson:

I write on behalf of LandWatch Monterey County regarding the draft EIR for the 2045 Metropolitan Transportation Plan Sustainable Communities Strategy/Regional Transportation Plan (MTP/SCS).

These comments are informed by the attached comments and analysis prepared by Ben Gould of EcoDataLab regarding the sufficiency of the alternatives analysis in the draft EIR. LandWatch asks that the EIR be revised and recirculated to provide an informationally adequate analysis of an alternative that materially reduces vehicle miles traveled (VMT) and/or attains environmentally superior outcome without failing to meet the project's freight mobility objectives. Mr. Gould's comments demonstrate that such a revision is possible.

7.1

A. Revision and recirculation of an informationally adequate alternatives analysis

Although the draft EIR's Alternative 3, the Infill and Transit alternative, was intended to result in lower VMT, it does not actually result in a material VMT reduction. It is nonetheless environmentally superior to the other alternatives because it materially reduces a number of other impacts. However, the draft EIR suggests that it may be inconsistent with the freight mobility goal for the SCS/MTP.

7.2

In light of the draft EIR's analysis, LandWatch asked Ben Gould of EcoDataLab to review the draft EIR and the MTP/SCS to determine if Alternative 3 could be revised to further reduce VMT and/or to reduce congested VMT and daily truck hours of delay. Based on Mr. Gould's expert opinion, LandWatch asks that the Alternative 3 be revised to attain additional reductions in VMT and/or freight movement delays.

The purpose of alternatives analyses in an EIR is to consider options that would substantially reduce significant impacts. Since the point of an SCS is to meet VMT and greenhouse gas (GHG) emission reduction targets, an SCS EIR must analyze an alternative that do actually reduce VMT. (*Cleveland National Forest Foundation v. Dan Diego Ass'n of Governments* (2017) 17 Cal.App. 5th 413, 436-437.)

In *Cleveland National Forest*, the court set aside the EIR because the alternatives analysis for the RTP/SCS failed to include an alternative that actually reduced VMT:

In this case, the EIR's discussion of project alternatives is deficient because it does not discuss an alternative which could significantly reduce total vehicle miles traveled. Although Alternatives 3a and 3b are labeled "transit emphasis" alternatives, the labeling is a misnomer. These alternatives mainly advance certain rapid bus projects, but leave the planned rail and trolley projects largely unchanged. In addition, these alternatives do not provide any new transit projects or significant service increases. In fact, the "transit emphasis" alternatives include fewer transit projects than some of the other non-"transit-emphasis" alternatives.

The omission of an alternative which could significantly reduce total vehicle miles traveled is inexplicable given SANDAG's acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced. The Climate Action Strategy explained, "Lowering vehicle miles traveled means providing high-quality opportunities to make trips by alternative means to driving alone such as walking, bicycling, ridesharing, and public transit, and by shortening vehicle trips that are made. This can be accomplished through improved land use and transportation planning and related measures, policies and investments that increase the options people have when they travel." Accordingly, the Climate Action Strategy recommended policy measures to increase and prioritize funding and system investments for public transit and transit operations, increase the level of service on existing routes and provide new public transit service through expanded investments, and improve the performance of public transit with infrastructure upgrades. Given these recommendations, their purpose, and their source, it is reasonable to expect at least one project alternative to have been focused primarily on significantly reducing vehicle trips.

Instead, it appears the project alternatives focused primarily on congestion relief. The Climate Action Strategy provides evidentiary support for the consideration of congestion relief alternatives as it notes, "Eliminating or reducing congestion can lead to more efficient travel conditions for vehicles and greenhouse gas savings." However, the transportation plan is a long-term plan and congestion relief is not necessarily an effective long-term strategy. As the Climate Action Strategy explains, "Measures to relieve congestion also may induce

7.3

additional vehicle travel during uncongested periods, particularly over the long-term, which can partially or fully offset the greenhouse gas reductions achieved in the short-term from congestion relief. Induced demand (sometimes called the rebound effect) in transportation refers to the increase in travel that can occur when the level of service on a roadway or other facility improves. Travelers sometimes respond to faster travel times and decreased costs of travel by traveling more, resulting in increased vehicle miles traveled." (Fns. omitted.) Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips. The error is prejudicial because it precluded informed public participation and decisionmaking. (§ 21005, subd. (a); *City of Maywood, supra*, 208 Cal.App.4th at p. 386.)

(*Id.*, emphasis added.)

Here, AMBAG's 2045 MTP SCS/RTP DEIR makes the same error.

Alternative 2, Alternative Transportation Modes, would dedicate more funding to alternative and active transportation projects in order to reduce VMT. Surprisingly the analysis concludes that it would actually increase VMT because "[a]lthough this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. As such, the overall VMT within the AMBAG region would increase under Alternative 2, resulting in an increase in GHG emissions." (DEIR, p. 7-19)

Similarly, Alternative 3, Infill and Transit Focus, does not actually attain its objective of materially reducing VMT. The VMT reduction is less than half of one percent, which the DEIR characterizes as "negligible." (DEIR, p. 7-34.)

As Mr. Gould explains, additional reductions in VMT and/or truck delays should be possible in a revised Alternative 3. First, as formulated in the draft EIR, Alternative 3 would spend about 10% less on total transportation projects than the EIR's preferred project. There appears to be no reason to budget fewer dollars for Alternative 3 than the preferred project. If Alternative 3 were revised to spend the same dollar amount as the preferred project, it could include additional projects that would reduce truck delay and further reduce VMT. Mr. Gould give six examples of such projects that could be added and points out that additional projects could also be added within the preferred project's budget.

Second, because bus rapid transit projects attain more VMT reduction per dollar spent than do rail projects, Alternative 3 could further reduce VMT by emphasizing bus rapid transit projects instead of rail projects. Mr. Gould identifies significant rail transit spending in Alternative 3 that could be replaced with bus rapid transit.

7.3

7.4

LandWatch asks that Alternative 3 be revised as Mr. Gould proposes and the EIR be recirculated to provide an opportunity for meaningful public comment an informationally adequate alternatives analysis.

7.4

B. Freight mobility

The DEIR argues that Alternative 3 “would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project.” (DEIR, p. 7-36.)

First, transportation analysis thresholds of significance may not include a congestion metric such as Level of Service pursuant to SB 743. (Pub. Resources Code, § 21099(b)(3).) Nor should an analysis use “average work trip travel time during peak period” or truck delay hours for the same reason. It would be inappropriate for an agency to introduce a congestion metric to its significance determinations in its alternatives analysis.

7.5

Second, it is generally acknowledged that some degree of congestion is necessary to create incentives for alternative transportation mode choice. (See, e.g., the DEIR’s discussion of induced travel at pp. 4.14-27 to 4.15-28.) If any reduction in mobility were deemed to be inconsistent with a project’s goals, then it would be unlikely that any alternative that promotes alternative transportation could meet those goals.

7.6

Third, it is difficult to understand how congestion that occurs primarily at peak hours could result in a complete failure to meet the freight mobility goals. Freight movement systems routinely accommodate peak hour congestion in their planning and operations. It is not clear that the EIR’s analysis considered the likelihood that goods movement decision makers would adjust delivery scheduling to reduce the effect of any increases in peak hour congestion.

7.7

Finally, the EIR does not provide sufficient information to allow the public to understand its conclusion regarding freight mobility. For example, Appendix C contains the bare conclusion, without supporting analysis, that Alternative 3 would add 231 hours of truck delay to the 8,281 hours of truck delay in the preferred project.

Accordingly, the EIR should address each of the following questions:

- The EIR should explain how the 231 hour increase was determined.
- The EIR should explain why adding this relatively small increment of truck delay would tip the scale from meeting to not meeting the project’s freight mobility objective.
- The EIR should explain what level of truck delay would be consistent with the project’s freight mobility goal.

7.8

- The EIR should explain whether its analysis considered adaptation strategies by goods movers to further minimize truck delay, including but not limited to scheduling deliveries during off-peak hours.
- The EIR should explain whether Alternative 3 could be revised to meet the truck mobility goal by changing the project mix or by implementing policies, including, but not limited to, working with goods movers to further minimize truck delays through such strategies as schedule adaptations.
- The EIR should determine whether an environmentally superior alternative is possible that does meet freight mobility goals, even if it does not materially reduce VMT.

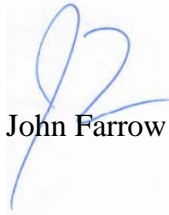
7.8

7.9

Thank you for your consideration of these comments.

Yours sincerely,

M. R. WOLFE & ASSOCIATES, P.C.



John Farrow

JHF:hs

Attachments

- Ben Gould, email to John Farrow, January 29, 2022
- Ben Gould, letter to John Farrow, January 26, 2022
- Ben Gould, CV

Forwarded as separate Excel file

- Ben Gould, MTPSCS Project List Analysis.xlsx

Subject: AMBAG MTP/SCS DEIR Analysis
From: Ben Gould <ben@ecodatalab.com>
Date: 1/29/2022, 11:15 AM
To: John Farrow <jfarrow@mrwolfeassociates.com>

Dear John,

Per your request, I have reviewed the AMBAG MTP/SCS DEIR and analyzed the base project and alternatives considered.

Please see my analysis in the attached letter. Attachment 1 is an Excel file containing the detailed breakdown of projects considered by the base MTP/SCS as well as Alternative 3. My CV is also attached.

Please reach out if you have any questions.

Thank you,

Ben Gould

--

Ben Gould, President



ben@ecodatalab.com | 510-725-9176

— Attachments: —

VMT Alt 3 Analysis Letter 012922.pdf	103 KB
Attachment 1 MTPSCS Project List Analysis.xlsx	535 KB
Ben Gould CV for Landwatch.pdf	64.4 KB

January 26, 2022

Via email

M. R. Wolfe & Associates, P.C.
Attn: John Farrow
580 California St., Suite 1200
San Francisco, CA 94104

Re: AMBAG MTP/SCS DEIR Alternative 3 Analysis

Dear Mr. Farrow,

At your request, I reviewed the Draft Environmental Impact Report (DEIR) for the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) and analyzed the base project and alternatives considered.

I have spent 8 years working with local jurisdictions on climate and sustainable transportation issues, in a range of roles as an appointed official, legislative aide, city analyst, and as a private consultant. My educational background includes a Master of Public Policy and a Master of Science in Environmental Engineering from the University of California, Berkeley, where my graduate research focused on modeling climate policies for California jurisdictions. A full CV is attached.

In my professional evaluation, Alternative 3 was insufficiently developed. As proposed, the alternative would spend \$1.4 billion less than the base project on transportation improvements and transit services across the region. This omitted spending could well achieve greater reductions in vehicle miles traveled and greenhouse gas emissions, and/or reduce the projects' impacts on congestion and truck delay to a level consistent with project objectives.

Background

The core of the 2045 MTP/SCS is a 20-year expenditures plan, determining the allocation of over \$14 billion¹ in capital and operating expenses for regional transportation infrastructure and programs.

¹ Attachment 1 is an Excel spreadsheet containing each project listed in Appendix B and all Alternative 3 projects listed in Appendix G of the draft EIR. Total amount spent in the base project is calculated at \$14.2 billion, based on the line item prices for each project as listed in the relevant appendix.

7.10

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7.12

This plan is developed based upon certain forecasted projections of population and economic growth. These projections include 14% population growth (from 762,241 in 2015 to 869,776, a net increase of +107,535 people) and an increase of 65,000 jobs².

With this growth, some impacts are unavoidable – for instance, independent of the MTP/SCS, vehicle miles traveled (VMT) are expected to grow from 17,331,954 in 2020 to 20,041,051 in 2045, and total greenhouse gas (GHG) emissions from 14,996,815 lbs to 11,064,845 lbs³. However, the MTP/SCS aims to reduce some of these impacts – for example, under the proposed plan, VMT would only grow to 20,032,142 – a change of -8,909 miles per year, or -0.04%. Unfortunately, the proposed would also lead to slightly higher GHG emissions, increasing to 11,081,610 (a change of +16,765, or +0.15%).

Under the California Environmental Quality Act (CEQA), AMBAG is required evaluate the environmental impacts of the proposed project, as well as those of a reasonable range of alternatives. For this DEIR, AMBAG considered the following three alternatives:

- Alternative 1: “No Project,” which considers no further transportation improvements beyond those currently planned through 2024.
- Alternative 2: “Alternative Transportation Modes,” which considers prioritizing projects that advance non-automotive means of transportation both locally and regionally.
- Alternative 3: “Infill and Transit Focus,” which prioritizes more compact and mixed land uses as well as more funding for regional and interregional transit.

Of the four possible options (base project + three alternatives), Alternative 3 was found to be the environmentally superior alternative. Alternative 3 was found to have the lowest environmental impacts across not only VMT and GHGs, but also aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. As has been found repeatedly in many other jurisdictions across California, more compact and transit-oriented land uses result in lower environmental impacts.

Although Alternative 3 is environmentally superior to the base project, the DEIR suggests that it may not meet the project’s freight mobility objective because it “would substantially increase congested VMT and would result in increased delay for freight.”⁴ The DEIR also

² AMBAG 2045 MTP/SCS page 1-6 (26 of 174)

³ AMBAG 2045 MTP/SCS DEIR Appendix C (page 236 of 565):

https://ambag.org/sites/default/files/2021-12/AMBAG%202045%20MTP%20SCS%20RTP%20DEIR%20Appendix%20December%202021-PDF-A_0.pdf

⁴ AMBAG 2045 MTP/SCS DEIR, Section 7.6 (page 7-36, 697 of 743):

https://ambag.org/sites/default/files/2021-12/AMBAG%202045%20MTP%20SCS%20RTP%20DEIR%20December%202021-PDF-A_0.pdf

concludes that the VMT and GHG reductions in Alternative 3 would be “negligible (less than a one percent change).”

7.12

Per your request, I have evaluated these claims and the rigor of the DEIR’s evaluation.

Alternatives Analysis

According to data provided in Appendix B of the DEIR, the proposed project includes 936 distinct projects, with a total estimated line item expenditure of \$14.209 billion. Of these, only 101 projects (\$2.678 bn) are unique to the base project – the remaining 835 (\$11.530 bn) are common between both the base and alternative 3.

7.13

Alternative 3, meanwhile, consists of the 835 shared projects, plus a mere 11 additional projects, which add only \$1.266 billion. As a result, Alternative 3 would spend only \$12.797 billion, or about \$1.4 billion (10%) less than the base project.

Critically, some of the projects included in the base project that are excluded from Alternative 3 would likely achieve further VMT reductions, improve congestion, reduce truck delays, or all of the above. These include the Live Oak Transit Hub (SC-VAR-P46-VAR), Watsonville Transit Hub (SC-VAR-P47-VAR), and Local Transit Service Restoration and Expansion for Santa Cruz Metro Transit District (SC-MTD-P14-MTD). Other projects with the potential to reduce congestion and truck delays that were omitted from Alternative 3 include improvements to US 101 and State Route 156 (e.g. MON-CT030-SL, MON-CT031-CT, and MON-CT023-CT). Collectively, these six projects have a line item cost of only \$515.8 million. Presumably, they (and other projects) could be added to Alternative 3 without exceeding the \$14.209 billion proposed to be spent on the base project.

7.14

Overall, the majority of the 101 projects proposed in the base MTP/SCS that are excluded from Alternative 3 could be included without exceeding available revenue. Many would likely have substantial effects in reducing truck delays and congestion. While some of these proposals may decrease the VMT savings currently anticipated, others would increase it, potentially cancelling out any impacts. Regardless, Alternative 3 would almost certainly remain the environmentally preferred scenario due to its lower impacts across the board.

Accordingly, the DEIR should consider a revised Alternative 3 that would spend the same total amount as the base project. Additional projects should be added that would further reduce VMT, freight truck delays, and/or congestion.

In addition, a revised Alternative 3 may be able to attain greater VMT reductions by changing the mix of VMT reducing projects to deemphasize rail projects and to increase bus rapid transit projects. Of the 11 projects proposed that are unique to Alternative 3, 90% of the expenditures goes to just 4 projects focused on building out regional rail infrastructure. While rail is critical for high throughput transit service and is a worthy long-term investment for a growing region, rail is also extremely capital intensive for relatively

7.15

small VMT reductions, particularly in areas lacking higher density of residents and destinations around transit stops. Bus Rapid Transit (BRT) can often be developed at lower cost than rail, begin operating sooner through the use of existing roadways, and may be able to serve a broader swathe of the community, attaining greater overall VMT reductions.

Alternative 3 includes a mere \$78 million extra for BRT projects (including highway transit improvements). While the MTP/SCS and its DEIR do not include the full list of unconstrained projects, nor do they provide a project-by-project level analysis of VMT or freight mobility effects, it may be possible to see still greater reductions in emissions and VMT through greater investment in BRT or other potential transit projects. This could occur either as a shift away from rail infrastructure or simply by using the \$1.4 billion in under-allocated funds under Alternative 3.

7.15

Overall, it is apparent that the claims that Alternative 3 would only negligibly reduce VMT and that it “would substantially increase congested VMT and would result in increased delay for freight” are in large part due to the fact that Alternative 3 would spend \$1.4 billion less overall than the base project. Spending the same amount as the base project may be able to attain greater VMT reductions and/or reduce congested VMT and freight delays.

The DEIR should be revised to assemble and assess a revised Alternative 3 that (1) spends all available funding, on par with the base project evaluated; (2) allocates the additional spending to projects that would reduce VMT and/or freight delay; and (3) selects the most cost-effective VMT-reducing projects - for example, potentially through greater investment in BRT instead of rail projects.

7.16

Please let me know if you have any questions regarding this analysis.

Sincerely,



Ben Gould

Ben Gould

(510) 725-9176 | ben@ecodatalab.com | [linkedin.com/in/bgouldberkeley](https://www.linkedin.com/in/bgouldberkeley) | Berkeley, CA

EXPERIENCE

President July 2020 – Present
EcoDataLab Berkeley, CA

- Providing greenhouse gas inventory development and climate policy analysis consulting services to nonprofits and local jurisdictions in CA, WA, and TX.
- Developed and built standardized off-the-shelf consumption-based emissions modeling software. Created a customizable jurisdiction-specific dashboard and automated policy analysis program to provide best practice recommendations at scale for local governments.

Sustainability Analyst January 2018 – February 2020
San Francisco International Airport San Francisco, CA

- Developed sustainability policy analyses and recommendations for the Airport Director and senior management including energy, carbon, water, waste, transportation, infrastructure, sustainable aviation fuel, and more.
- Led the creation of the Airport's Sustainability Performance Dashboard for tracking and analyzing electricity, natural gas, and water usage.
- Co-managed the Zero Emission Vehicle Readiness Roadmap. Increased the proposed number of EV chargers from roughly 600 to over 2,000 chargers by 2022, and adopted the Mayor's goal of 100% sustainable trips by 2040.
- Maintained and streamlined the Airport's greenhouse gas emissions model.

Graduate Student Researcher January 2016 – May 2017
CoolClimate Network, Energy and Resources Group, UC Berkeley Berkeley, CA

- Built an interactive web simulator for 21 policy variables to model their impact on household carbon footprints across all 58 counties and 700+ cities in California. Analyzed model outputs and provided recommendations for refinement.

Commissioner, Chair (2016, 2019, 2020) September 2014 – present
City of Berkeley Community Environmental Advisory Commission Berkeley, CA

- First to recommend banning natural gas in new construction in 2016, leading to first-in-the-nation law in 2019.

ADDITIONAL EXPERIENCE

Legislative Aide January 2017 – May 2017
Office of Berkeley City Councilmember Lori Droste Berkeley, CA

- Worked with the Councilmember to write legislation. Tracked, analyzed, and recommended votes on ongoing legislation.

Candidate March 2016 – Nov 2018
Ben Gould for Council 2018, Council 2017, Mayor 2016 Berkeley, CA

- Crafted detailed policy platforms across nearly a dozen topic areas. Earned support from State Senators, Mayors, Councilmembers, public and private-sector unions, political clubs, news organizations, and a wide range of policy experts.

Research Intern May 2015 – August 2015
The International Council on Clean Transportation San Francisco, CA

- Built an interactive web visualization of modeled global transportation emissions across 17 global regions, seven pollutants, seven vehicle classifications, and two fuels. Incorporated dynamic modeling of associated health impacts under different policy scenarios.
- Analyzed successes and failures from Brazil's P-7 (Euro V) emissions regulations for heavy-duty trucks. Identified noncompliance issues and drafted recommendations for policymakers.

EDUCATION

Master of Public Policy (MPP); M.S. in Environmental Engineering December 2017
University of California, Berkeley Berkeley, CA
Thesis: *Analysis of a Consumption-Based Model for State & Local Climate Action Policies*

Bachelor of Science, General Biology June 2013
University of California, San Diego San Diego, CA

Certificate, Sustainable Business Practices April 2013
University of California, San Diego Extension San Diego, CA

COMMUNITY SERVICE

Legislative Director, Fossil Free California Feb 2020 – Sept 2020
Board Member, Berkeley Neighbors for Housing & Climate Action Jan 2019 – Present
Chair, The Green Initiative Fund @ UC Berkeley January 2016 – May 2017
President & Co-Founder, Engineers for a Sustainable World @ Berkeley Aug '14 – Dec '15

Letter 7

COMMENTER: LandWatch Monterey County

DATE: January 29, 2022

Response 7.1

The commenter requests that the Draft EIR be revised and recirculated to provide an informationally adequate analysis of an alternative that materially reduces vehicle miles traveled (VMT) and/or attains environmentally superior outcome without failing to meet the project's freight mobility objectives.

This comment is part of an introductory section to the comment letter. Please refer to the other responses to this comment letter, below.

Response 7.2

The commenter summarizes some of the impacts of Alternative 3 described in the Draft EIR. The commenter asks that Alternative 3 be revised to attain reductions in VMT and/or reduce freight movement delays.

The comment does not provide suggestions or details on how Alternative 3 could be revised to reduce VMT more than it would as it was evaluated in the Draft EIR. Therefore, no further response to this comment is possible. This comment, like comment 7.1, is part of an introductory section to the comment letter. Accordingly, please refer to the other responses to this comment letter, particularly Response 7.4.

Response 7.3

The commenter opines that the point of the SCS is to achieve VMT and GHG reduction targets, and therefore the Draft EIR for a SCS project must analyze an alternative that reduces VMT. As an initial matter, please note that the SCS required by SB 375 is required to meet only per capita GHG reduction targets; SB 375 does not require the SCS to meet VMT targets.

The commenter describes CEQA case law holding that the EIR prepared for a different MPO's RTP/SCS should have included an alternative that would significantly reduce total VMT. The commenter opines that neither Alternative 2 nor Alternative 3 in the Draft EIR materially reduce VMT impacts and therefore are inconsistent with their interpretation of the case law.

For the proposed project, the Draft EIR has identified significant impacts related to numerous environmental resources and CEQA issue areas, including VMT. As discussed on page 4.15-26 of the Draft EIR, per capita VMT impacts from implementation of the 2045 MTP/SCS would be significant. Accordingly, pursuant to Section 15126.6 of the State CEQA Guidelines, AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the

significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR.

As described on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 is designed to reduce VMT by providing or promoting alternative transportation modes in advance of or in conjunction with projected population and employment growth in the AMBAG region through 2045. Alternative 2 includes more than \$1.4 billion more funding for active transportation and transit projects than the proposed 2045 MTP/SCS. As described on page 7-24 of the Draft EIR, although Alternative 2 was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. Accordingly, Alternative 2 results in slightly increased VMT compared to the proposed project (see Draft EIR page 7-24). However, as discussed on page 7-24, this increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS.

As described on page 7-26 of the Draft EIR, Alternative 3 is designed to reduce VMT by locating the places where people work and live within urban centers and close to regional transit in the AMBAG region. Compared to the proposed project, Alternative 3 includes a more compact growth footprint and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in VMT. As described on page 7-34 of the Draft EIR, Alternative 3 would decrease VMT by 127,912, or 0.64 percent, compared with the proposed project. However, as discussed on page 7-34, this decrease is negligible as compared to the 2045 MTP/SCS.

Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. As described in Section 7.2 starting on page 7-3 of the Draft EIR, two other alternatives that were considered by AMBAG that theoretically might also significantly reduce VMT, but in the Draft EIR AMBAG appropriately rejected them as infeasible.

One of the rejected alternatives is an “Aggressive VMT Reduction Alternative.” The multiple reasons for rejecting the “Aggressive VMT Reduction Alternative” as infeasible are described on Draft EIR pages 7-3 and 7-4 as follows:

- The region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive.
- The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas. Such growth is particularly evident in the eastern and southern sections of the AMBAG region, with employment in the agriculture and service industries. These industries require a high level of in-person work and are therefore not conducive to telecommuting.

- The region also has high income variability, which further complicates the process of linking the residential and employment zones necessary to provide efficient urban transit and reduce commute trips.
- Heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing infill development and higher density in the AMBAG region may have very little impact on those long work trips.
- The region has a rich collection of tourist activities and special events throughout the year, which contributes to higher VMT. Such tourist generated VMT would not decrease through higher density infill development or with transit improvements.
- The region's aging population is expected to grow at a faster rate in the next 20 years, primarily in coastal communities. This population attracts more service trips from rural jurisdictions, resulting higher VMT and making it difficult to provide efficient urban transit.
- Other measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode.

The other rejected alternative that could theoretically significantly reduce VMT is the "Road Pricing Alternative." The reasons for rejecting the Road Pricing Alternative as infeasible are described on Draft EIR pages 7-4 and 7-5. In summary, an alternative that aims to reduce VMT through substantially higher VMT fees (i.e., road pricing) would not be feasible in the AMBAG region, as these fees are only feasible in highly urbanized areas where measures like transportation demand management (TDM) strategies are highly effective. While parts of the AMBAG region are urbanized, such the Highway 1 and Soquel Drive corridors through the Santa Cruz-Aptos-Capitola area, these areas are far smaller than large cities like London with robust options to avoid roadway travel, such as an extensive subway system and very compact development patterns that facilitate walking. For example, there is no subway system in Santa Cruz, and so there is no option for people to travel between the Cities of Santa Cruz and Watsonville on a subway. If congestion pricing were implemented on Highway 1 and Soquel Drive, people who currently drive either of these roads would not be able to instead use a subway system to move between these cities. Some people may decide to utilize available public transit to avoid the cost of congestion pricing, but it is also reasonable some people would instead change their route to avoid both roads. There are many local collector streets that provide routes through the Santa Cruz-Aptos-Capitola area that avoid Highway 1 and Soquel Drive, such as Portola Drive, which becomes East Cliff Drive in the City of Santa Cruz. These alternative routes would typically increase VMT compared to travel on Highway 1 or Soquel Drive because they are less direct and involve more total mileage. Because the AMBAG region does not contain areas with the same high density land uses and robust transit systems as highly urbanized areas, and because AMBAG does not have the legal authority to impose VMT fees, this alternative was considered as an alternative for detailed consideration in the EIR.

Accordingly, there are no feasible alternatives that would significantly reduce the proposed project's significant VMT impact.

Response 7.4

The commenter describes ways they feel that Alternative 3 in the Draft EIR could be revised to reduce either VMT or truck delays, or both, based on research conducted with an outside consultant called EcoDataLab. Specifically, the commenter claims that Alternative 3 would spend about 10 percent less on transportation projects than the proposed project, and suggests this budget be used to include additional projects that would reduce truck delay and further reduce truck delay. Second, the commenter suggests that Alternative 3 emphasize bus rapid transit projects rather than rail projects. The commenter requests that Alternative 3 be revised and the Draft EIR recirculated.

The commenter's claim that Alternative 3 spends about 10 percent less on transportation projects than the proposed project is not correct. Alternative 3 would spend approximately 3 percent less on transportation projects compared to the proposed project. Specifically, Alternative 3 would spend approximately \$12,897,347, and the proposed project would spend approximately \$13,281,883 on transportation projects.

Appendix C to the Draft EIR contains "performance metric data," which are the various metrics that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its regional travel demand model (RTDM) to calculate the performance metrics presented in Appendix C. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all).

The AMBAG RTDM has been peer reviewed and meets best practice standards. A Federal Highway Administration (FHWA) sponsored TMIP peer review was conducted in 2013 to review the AMBAG model and discuss future model needs and improvements. The Metropolitan Transportation Plan (MTP) determines what transportation projects are programmed into the RTDM. The existing RTDM reflects transportation projects adopted by the AMBAG Board of Directors in June 2018. The 2022 AMBAG RTDM is an updated travel demand model estimated and calibrated to 2015 conditions. The model updates and improves upon the 2015 base year update performed in 2018. The 2022 RTDM is estimated and calibrated using survey data from the 2012 California Household Travel Survey (CHTS) and the 2017 National Household Transportation Survey (NHTS), Census, employment, and traffic data for the 2015 base year utilized for the 2045 MTP/SCS.

The model utilizes advance techniques to capture travel behavior at a more individual level and incorporates disaggregate level data into some of the modeling stages. The primary

reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and as such includes models for Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

AMBAG has utilized its RTDM to model the revisions to Alternative 3 that the commenter suggests, such as increasing spending on transportation projects and emphasizing rapid transit projects. For purposes of this discussion, AMBAG will refer to this potential alternative as "Alternative 3A." The amount that would be spent on transportation projects for Alternative 3A is \$13,443,053, or approximately 1 percent more than the proposed project. The full list transportation projects and performance metrics of Alternative 3A are presented in Attachment 1 to this RTC document, based on the RTDM output. Performance metrics mentioned specifically in the comment letter are also summarized in Table 1 below.

As shown in Table 1, Alternative 3A would increase transit ridership by approximately 1.5 percent compared to the proposed project and by approximately 0.2 percent compared to Alternative 3. This is expected given that Alternative 3A emphasizes bus rapid transit projects. However, Alternative 3A would also increase daily hours of truck delay compared to the proposed project. The increase would be approximately 197 daily hour of truck delay compared with the proposed project, which would also result in a slight decrease of approximately 34 hours compared to Alternative 3. Congested VMT under Alternative 3A would be approximately 872,995 miles, which is less than but similar to Alternative 3, which would be approximately 75,033 more miles than the proposed project. Therefore, as shown in the table below, Alternative 3A, which encompasses the suggestions provided by the commenter, would not be especially effective at reducing truck delay or freight mobility compared to alternatives already evaluated in the Draft EIR or the proposed project.

Table 1 Performance Metrics of Alternative 3A for 2045

Performance Metric (all 2045)	2045 MTP/SCS	Alternative 1: No Project	Alternative 2: 2045 Alt. Transportation Modes	Alternative 3: 2045 Infill and Transit Focus	Alternative 3A
Transit Ridership	38,078	37,803	38,406	38,759	38,805
Daily Truck Hours of Delay	8,218	9,611	8,252	8,449	8,415
VMT Total	20,032,142	20,041,051	20,126,625	19,904,230	20,051,636
VMT Total Per Capita	23.0	23.0	23.1	22.9	23.1
Congested VMT	797,962	875,310	817,574	893,549	872,995
GHG (CO2) Emissions from all land use and VMT (lbs)	11,081,610	11,064,845	11,128,633	11,010,269	11,108,539
Per capita GHG (Full Fleet)	12.7	12.7	12.8	12.7	12.8
GHG emissions per capita for passenger vehicles, excludes external trips, does not include off model adjustments for SB 375 VMT (in lbs)	15,391,854	15,500,432	15,456,673	15,331,830	15,454,656
Per capita GHG (Auto and light duty truck only- SB375)	17.7	17.8	17.8	17.6	17.8

Additionally, as shown in Table 1 above, Alternative 3A would also not substantially decrease GHG emissions, regardless of whether emissions are quantified as a total or per capita. Per capita GHG emissions in 2045 from the full vehicle fleet would be 12.7 if the 2045 MTP/SCS is implemented and 12.8 if Alternative 3A is implemented, which is a negligible increase of approximately 0.1. Accordingly, the modifications to Alternative 3 suggested by the commenter, which is presented here as Alternative 3A, would not substantially reduce GHG emissions compared with the proposed project, and impacts would be similar. The commenter’s suggestions would not substantially reduce GHG emissions and truck delay compared to the 2045 MTP/SCS and compared to Alternative 3 because the suggestions were based on six specific projects, largely all U.S. 101 projects. Emissions of GHG and truck delay occur throughout the region, not solely on or as a result of U.S. 101, and therefore six specific projects do not have substantial effects on reducing regional GHG emissions and truck delay. Additionally, the commenter’s suggestions would not achieve the GHG reductions that the commenter expected because the focus on BRT projects is minimally effective in the AMBAG region given how much of the region is rural or involves land uses not well suited to public transit, such as agricultural operations.

In addition, Alternative 3A is infeasible due to the limitations on the use of various funding sources on different transportation modes. In order to implement Alternative 3A, new funding sources would need to be identified to fund and operate the various improvements

that are not eligible expenditures for the reasonably available funding sources included in the 2045 MTP/SCS.

Therefore, it is unnecessary to develop the suggested modifications (i.e., Alternative 3A) into an alternative for detailed consideration in Section 7, *Alternatives*, of the Draft EIR, and Draft EIR recirculation to consider such a potential alternatives is not required.

Response 7.5

The commenter opines that, pursuant to SB 743, the thresholds used to determine the significance of transportation impacts of the proposed project cannot include congestion metrics, such as average work trip travel time during peak period or truck delay hours. The commenter asserts that the Draft EIR describes Alternative 3 as failing to meet mobility goals of the project because Alternative 3 would result in increased congested VMT and truck delay.

The commenter is correct that SB 743 eliminated automobile delay as a significant environmental impact for purposes of CEQA (see CEQA Guidelines Section 15064.3(a)). Pursuant to SB 743 and CEQA Guidelines Section 15064.3, the Draft EIR does not utilize metrics of delay as significance thresholds for transportation impacts. Page 7-36 of the Draft EIR, in regard to Alternative 3, discusses objectives of the project and not thresholds of significance for impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, there are no metrics of vehicle delay listed, including average work trip travel time during peak period or truck delay hours. The thresholds of significance list on pages 4.15-21 and 4.15-22 of the Draft EIR are also used to evaluate the transportation impacts of alternatives to the proposed project, found in Section 7, *Alternatives*. The Draft EIR uses no metric of automobile delay to determine the significant of transportation impacts.

The commenter is correct that the Draft EIR describes Alternative 3 as failing to meet the mobility goals of the project due to substantial increases in congested VMT and freight delays (see Draft EIR page 7-36). However, the commenter has incorrectly determined this statement or description in the Draft EIR as either an impact or a significance threshold by which impacts are quantified. Mobility goals are not impacts of the proposed project, but instead just one of the goals that AMBAG has included for its 2045 MTP/SCS.

Response 7.6

The commenter opines that some degree of congestion is necessary to create incentives for alternative transportation mode choice, and therefore no alternative that promotes alternative transportation could also achieve the 2045 MTP/SCS goal to increase or maintain mobility.

The commenter's opinion regarding the inverse relationship between alternative transportation and mobility appears to be anecdotal, and is not supported by facts or data offered by the commenter. Alternative transportation modes, such as a new walking pathway connecting a residential area to a commercial shopping district, can promote walking or

jogging as an alternative to driving while also not relying on a reduced mobility on the roadway network. Additionally, the State CEQA Guidelines do not require alternatives to meet every goal or objective of a project, only most of the basic objectives (see Section 15126.6 of the State CEQA Guidelines); Alternative 3 was included in the reasonable range of alternatives evaluated in the Draft EIR even though it was inconsistent with proposed project mobility goals.

Response 7.7

The commenter expresses difficulty understanding how peak hour traffic congestion affects freight mobility, as described in Alternative 3 in the Draft EIR, considering that freight logistic companies routinely plan their operations and schedule around peak hour. The commenter opines that it is unclear if these sorts of adjustments to operations and schedules are accounted for in Alternative 3.

Page 7-36 of the Draft EIR indicates that Alternative 3 would substantially increase congested VMT which would result in increased freight delays compared to the proposed project. However, congested VMT is not the same thing as peak hour vehicle delay. Peak hour delay is delay occurring during what is considered the traditional morning and evening rush hours, generally between 7:00 and 9:00 AM and 4:00 and 6:00 PM, but can vary depending on location and regional circumstances (i.e., major metropolitan cities can have extended rush hours). Congested VMT is simply a measurement of the number of miles driven in congested conditions. Congested conditions are not necessarily the result of peak hour traffic. For example, bottlenecks from roadway construction projects can cause congested VMT, as can bottlenecks where freeways go from several lanes to only one or two lanes. Congested VMT can also occur outside of peak hour in areas that are more visited or traveled to on weekends or night, such as beaches, parks, and concert venues. The Draft EIR does not account for freight operators changing their routes to avoid congested VMT because congested VMT can change and in some instances cannot be predicted or avoided.

Response 7.8

The commenter expresses an opinion that the Draft EIR provides insufficient information to substantiate statements that Alternative 3 would reduce freight mobility. The commenter requests additional information specific to how freight mobility was calculated and determined for Alternative 3.

Appendix C to the Draft EIR contains the “performance metric data” including hours of truck delay. Performance metric data are the various metrics and measurements that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its regional travel demand model (RTDM) to calculate the performance metrics presented in Appendix C. Please refer to Response 7.4 for more explanation on the RTDM.

Appendix C to the Draft EIR contains some metrics that are unrelated to CEQA or environmental impacts, such as daily truck hours of delay, which is the metric the commenter

refers to in this comment. As shown in Appendix C to the Draft EIR, Alternative 3 would result in approximately 8,449 daily hours of truck delay in 2045. This would be an increase of approximately 2,045 daily hours of truck delay compared to 2020 baseline conditions, which is also shown in Appendix C. As shown in Appendix C, the proposed project would result in approximately 8,218 daily hours of vehicle delay in 2045, which would also be an increase compared to 2020 baseline conditions. Compared to one another, Alternative 3 would result in approximately 231 more daily hours of truck delay than the proposed project.³

Pages 2-7 and 2-8 of the Draft EIR discuss and list the goals, strategies, and objectives of the proposed project. As stated therein, one of the objectives of the proposed project is to “increase the accessibility and mobility options available to people and freight.” Accordingly, escalation in daily hours of truck delay compared to baseline conditions would be at least somewhat inconsistent with this objective regardless of how small the escalation because it would decrease freight mobility. AMBAG as lead agency has considerable discretion to select appropriate impact assessment methodologies, and the Draft EIR properly uses a qualitative assessment to determine whether an alternative can meet project objectives. Therefore, the Draft EIR is not required to identify a threshold for what amount of truck delay is inconsistent with the objective of the project regarding freight mobility. Similarly, the purpose of Alternative 3 is not to improve freight mobility. The purpose of Alternative 3 is to attempt to reduce one or more of the potentially significant impacts of the 2045 MTP/SCS, while satisfying most of the project objectives, consistent with Section 15126.6 of the *State CEQA Guidelines*. Pursuant to Section 15064.3, project effects on automobile delay shall not constitute a significant environmental impact. Therefore, it is unnecessary to revise Alternative 3 to reduce truck delay, as the purpose of Alternative 3 or more broadly, an alternatives analysis, is to reduce significant environmental impacts. .

Response 7.9

The commenter asserts that the Draft EIR should determine if there is an environmentally superior alternative that would achieve freight mobility goals of the 2045 MTP/SCS, even if it is unable to reduce VMT impacts.

Pursuant to Section 15126.6 of the State CEQA Guidelines, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives...” As stated here and described above in Response 7.6, an alternative need not meet every objective of the project, only most of the basic objectives. Therefore, it is unnecessary to develop an alternative that meets only the freight mobility objective of the project, as Section 7, *Alternatives*, of the Draft EIR contains alternatives that meet most of the basic objectives of the project, including Alternative 3. Further, as discussed in Response 7.4., the commenter’s alternative (Alternative 3A) proposed to reduce truck delay would in fact not have that effect.

³ 8,449 hours - 8,218 hours = 231 hours

According to Section 15126.6 of the State CEQA Guidelines, “the discussion of alternatives in an EIR shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives...” Section 15126.6 continues, “the alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” As described on page 4.15-26 of the Draft EIR, the proposed project would have significant impacts related to VMT. Therefore, developing an alternative to achieve every objective of the project, including increased freight mobility, while not attempting to reduce the significant VMT of the project or other significant impacts would be inconsistent with CEQA Guidelines Section 15126.6.

Response 7.10

On behalf of the commenter, EcoDataLab states that they have reviewed the Draft EIR. The EcoDataLab representative briefly describes their advanced education, career experience, and professional qualifications.

The comment does not question the analysis or mitigation measures in the Draft EIR, or the alternatives evaluated in the Draft EIR. However, this comment is part of an introductory section to the letter prepared by EcoDataLab, which is an attachment to comment letter 7. Please refer to the other later responses to this EcoDataLab letter, below.

Response 7.11

On behalf of the commenter, EcoDataLab opines that Alternative 3 in the Draft EIR should include more spending on transportation and transit projects to further reduce the VMT and GHG impacts while also achieving the freight mobility objective of the project.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this document, would not reduce VMT or GHG emissions compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Additionally, GHG emissions under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Accordingly, the modifications to Alternative 3 requested by the commenter would not result in reduced VMT or GHG emissions.

Response 7.12

The commenter summarizes the VMT impacts of the proposed project, the alternatives evaluated in the Draft EIR, and the finding that Alternative 3 is environmentally superior, while increasing freight delay and only negligibly reducing VMT and GHG. The commenter indicates that they have evaluated these claims and the rigor of the Draft EIR analysis.

The commenter's summary is generally consistent with the Draft EIR. No additional response is warranted to this comment because the commenter has asked no questions or requested revisions to the Draft EIR.

Response 7.13

The commenter summarizes the number and cost of transportation projects included in the 2045 MTP/SCS and compares it to the number and cost of transportation projects included in Alternative 3. The commenter suggests that including more transportation projects that reduce congestion and freight delay in Alternative 3 would reduce VMT impacts.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, Alternative 3 would spend approximately 3 percent less on transportation projects compared to the proposed project. Specifically, Alternative 3 would spend approximately \$12,897,347 and the proposed project would spend approximately \$13,281,883 on transportation projects.⁴ The commenter's claim that Alternative 3 spends about 10 percent less on transportation projects than the proposed project is not correct.

Response 7.14

The commenter identifies several specific transportation projects that were included in the 2045 MTP/SCS but excluded from Alternative 3, which they suggest would likely achieve further VMT reductions, improve congestion, reduce truck delay, or all of the above. The commenter opines that the DEIR should consider a revised Alternative 3 that would spend the same total amount as the base project.

The commenter suggests transportation improvements to U.S. 101 and State Route 156 (e.g., MON-CT030-SL, MON-CT031-CT, and MON-CT023-CT) as a way to potentially reduce congestion and truck delays. These projects were included in Alternative 3A. Additionally, 3A also includes three other projects mentioned by the commenter, including: Live Oak Transit Hub (SC-VAR-P46-VAR), Watsonville Transit Hub (SC-VAR-P47-VAR), and Local Transit Service Restoration and Expansion for Santa Cruz Metro Transit District (SC-MTD-P14-MTD). While there was a slight reduction in congested travel in Alternative 3A compared to Alternative 3, truck delay was similar. Both metrics under Alternative 3A did not perform as well as compared to the proposed project. Project MON-CT030-SL consists of widening U.S. 101 to 6 lanes and/or adding auxiliary lanes within City of Salinas, where feasible. This project did not achieve substantial reductions in congested travel or truck delay because the addition of travel lanes to an existing freeway or highway increases the trip capacity of the road, but does not necessarily reduce congestion. Project MON-CT031-CT did not achieve substantial reductions in congested travel or truck delay because it addresses congestion on one segment of a single road in the AMBAG region. Similarly, Project MON-CT023-CT did not achieve substantial reductions in congested travel or truck delay because it addresses congestion at a single intersection in the AMBAG region.

⁴ $(\$12,897,347 - \$13,281,883) / \$13,281,883 \times 100 \text{ percent} = -2.98 \text{ percent (or approximately 3 percent less)}$

This comment is also similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this response to comment document, would not reduce VMT compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Alternative 3A would reduce daily hours of truck delay by approximately 34 hours compared to Alternative 3, but a reduction of 34 hours would not be substantial considering both Alternative 3 and Alternative 3A would both have more than 8,000 daily hours of truck delay. Additionally, because difference in daily hours of truck delay between Alternative 3 and Alternative 3A is negligible, the reduction in daily hours of truck delay between Alternative 3A and the proposed project would be very similar to the reduction resulting from Alternative 3. Therefore, it is unnecessary to revise Alternative 3 or develop Alternative 3A into an alternative evaluated in Section 7, *Alternatives*, of the Draft EIR.

Response 7.15

The commenter suggests that Alternative 3 be revised to provide greater investment in BRT or other potential transit projects, either as a shift away from rail infrastructure or by using under-allocated funds under Alternative 3 to further reduce VMT and GHG emissions.

The commenter's statement that rail is a long-term investment to reduce VMT is a correct statement. The commenter's statement that shifting investment away from transit and/or applying under-allocated funds in Alternative 3 toward BRT projects could further reduce VMT is not an accurate statement. As described in Response 7.4, AMBAG has utilized its RTDM to model the revisions to Alternative 3 that the commenter suggests, such as increasing spending on transit and emphasizing BRT projects. As discussed in Response 7.4 above, Alternative 3A, incorporating the commenter's suggestions, would not substantially reduce VMT or GHG emissions compared to the MTP/SCS or compared to Alternative 3.

Response 7.16

The commenter summarizes their prior comments, stating that Alternative 3 should be revised to (1) spend all available funding; (2) allocate funding to projects that would reduce VMT and/or freight delay; and (3) select the most cost-effective VMT-reducing projects such as BRT. Regarding VMT-reducing projects such as BRT, please see Response 7.15.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this response to comment document, would not reduce VMT compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Alternative 3A would reduce daily hours of truck delay by approximately 34 hours compared to Alternative 3, but a reduction of 34 hours would not be substantial considering both Alternative 3 and Alternative 3A would both have more than 8,000 daily hours of truck delay.

Additionally, because difference in daily hours of truck delay between Alternative 3 and Alternative 3A is negligible, the reduction in daily hours of truck delay between Alternative 3A and the proposed project would be very similar to the reduction resulting from Alternative 3. Therefore, it is unnecessary to revise Alternative 3 or develop Alternative 3A into an alternative evaluated in Section 7, *Alternatives*, of the Draft EIR.

Letter 8

Heather Adamson

From: nelson333@baymoon.com
Sent: Monday, January 31, 2022 4:52 PM
To: Heather Adamson
Subject: Comments, Draft 2045 MTP/SCS and Draft EIR

Friendly greetings,

I appreciate the opportunity to comment on the Draft 2045 MTP/SCS, and its Draft EIR.

As I consider what to focus on here, I come to a halt on the following on page 4.15-26 of the Draft EIR:

THE 2045 MTP/SCS WOULD RESULT IN AN INCREASE TO DAILY VMT [vehicle miles traveled] PER CAPITA BETWEEN THE BASELINE 2020 CONDITIONS AND 2045 CONDITIONS. PER CAPITA VMT IMPACTS FROM IMPLEMENTATION OF THE 2045 MTP/SCS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

plus the following on page 4.8-25:

IMPLEMENTATION OF THE 2045 MTP/SCS WOULD CONFLICT WITH THE STATE'S ABILITY TO ACHIEVE SB 32, EOS S-3-05 AND B-55-18, AND APPLICABLE LOCAL GHG REDUCTION PLAN TARGETS AND GOALS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Please recognize, these impacts will not be so "unavoidable" if our region turns away from auto-centric transportation planning business-as-usual and dedicates the resources to all the innovative alternatives we can muster!

I experience these impact findings a sad and unacceptable statement of failure to protect fundamental necessities for our common future together.

Those necessities which I expect we *all* treasure include, the stable climate that we know. Rain, and not induced drought, nor too much rain all at once from a powered-up winter atmosphere, bringing floods. Warmth, but not record-breaking heat that withers crops, desiccates wild lands, and precedes devastating wildfires. Sea level, that does not keep accelerating in its rise. A safe home, on this Goldilocks Earth.

In Chapter 7, the Draft EIR identifies alternative scenarios which would certainly perform better on this essential climate concern, especially if Alternatives 2 and 3 were combined in a single concept-plan for how to escape from automobilism. Yet, I see Alternatives 2 and 3 scarcely analyzed, and hand-waved away, partly with frankly absurd statements like the following on page 7-16 (pdf page 677):

Although this alternative [2] was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT.

This vague "some of which" statement contradicts our common experience and the State of California's findings about the correlation of highway capacity expansions with VMT growth and failure to achieve lasting congestion reduction, and then no further reference, evidence, or science basis is given here for how the report authors came to this improbable conclusion. How is this consistent with CEQA requirements?

Perhaps it will *not* be time for the AMBAG Board of Directors to adopt a CEQA Statement of Overriding Considerations to approve this flawed MTP/SCS and its EIR. Are we to capitulate and say it is infeasible to save ourselves from ourselves?

Sincerely,

Jack Nelson

Professional Environmental Planner & Land Use Planner, retired

127 Rathburn Way, Santa Cruz, CA 95062

Letter 8

COMMENTER: Jack Nelson

DATE: January 31, 2022

Response 8.1

The commenter expresses appreciation to comment on the Draft EIR and expresses sadness or disapproval regarding the project's significant and unavoidable impacts related to VMT and GHG emissions and cites the conclusions on Draft EIR pages 4.15-26 and 4.8-25. The commenter states these impact conclusions would not be "unavoidable" if the AMBAG region turns away from auto-centric transportation planning to protect the climate.

The commenter is correct that implementation of the proposed project would result in significant and unavoidable impacts related to VMT, as described on page 4.15-26 of the Draft EIR. The commenter also is correct in that the project result in significant GHG impacts, as described on page 4.8-25 of the Draft EIR. The commenter's disapproval of these impacts is noted. However, because the comment does not pertain to the adequacy of the analysis of these issues, no further response is required.

Response 8.2

The commenter alleges that the significant climate change impacts resulting from the project could be reduced if AMBAG combines Alternative 2 and Alternative 3 into a single alternative and implements it instead of the proposed project.

Pursuant to Section 15126.6 of the State CEQA Guidelines, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."

AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR, consistent with Section 15126.6 of the State CEQA Guidelines. Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. The commenter provides no details or explanation of how Alternative 2 and Alternative 3 could be combined into a single alternative that would further reduce impacts than either alternative alone. In other words, the commenter does not explain or define what is meant by "combined in a single concept-plan." However, generally, the commenter's suggested alternative would be

similar to Alternative 2 and Alternative 3 because it would be a combination of these two alternatives. Because the Draft EIR provides an analysis of two alternatives that are seemingly similar to the commenter's suggested alternative, it is unnecessary to evaluate the commenter's suggested alternative.

The commenter provides insufficient detail on their suggested alternative to conclude whether its claims that it would reduce VMT impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce VMT impacts is incorrect. As described on page 7-24 of the Draft EIR, Alternative 2 would generate 20,126,625 daily VMT in 2045 compared to 20,032,142 daily VMT for the proposed project - an increase of 94,483 VMT, or 0.47 percent. This increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS. As discussed on page 7-34 of the Draft EIR, Alternative 3 would generate 19,904,230 daily VMT in 2045 compared to 20,032,142 daily VMT for the 2045 MTP/SCS - a decrease of 127,912, or 0.64 percent. This decrease is negligible (less than a one percent change) such that VMT would be similar as compared to the proposed project. Overall, impacts related to transportation would be similar under Alternative 3 and would remain significant and unavoidable.

The commenter provides insufficient detail on their suggested alternative to conclude whether their claims that it would reduce GHG impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce climate change impacts, e.g., the GHG impact related to the ability to achieve Senate Bill 32, Executive Orders S-3-05 and B-55-18, and applicable local greenhouse gas reduction plan targets and goals is incorrect. As shown in Table 7-4 on page 7-20 of the Draft EIR, Alternative 2 would result in slightly higher GHG emissions compared with the proposed project. Therefore, compared to the proposed project, Alternative 2 would further reduce the ability to achieve Senate Bill 32, Executive Orders S-3-05 and B-55-18, and applicable local greenhouse gas reduction plan targets and goals. As shown in Table 7-6 on page 7-30 of the Draft EIR, Alternative 3 would decrease total GHG emissions by 12,025 MT CO₂e/year, or 0.29 percent, compared with the proposed project. Per capita emissions would decrease from 4.77 to 4.76 MT CO₂e per service population per year, a decrease of 0.01 percent, compared to the proposed project. This decrease is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS, as discussed on page 7-30 of the Draft EIR.

Additionally, as describe in Response 7.4, using its RTDM, AMBAG modeled a modified version of Alternative 3, referred to as Alternative 3A in this response to comments document, that was suggested by a commenter. Although Alternative 3A is a modified version of Alternative 3, the modifications incorporate some aspects of Alternative 2. In other words, Alternative 3A is representative of a combination of Alternative 3 and Alternative 2. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Additionally, Alternative 3A would also not substantially decrease GHG emissions. Accordingly, an alternative consisting

of a combination of Alternative 2 and Alternative 3 in the Draft EIR would not reduce the significance of VMT or GHG impacts as suggested by the commenter.

In summary, the commenter recommends a new alternative that is a combination of two alternatives already evaluated in detail in the Draft EIR. Both of these alternatives result in a similar level of impact severity as the proposed project for the impacts of concern to and identified by the commenter. Additionally, because the commenter's suggested alternative is a combination of two alternatives already evaluated in the Draft EIR, it is unnecessary to include the recommended alternative because the Draft EIR evaluates similar alternatives. The commenter also provides insufficient detail to develop such an alternative for inclusion and analysis in the Draft EIR.

Response 8.3

The commenter asserts that Alternatives 2 and 3 are only scarcely analyzed by the Draft EIR and are dismissed partially with unsubstantiated statements, which would be inconsistent with CEQA.

Pursuant to Section 15126(d), the Draft EIR considered the no project alternative and two potentially feasible alternatives to the proposed 2045 MTP/SCS in Section 7, *Alternatives*, beginning on page 7-1. Each environmental resource area was analyzed under each alternative, and the alternative's potential impacts were compared to impacts analyzed for the 2045 MTP/SCS. This is consistent with Section 15126.6(d) of the *CEQA Guidelines*, which does not require the EIR to provide the same level of analytical detail of alternatives as compared with the proposed project.

The commenter's assertion that Alternative 2 contains unsubstantiated statements to support the impacts analysis and determination is incorrect. Specifically, the commenter claims that the Draft EIR conclusion that Alternative 2 was designed to reduce VMT by providing or promoting alternative transportation modes by eliminating roadway improvement projects is based on an unsubstantiated claim that the alternative would eliminate roadway improvement projects that would reduce VMT. This assertion is incorrect because Alternative 2 is specifically designed to eliminate roadway improvement projects. As discussed in the description of Alternative 2 on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 specifically includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS. The commenter's assertion is also incorrect because AMBAG specifically modeled the GHG emissions of Alternative 2 using their RTDM (see Response 7.8 and Appendix C of the Draft EIR).

Letter 9

Heather Adamson

From: Ana Flores <aflores@ambag.org> on behalf of info <info@ambag.org>
Sent: Tuesday, February 1, 2022 6:31 AM
To: Heather Adamson
Cc: Maura Twomey
Subject: FW: 2045 RTP

From: micheal saint <solarevsaint@gmail.com>
Sent: Monday, January 31, 2022 2:22 PM
To: info <info@ambag.org>; 2045rtp@sccrtc.org; Regional Transportation Commission <info@sccrtc.org>
Subject: 2045 RTP

January 30th, 2022

Dear Commissioners

For years as an advocate for Sustainable Transportation and a sustainable environment for our tri-county area I have concluded that our SCCRTC, AMBAG and those in charge of planning and executing of transportation projects seem mostly comfortable with business as usual and limiting their efforts to follow the State of California's Climate Action Policy.

After studying EIRs from AMBAG and Caltrans it seems most of the effort goes to finding ways to avoid following the State of California's environmental mandates, the Governors executive orders on climate action, and getting around CEQA requirements. If the same energy could be used on ways to help mitigate the effects of Climate Change during our planning efforts we could be on our way to slowing down this existential threat to our planet and life as we know it.

9.1

Ignoring these mandates is allowing the effects of climate change to continue its increasing effect of global warming. All decisions concerning transportation projects, housing infill and sustainable planning should have at its core "are we helping to mitigate climate change?" There are no excuses not to do this.

As an example, since 2016, with the exception of our adoption of a CCE (Community Choice Energy), our transportation commissions and AMBAG have done very little to address climate change. Putting in a few green bike lanes, fixing some pedestrian intersections and not pursuing a mass transit system on the rail corridor is a poor start to a sustainable future.

Instead we have attained funding to widen Highway 1 with an addition of a bus on shoulder shared with cars. A more functional description of this hybrid system is buses stuck in traffic. The City of Santa Cruz also approved highway 1/9 Intersection/Improvement project, which includes highway and bridge widening to accommodate more cars.

9.2

The city of Santa Cruz is pursuing a major multi-use project, which includes a 310 space parking structure. Not needed according to the parking studies.

We are still too focused on car infrastructure and trying to appease a car eccentric voting base that has been uninvolved, and a leadership that is unwilling to make the tough choices.

A paradigm shift is needed to change this car dependent society. Funding must be reversed, with a majority going to public mass transit, and a robust school bus system. Living at the choke point in Aptos I have seen first hand the decrease in traffic during school holidays.

9.2

May I make a suggestion to the planners and those that make these obsolete decisions that do not reflect the realities and direction we must go in the future? Take some time and do a little more research to adopt exciting green sustainable transportation ideas from European cities.

In summary, my opinion is you may be opening yourself up to litigation. A lot of the draft EIR (MTP/SCS) reasoning to eliminate the alternatives seems unfounded and just opinion oriented. As an example the use of the rural excuse to not develop a robust mass transit is just conjecture. If you were to focus on where the majority of our population lives, Carmel to Salinas and up to Scotts Valley. You would find that 80% or more of our population resides in that corridor. It is also the most heavily travelled corridor in our county used by locals and visitors to our beautiful area.

9.3

As a Climate activist and very concerned citizen about the lack of concern by our governing bodies over climate change, I implore AMBAG and the SCCRTC to redo this EIR (MTP/SCS) with a combination of alternative #2 and #3 scenarios.

9.4

Sincerely,

Micheal Saint

Letter 9

COMMENTER: Micheal Saint

DATE: January 30, 2022

Response 9.1

The commenter suggests that CEQA documents produced by AMBAG and by Caltrans fail to address State mandates and executive orders, which allows the continuation of climate change.

This comment seems to pertain to the way that AMBAG and Caltrans prepare CEQA documents, generally. This comment does not raise an environmental issue related to EIR adequacy specific to the Draft EIR for the 2045 MTP/SCS and accordingly, no further response is required. Nevertheless, for informational purposes, consistency with State goals and targets to reduce GHG emissions and reduce the adverse effects of climate change is addressed in Section 8, *Greenhouse Gas Emissions/Climate Change*. For example, page 4.8-25 in Section 8 of the Draft EIR evaluates consistency of the proposed project with Senate Bill 32, which is a State bill establishing GHG reduction targets. Please refer to Response 6.2 for further discussion of the Draft EIR's relationship to Senate Bill 32 as well as the Governor's Executive Orders S-3-05 and B-55-18. Additionally, the entire Draft EIR was prepared consistent with the California Environmental Quality Act (CEQA).

Response 9.2

The commenter asserts that the transportation commissions and AMBAG have done little to address climate change. The commenter identifies certain transportation projects undertaken, proposed, or envisioned in Santa Cruz County (e.g., widening of Highway 1; Highway 1/9 Intersection/Improvement project; and a multi-use project) focus predominantly on car infrastructure and suggests that funding should instead be directed toward public transit projects and other sustainable transportation modes. The commenter indicates that society needs to shift away from relying on automobiles, generally. The commenter encourages adoption of green transportation ideas from European cities.

This comment pertains to the type of transportation projects that have occurred in Santa Cruz County or are proposed in Santa Cruz, including some of which that are contained in the 2045 MTP/SCS transportation project list. This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, Section 7, *Alternatives*, beginning on page 7-1 of the Draft EIR evaluates alternatives to the proposed project. As described on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 considers alternative transportation modes and prioritizes pedestrian and bicycle projects, projects to close transit gaps, bus and bus rapid transit projects, and light rail projects. As described on page 7-26 of the Draft EIR, Alternative 3 considers a more compact land use pattern and increased use of regional and interregional transit service, as well as increased telecommuting for industries where telecommuting is feasible. Both Alternative 2 and Alternative 3 consider a greater emphasis on public transit compared to the proposed

project, and the Draft EIR identifies Alternative 3 to be the environmentally superior alternative (page 7-35). However, as discussed in the Draft EIR beginning on page 7-35, Alternative 3 would not meet mobility goals of the project, and may not be feasible in that AMBAG does not have land use authority to require local agencies to make major changes to their general plans, which would be necessary for the implementation of Alternative 3.

The 2045 MTP/SCS includes many transportation projects that are specifically designed for alternative or active modes of transportation, such as transit projects and pedestrian facility projects. These projects are intended to provide people residing, working, or otherwise visiting the AMBAG region with alternatives to traditional vehicle modes of transportation. However, AMBAG does not have the capability to shift the values or choices of society, including influencing when society determines that vehicles should be phased out. Therefore, because society is currently using automobiles, the 2045 MTP/SCS must also include projects for the roadway network. In other words, AMBAG can plan projects that allow transportation without vehicles, but AMBAG cannot force society to discontinue use of automobiles and use alternative transportation modes.

Response 9.3

The commenter opines that the Draft EIR eliminates alternatives based on unfounded rationale or opinion. As an example, the commenter describes the Draft EIR's discussion of the AMBAG region as rural as conjecture. The commenter states 80 percent or more of the population lives in the most heavily traveled corridor between Carmel and Scotts Valley.

Aside from the commenter's provided example, the commenter does not provide enough detail or specification to understand how or why they feel alternatives have been dismissed based on unfounded rationale or opinion. Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. As described in Section 7.2 starting on page 7-3 of the Draft EIR, two other alternatives that were considered by AMBAG that theoretically might also significantly reduce VMT, but in the Draft EIR AMBAG appropriately rejected them as infeasible. One of the rejected alternatives is an "Aggressive VMT Reduction Alternative." The multiple reasons for rejecting the "Aggressive VMT Reduction Alternative" as infeasible are described on Draft EIR pages 7-3 and 7-4.

The commenter's example pertains to a statement in Section 7.2.1 on page 7-3 of the Draft EIR. The statement, as contained in the Draft EIR, is:

"...For example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive..."

The comment asserts this statement is conjecture because much of the AMBAG region population live within the same corridor generally between Carmel and Scotts Valley.

However, the commenter is incorrect for several reasons. First, the AMBAG region includes San Benito County. San Benito County includes two cities, such as the City of Hollister. San Benito County and its residents do not reside along the shoreline of the Monterey Bay generally between Carmel and Scotts Valley. Second, the commenter has incorrectly correlated population density and rural land uses. While the cities between Carmel and Scotts Valley are more densely populated compared to more rural areas in the AMBAG region, the Draft EIR statement above is specifically about how rural land uses result in lengthy trips and increased VMT. This fact is unrelated to the population residing between Carmel and Scotts Valley, as there are other rural areas in other areas of the AMBAG region that are causing increased VMT that would not be well served by transit. Additionally, the commenter's claim that 80 percent of the population in the AMBAG resides Carmel and Scotts Valley is not accurate. Approximately 21 percent of the population in the region resides within the City of Salinas and 8 percent reside in San Benito County (US Census Bureau 2020). Neither City of Salinas nor San Benito County are between Carmel and Scotts Valley, and combined they account for approximately 29 percent of the population in the region. Therefore, it is not possible for 80 percent of the population in the region to reside between Carmel and Scotts Valley.

Response 9.4

The commenter suggests that the Draft EIR be redone or revised to combine Alternative 2 and Alternative 3 into a single alternative.

This comment is similar to comment 8.2, provided in letter 8, above. Please refer to Response 8.2 for a response to this comment.

MONTEREY COUNTY
HOUSING AND COMMUNITY DEVELOPMENT
Erik V. Lundquist, AICP, Director



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10 May 2022

SENT VIA EMAIL ONLY

Heather Adamson
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

hadamson@ambag.org

Subject: Partially Recirculated Draft Environmental Impact Report (DEIR) for the 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) for Monterey, San Benito and Santa Cruz Counties – SCH#2020010204

Dear Ms. Adamson,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the Partially Recirculated DEIR (Impact GHG-C-1 of Section 6.4.2(h) – Greenhouse Gas Emissions) for the 2045 MTP/SCS. The County has no comments to add.

10.1

Please feel free to contact me with any questions at 831.796.6414 or email guthriejs@co.monterey.ca.us

Sincerely,

Jaime Scott Guthrie, AICP, Planner
Housing and Community Development

cc: File REF210033
Monterey County Clearinghouse

Letter 10

COMMENTER: Jaime Scott Guthrie, AICP, Planner, Monterey County Housing and Community Development

DATE: May 10, 2022

Response 10.1

The commenter expresses gratitude for the opportunity to comment on the Partially Recirculated Draft EIR but specifies that they have no comment.

Because the commenter states that they have no comment, no further response to this comment letter is required.

Letter 11

May 30, 2022

Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940

RE: 2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties Partially Recirculated Draft Environmental Impact Report SCH#2020010204

Dear Members of the AMBAG Board of Directors:

Thank you very much for allowing the public and interested agencies to comment on the partially recirculated Draft EIR for the Monterey Bay region's *Draft 2045 Metropolitan Transportation Plan* and the *Draft Regional Transportation Plans* for Santa Cruz, Monterey and San Benito Counties.

11.1

The partially recirculated Draft EIR **confirms** many of the comments from members of the public, local organizations and agencies related to the inadequacy of the *Draft Metropolitan and Regional Transportation Plans (Plans)* and *Draft EIR* insofar as they maintain the status quo of not addressing the need to seriously reduce greenhouse gas emissions: "As described in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, of the *Draft EIR*, the 2045 MTP/SCS would have direct GHG impacts that conflict with state goals and impacts would be significant and unavoidable." (p.1-2)

11.2

The partially recirculated Draft EIR does not address what this new determination of "significant and unavoidable" impacts and "conflict with state goals" means in terms of adopting the *Final EIR*, which is the EIR for all the regions' Draft RTPs as well, and adoption of the current drafts of the 2045 MTP/SCS and *Regional Transportation Plans*. It seems that the intent is to do nothing beyond this notice.

Alternatively, AMBAG should require that all of these draft *Plans* be significantly reworked in order to at least attempt to achieve State GHG reduction goals. In particular, AMBAG or the State should require *Regional Transportation Plan* project lists to actually be linked with overall *Plan* goals and objectives. **Specifically, the *Plans* should be required to show how each major project addresses overarching goals of significant GHG reductions as well as enhanced mobility and system preservation.** Without this link within important planning documents such as these *Plans*, it will be difficult for local governments, implementing agencies and the general public to understand and invest in this essential common purpose.

11.3

Thank you for your consideration of my comments.

Sincerely,

Linda Wilshusen
Santa Cruz County Regional Transportation Commission Executive Director, 1985-2005

Letter 11

COMMENTER: Linda Wilshusen

DATE: May 30, 2022

Response 11.1

The commenter expresses gratitude for the opportunity to comment on the Partially Recirculated Draft EIR.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 11.2

The commenter states that the Partially Recirculated Draft EIR identifies a significant and unavoidable impact related to the GHG emissions resulting from implementation of the 2045 MTP/SCS and how those emissions conflict with state goals to reduce GHG emissions. The commenter opines that it seems AMBAG is considering certification of the EIR and adoption of the 2045 MTP/SCS despite this significant and unavoidable impact.

As an initial matter, this comment refers to significance conclusions already disclosed in the original Draft EIR and does not relate to the specific changes made in the Partially Recirculated Draft EIR. The Partially Recirculated Draft EIR merely identified a clerical error indicating that the 2045 MTP/SCS would not have a cumulatively considerable contribution to a significant cumulative GHG impact related to exceeding state GHG reduction targets, when in actuality it would. The Draft EIR already disclosed that the 2045 MTP/SCS would result in GHG emissions that have direct significant and unavoidable impacts related to exceeding state GHG reduction targets. This comment is therefore not limited to the new "cumulatively considerable" significance conclusion in the Partially Recirculated Draft EIR. The below response is made solely in the interest of public disclosure.

This comment is similar to comment 6.2 on the original Draft EIR. Please refer to Response 6.2, above. As described therein, the 2045 MTP/SCS would conflict with the State's ability to achieve targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. As described under Impact GHG-4 beginning on page 4.8-25 of the Draft EIR and on page 2-2 of the Partially Recirculated Draft EIR, the 2045 MTP/SCS would conflict with the State's ability to achieve GHG reduction targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. The Draft EIR provides mitigation measures that are intended to reduce GHG emissions; however, implementation and enforcement of these measures extends beyond the control of AMBAG and therefore cannot be guaranteed to reduce GHG emissions and meet State targets. Specifically, these measures include Mitigation Measures GHG-4(a) and GHG-4(b), beginning on page 4.8-28 of the Draft EIR. Because the commenter reiterates a significant and unavoidable impact already described in the Draft EIR, and not changed in the Partially Recirculated EIR, this comment does not require a revision to the Draft EIR.

Because the Draft EIR and Partially Recirculated Draft EIR identify significant and unavoidable impacts, even with implementation of identified and applicable mitigation measures, the AMBAG Board of Directors and the RTPAs must consider these impacts in context with the benefits of adopting the 2045 MTP/SCS and RTPs before making a decision to certify to reject the EIR. Specifically, as described in Section 15093 of the CEQA Guidelines, as the lead agency, the AMBAG Board of Directors must “balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.” The significant and unavoidable impacts of the 2045 MTP/SCS and the potential benefits of the 2045 MTP/SCS are described in a Statement of Overriding Considerations that has been prepared as required by and pursuant to CEQA Guidelines Section 15093.

Response 11.3

The commenter opines that the 2045 MTP/SCS and RTPs should be reworked to identify how each major transportation project addresses overarching goals of significant GHG reductions as well as enhanced mobility and system preservation. For the same reasons noted in Response 11.2, this comment is not limited to the new "cumulatively considerable" significance conclusions of the Partially Recirculated Draft EIR.

The commenter does not define what a major project is or what AMBAG should consider to be a major project. Nonetheless, as described above in Response 11.2, the Draft EIR and Partially Recirculated Draft EIR both identify significant and avoidable impacts related to GHG emissions, resulting from all projects included the 2045 MTP/SCS and the land use envisions in the 2045 MTP/SCS. Therefore, not every project included in the 2045 MTP/SCS reduces GHG emissions; nor are all the projects designed to reduce GHG emissions. Some projects included in the 2045 MTP/SCS are intended to improve mobility or safety, and may or may not inadvertently reduce or increase GHG emissions. Because this comment pertains to the 2045 MTP/SCS project list and the Draft EIR already evaluates potential GHG emissions of the transportation projects, no revisions to the Draft EIR are required in response to this comment.

Spoken Comments

COMMENTER: Rafa Sonnenfeld

DATE: January 12, 2022

PARAPHRASED COMMENT 1

The commenter states they are concerned that the Shoulder Program within the 2045 MTP/SCS is a euphemism for highway widening and requests clarification on how that program is being considered as part of local transportation options or not. The commenter states that they believe it is, and that the Shoulder Program should be evaluated as a highway widening project and wouldn't be limited to bus traffic only.

In response to commenter's question regarding how auxiliary bus lanes are evaluated under the Draft EIR, consistent with the provisions of CEQA, the Draft EIR does not evaluate project-specific impacts of individual project components. Under State CEQA Guidelines Section 15168, implementing agencies may determine whether project-specific impacts require additional analysis in subsequent second-tier CEQA documents, as described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. Therefore, the project-level impacts, such as projects that would add auxiliary bus lanes to Highway 1 and lanes to Highway 101, would be evaluated in a future project-level environmental review. Furthermore, the inclusion of projects in the 2045 MTP/SCS does not necessarily mean that the projects would be approved and implemented.

COMMENTER: Rebecca Downey, Aptos Resident

DATE: January 19, 2022

PARAPHRASED COMMENT 1

The commenter read an excerpt from the 2045 MTP/SCS that describes how the document considers where people are going. The commenter states that more outreach with the community is needed to determine how people want to travel, not just where.

During the 2045 MTP/SCS EIR process, AMBAG solicited public input on several occasions and through multiple avenues. On January 15, 2020, AMBAG circulated a Notice of Preparation (NOP) for a 30-day period to identify environmental issue areas potentially affected if the proposed project were to be implemented and to solicit potential mitigation measures or alternatives to reduce project impacts from public agencies, organizations, and interested individuals. Comments received by AMBAG on the NOP are provided in Appendix A of the Draft EIR and are summarized in Table 1-1 of the Draft EIR. These comments were considered during the preparation of the Draft EIR.

The Draft EIR was made available for public review on November 22, 2021, and was distributed to local and State agencies and posted electronically on AMBAG's website. The 70-day CEQA public comment period ended on January 31, 2022. AMBAG received nine

comment letters on the Draft EIR. These comment letters are addressed and responded to within this document, above.

To further solicit public input on the proposed project, AMBAG held four virtual public workshops on January 12, 19, 24 and 27, 2022. In addition to the nine comment letters mentioned above, AMBAG received spoken comments from four individuals at public workshops held on January 12, 19, and 24, 2022 during the comment period of the Draft EIR.

AMBAG provided adequate opportunity for public input and conducted community outreach through four virtual public workshops. The commenter does not provide specifics as to how what additional types of community outreach should have been conducted to determine how people want to travel. Therefore, no further response to this comment is required.

COMMENTER: Linda Wilshusen, Live Oak Resident

DATE: January 19, 2022

PARAPHRASED COMMENT 1

The commenter asked for an explanation of how land uses are considered or included in both the 2045 MTP/SCS and the Draft EIR.

As shown on Figure 2-3, Figure 2-4, Figure 2-6, and Figure 2-8 of the Draft EIR, the 2045 MTP/SCS preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The 2045 MTP/SCS does this by defining a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and infill approach to land use and housing. Both the proposed plan and the Draft EIR evaluate the same land use scenarios and include maps within each document.

PARAPHRASED COMMENT 2

The commenter asked how both single-occupancy vehicles and carpooling have the same travel or trip time as shown in Table G-1 of the 2045 MTP/SCS.

The commenter is correct that both single occupancy vehicles and carpooling have the same travel time. However, this is because a single occupancy vehicle and a carpool vehicle are both utilizing the road at the same time, resulting in the same trip length and time. This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

PARAPHRASED COMMENT 3

The commenter asked if the land use maps in the 2045 MTP/SCS are consistent with the applicable general plans in the planning area.

As discussed within the Draft EIR Section 4.11, *Land Use*, the 2045 MTP/SCS is generally consistent⁷ with surrounding general plans. One notable difference is the horizon year, which is 2045 for the proposed project and varies for surrounding general plans within the AMBAG

region. However, the land use scenario envisioned in the 2045 MTP/SCS was developed in close coordination with AMBAG member agency planning staff, the LAFCO within each of the three counties, and the 18 cities that comprise the AMBAG region. The envisioned land use scenario would build on the current local general plans of jurisdictions within the AMBAG region. This involved close coordination with each RTPA's Technical Advisory Committee, and the Planning Director's Forum. AMBAG held more than 80 one-on-one meetings with local jurisdictions to discuss the land use pattern including methodology, assumptions, growth projections, place types, opportunity areas, economic development, and the transportation network included in the 2045 MTP/SCS. While cities and counties are not required by SB 375 to make their general plans consistent with the MTP/SCS, every effort was made to avoid inconsistencies.

PARAPHRASED COMMENT 4

The commenter asked why AMBAG did not select one of the alternatives evaluated in the EIR instead of the 2045 MTP/SCS.

As discussed within the Draft EIR under Chapter 7, *Alternatives*, during the development of the 2045 MTP/SCS, AMBAG developed and evaluated scenarios that included various land use assumptions and transportation system improvements and investments to see how each scenario could achieve the GHG targets established by CARB for the AMBAG region as well as other performance measures. Extensive outreach with partner agencies, local jurisdictions, key stakeholders, and the public was ongoing throughout the 2045 MTP/SCS planning process through workshops, meetings, surveys, and interactive tools.

It was determined that the alternatives evaluated within the Draft EIR would not outperform the 2045 MTP/SCS. However, Alternative 3 was identified as the environmentally superior alternative (page 7-36 of the Draft EIR) because overall impacts to the following resources would be less: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change). However, this alternative would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project. Also, Alternative 3 may not be feasible in that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 3 to be implemented.

Please note that under the role of the Draft EIR is not to "select" the MTP/SCS or one of the alternatives. Rather, as required by CEQA, it describes a proposed project (the 2045 MTP/SCS), and alternatives to the proposed project.

PARAPHRASED COMMENT 5

The commenter asked how the opportunity sites identified in the 2045 MTP/SCS were evaluated or considered in the Draft EIR.

Opportunity sites were not evaluated within the Draft EIR, as they are only a tool AMBAG utilizes for planning purposes.

COMMENTER: Holly

DATE: January 24, 2022

PARAPHRASED COMMENT 1

The commenter expresses disapproval that an unnamed, specific project in the 2045 MTP/SCS is not categorized as fully funded. The commenter describes the project as an interchange project involving Laurel Road, Sugar Loaf, and Glenwood Cutoff. The commenter further states they would like this project moved to the constrained project list and fully funded.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the commenter's request to have the particular project fully funded has been noted.

4 Works Cited

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- California Department of Transportation (Caltrans). 2020a. Caltrans Greenhouse Gas Emissions and Mitigation Report. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/ghg-emissions-and-mitigation-report-final-august-2-2020-revision9-9-2020-a11y.pdf>. (accessed April 2022).
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- United States Census Bureau. 2020. 2020 Census Redistricting Data (Public Law 94-171) [Census dataset P1]. <https://data.census.gov/cedsci/table>. (accessed April 2022).

Attachment 1

Alternative 3A Performance Metrics

Performance Measures for 2040 MTP/SCS Environmental Impact Report

PM ID	DESCRIPTION	Alt 3A	2045 Project (Revenue Constrained)
1	Percent of work trips that are 30 minutes or less by mode peak period (Percent)		
1a	SOV/Drive alone	84.8%	84.3%
1b	Shared Ride	84.8%	84.3%
1c	Transit	62.3%	60.8%
2	Average work trip travel time peak period (in minutes)	15.5	15.6
3	Percent of jobs within 1/2 mile of a high quality transit (Regional)	31.3%	24.8%
3a	Monterey County	30.4%	28.2%
3b	San Benito County	0.0%	0.0%
3c	Santa Cruz County	38.0%	23.3%
4	Daily truck hours of delay (Truck Vehicle Hours)	8,415	8,218
5	Emissions		
5a	GHG (CO ₂) Emissions from all land use and VMT (lbs)	11,108,539	11,081,610
5b	Per capita GHG (Full Fleet)	12.8	12.7
5c	GHG emissions (Passenger vehicles, excludes external trips, does not include off model adjustments) for SB 375 VMT (in lbs)	15,454,656	15,391,854
5d	Per capita GHG (Auto and light duty truck only- SB375)	17.8	17.7
5e	Smog forming pollutants (TOG) (pounds/daily)	2,006	1,998
5f	Smog-forming pollutants (TOG) (pounds/day) per capita	0.002	0.002
6	Total bike, walk and transit trips (without/ Post Processing)	379,555	382,059
6a	Percent of trips by walk mode	11.2%	11.3%
6b	Percent of trips by bike mode	2.2%	2.2%
7	Congested vehicle miles travelled peak periods (LOS E & F)**	872,995	797,962
8	Transit Ridership	38,805	37,939
8a	Monterey-Salinas Transit	16,909	16,133
8b	San Benito County Express	1,043	883
8c	Santa Cruz Metro	20,853	20,923
9	Percent of population within 1/2 mile of a high quality transit (Regional)	37.6%	30.0%
9a	Monterey County	47.9%	42.1%
9b	San Benito County	0.0%	0.0%
9c	Santa Cruz County	31.0%	18.4%
10	VMT Total	20,051,636	20,032,142
11	VMT Total per capita	23.1	23.0
12	VMT light trucks and cars only	17,975,219	17,956,476