How will people and goods move throughout the Monterey Bay Area from 2010 to 2035? The following document sets forth the plan to improve regional mobility by 2035.

Monterey Bay Area Mobility 2035

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Monterey Bay Area Mobility 2035

June 2010

Monterey Bay Area Mobility 2035

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“To seek the timeless way we must first know the quality without a name. There is a central quality which is the root criterion of life and spirit in a man, a town, a building, or a wilderness. This quality is objective and precise, but it cannot be named.”

- Christopher Alexander

Executive Summary

Federal regulations require the Association of Monterey Bay Area Governments (AMBAG) to develop a long range transportation plan for the three-county Monterey Bay metropolitan region that is both financially constrained and falls under the on-road motor vehicle emissions budget included in the Federal Air Quality Maintenance Plan. The AMBAG region is currently in conformity for its vehicle emissions budget.

The 2010 Monterey Bay Area Metropolitan Transportation Plan (MTP) includes a section entitled *Financing the Plan*. This chapter demonstrates how the programs and projects in this plan can be implemented with resources that can be reasonably be expected to be made available, both public and private, to pay for the planned improvements through 2035.

Because new state legislation, SB 375, calls for MPOs to prepare a Sustainable Communities Strategy (SCS) to be used to synchronize and coordinate both the metropolitan transportation planning process and the regional housing needs allocation process, AMBAG is treating this 2010 update of the MTP as a minor update, with a significantly revised MTP in 2012.

Since the metropolitan area covered by this plan is also a designated attainment area for the federal one-hour ozone standard under the Federal Clean Air Act Amendments (CAAA) of 1990, AMBAG is exempt from a conformity analysis at this time.

AMBAG completes forecasts of population growth to guide planned and programmed capacity-increasing projects, which are then incorporated into the regional travel demand model. When run, the travel demand model provides anticipated vehicle miles of travel (VMT) for the region. This VMT is then converted into air quality pollutant emissions associated with on-road vehicle use. These anticipated pollutant emissions are included in the region's air quality plans.

Programs and projects listed in this plan serve the stated goals and objectives, as well as meet the transportation needs and deficiencies, Programs and projects are first proposed and adopted in the respective Regional Transportation Plans (RTPs) of the three Monterey Bay Area counties: Monterey, San Benito and Santa Cruz. The project lists from each RTP are incorporated, in their entirety, into the MTP. The project lists provide all funded (constrained)projects and potential projects (unconstrained) should funding become available, from 2010 to 2035.

The format of this document is as follows:

- The Monterey Bay Transportation Vision for 2035
- Regional Transportation Trends
- Existing Conditions
- Policy Element
- Transportation System Operation & Management
- Financing the Plan
- System Monitoring and Benchmarks
- Air Quality Conformity
- Mitigation Banking
- APPENDICES

Once included in the approved, financially-constrained MTP, programs and projects become eligible for inclusion in the Metropolitan Transportation Improvement Program (MTIP -- also known as Federal Transportation Improvement Program -- a separate document) which identifies funding and schedules all regional projects by fiscal year over a minimum four-year period. To secure federal transportation funding, projects must be included in an approved Federal Transportation Improvement Program.

“The point of cities is multiplicity of choice.”
- *Jane Jacobs*

The Monterey Bay Area Transportation Vision for 2035

Increased Regional Mobility in 2035

The 2010 MTP addresses a transportation plan to 2035. Within this 25 year period, the projects and programmatic changes listed in the following pages will increase the overall mobility, safety, and security of people and goods within the region.

In 2035, the region's population will be both greater and older than it is today. Our challenge is to improve mobility for that changing population over the next 25 years.

Geography

The Monterey Bay metropolitan region consists of the Pajaro and Salinas River Valleys and adjacent coastal lowland and mountains surrounding and extending southerly from the Monterey Bay on the Central California coast. The total land area of the three-county (Monterey, San Benito and Santa Cruz) region is 5,157 square miles, or approximately 3.3 million acres.

The region's spectacular coastal sea bluffs, dunes, and river valleys, encircled by the Santa Cruz, Gabilan and Santa Lucia mountain ranges, with the Diablo range to the east, look out over the Monterey Bay. Most of the region is mountainous, with elevations reaching 5,862 ft. above sea level at Junipero Serra Peak in the Los Padres National Forest.

The region is among the world's most renowned for scenic beauty. Additionally, the Monterey Bay has been designated a national marine sanctuary while the Pajaro and Salinas River valleys contain a large share of the most fertile and productive agricultural soils in the nation.

Shared Regional Goals

The 2010 MTP seeks to achieve a coordinated and balanced regional transportation system, which includes mass transportation, highway, railroad, bicycle, pedestrian, goods movement, and aviation facilities and services.

In addition to a balanced and coordinated system, the regional goals seek to:

- Support Economic Vitality of the Monterey Bay Area, by enabling global competitiveness, productivity and efficiency
- Increase the Accessibility and Mobility of People and Goods
- Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns
- Enhance the Modal Integration and Connectivity of the Transportation System for People and Goods
- Promote Efficient System Management and Operation
- Preserve the Existing System
- Increase the Safety of the Transportation System for Motorized and Non-motorized Users, and
- Increase the Security of the Transportation System for Motorized and Non-motorized Users

Figure 1. The Monterey Bay Area

The regional goals are discussed in more detail in the *Policy Element* chapter.

A Sustainable Communities Strategy

Under SB 375 (Steinberg), each of the state's eighteen Metropolitan Planning Organizations is required to prepare a Sustainable Communities Strategy (SCS) that identifies the land use, transportation and other policies that will reduce Greenhouse Gas emissions from cars and light trucks. Because the AMBAG region will not receive an emissions target until well after the adoption of the current 2010 MTP, AMBAG, with its regional transportation planning partners, will update the MTP in 2012 with an SCS.

AMBAG is currently involved in a Blueprint planning process to identify a preferred growth scenario for 2035. This preferred growth scenario will be the foundation for determining a Sustainable Community Strategy (SCS) that will comply with the California Air Resources Board emission targets for the automobiles and light trucks sector for 2020 and 2035, respectively. These targets are expected to be available by September 30, 2010.

AMBAG is continuing participation in the MPO/ARB Working Group for SB375 Target Setting, and continues to pursue communication and collaboration with all agencies in the region in preparation for the development of the sustainable communities strategy. The 2012 SCS will be adopted at the same time as the 2012 MTP.

As part of the Blueprint planning process, a Regional Blueprint Policy Group was created and has been meeting regularly to create the criteria for a preferred growth scenario. This group is comprised of planning directors and staff from the 21 jurisdictions, two LAFCOs and the Monterey Bay Unified Air Pollution Control District (MBUAPD). The Monterey Bay Public Participation Plan requires involvement of the public in the determination of a preferred growth scenario, and as such the Blueprint Public Outreach and Involvement will occur during the spring, summer and fall of 2010.

The SCS will be created pursuant to the laws set forth in the California Government Code 65080 and SB375.

Complying with California Government Code 65080

Common regional needs are derived from the regional unmet transportation needs as described in the *Existing Conditions* chapter.

The short-range transportation goals, objectives and policy statements are listed in the MTIP.

The long-range transportation goals and strategies are listed in the Transportation Investments & System Improvements chapter. The subsequent objective and policy statements are consistent with the funding estimates as described in the *Financing the Plan* chapter.

The action element describing all the necessary programs and actions to implement this 25-year plan are found in the *Financing the Plan* chapter. The action element considers congestion management programming activities within the Monterey Bay Area.

The *Financing the Plan* chapter contains a summary of the cost of plan implementation constrained by current and future available revenues. This section also contains recommendations for allocations of funds. The first five years of the financial element are pursuant to Section 14524.

The project cost breakdown for all projects during the 25-years of the plan are listed in *Appendix D*. The distribution of costs by type (State highway expansion; State highway rehabilitation; maintenance, and operations; Local road and street expansion; Local road and street rehabilitation, maintenance, and operation; Mass transit, commuter rail, and intercity rail expansion; Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations; Pedestrian and bicycle facilities; Environmental enhancements and mitigation; Research and planning; and Other categories) is found in the chapter *Financing the Plan*.

As defined in Section 65080.01, cities and counties with resource areas or farmland are considered for financial incentives. Financial assistance for addressing countywide service responsibilities that contribute to greenhouse gas emission reduction targets is also considered for counties who implement policies for growth to occur within their cities.

The 2010 MTP is consistent with federal planning and programming requirements and conforms to the 2007 Regional Transportation Plan Guidelines, as adopted by the California Transportation Commission.

Prior to the adoption of the final 2010 MTP a public hearing was noticed by publication and held with all three counties.

Complying with US Title 23 § 134

The 2010 MTP also seeks to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development both within the

AMBAG region and within the State and other urbanized areas, while minimizing transportation related fuel consumption and air pollution. The 2010 MTP also seeks to encourage the continued improvement and evolution of the metropolitan transportation planning processes by AMBAG, Caltrans, and public transit operators. A detailed listing of goals and policies can be found in the *Policy Element* chapter.

The 2010 MTP provides for the development and integrated management and operation of transportation systems and facilities, including accessible pedestrian walkways and bicycle transportation facilities, that function as an intermodal transportation system for the Monterey Bay Area and as an integral part of an intermodal transportation system for California and the United States as a whole.

The AMBAG region includes all three counties, including areas within those counties that are expected to be urbanized within a 25-year forecast.

Required Elements

Identification of Transportation Facilities

The 2010 MTP includes an identification of transportation facilities in the *Existing Conditions* chapter. This includes major roadways, transit, multimodal and intermodal facilities and intermodal connectors, that all function as part of the integrated Monterey Bay Area transportation system. Special attention has been paid to facilities of regional and national importance.

Mitigation Activities

Environmental mitigation activities and potential "mitigation banks" are discussed in the *Mitigation Banking* chapter. This discussion has been developed in consultation with Federal, State, and land management and regulatory agencies.

Financial Plan

The chapter entitled *Financing the Plan* contains the financial plan for the 25-year MTP. This chapter demonstrates how the plan can be implemented with reasonably expected funds, and provides estimates of those funds. The appendix lists both the financially constrained and unconstrained projects. The unconstrained project list contains those projects that would be included in the plan if funds are identified.

Operational & Management Strategies

The chapter titled *Transportation System Operation & Management* details how to improve the performance of existing transportation facilities via operational and management strategies. These strategies will seek to relieve vehicular congestion while maximizing the safety and mobility of people and goods.

Capital Investment & Other Strategies

The capital investments and other strategies to preserve the current and planned transportation system are listed in the *Policy Element* chapter. These investments provide for multimodal capacity increases based on the regional goals and priorities (listed in that same chapter) and the regional needs listed in the *Existing Conditions* chapter.

Transit & Transportation Enhancement Activities

Transit and transportation enhancement activities are included in this document as the 2010 MTP projects.

The transit and transportation enhancement activities, as they pertain to Intelligent Transportation Systems, are listed in the *Existing Conditions* chapter under the ITS section.

Development of the 2010 MTP

The development of the 2010 MTP provides a consideration of all modes of transportation and has been developed through a continuing, cooperative, and comprehensive process, to an appropriate degree, and is based on the complexity of the transportation problems.

Because AMBAG only serves as the MPO and not as a Transportation Management Agency (TMA) for the region, the 2010 MTP is supplemented by the three 2010 RTP plans prepared by San Benito Council of Governments (SBtCOG), Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC). All four plans have been prepared in coordination with each other.

The 2010 MTP was given more than a 45-day public comment period, from March 8th to April 23rd, 2010, and is supported by the 2010 MTP SEIR. The 2010 MTP SEIR functions as the environmental review for the plan.

In preparing this plan, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation were consulted. When available California conservation maps and inventories of natural or historic resources were compared with the plan.

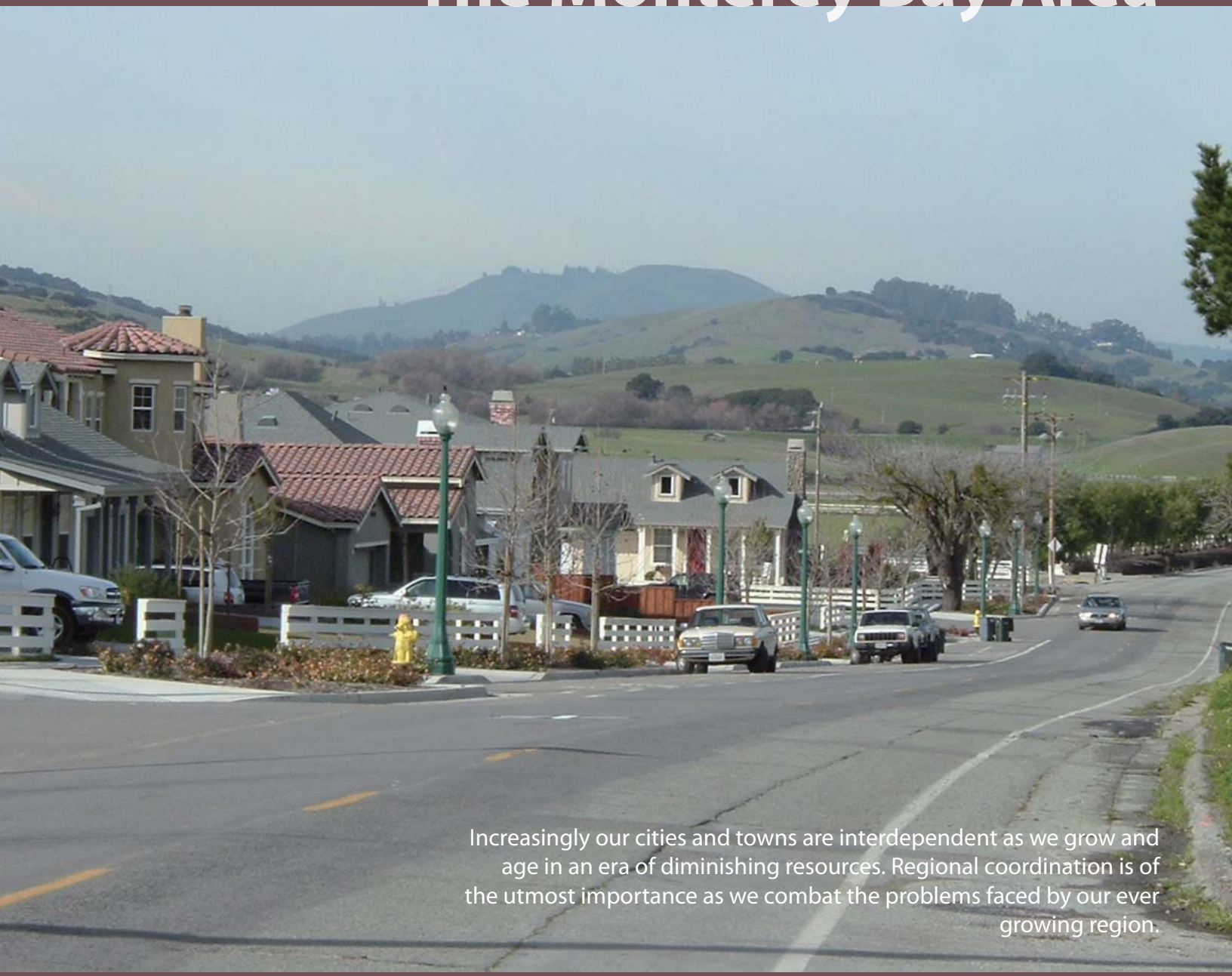
In addition, all interested parties participated in the creation of this

plan. Please see the adopted 2008 *Monterey Bay Public Participation Plan* for further details on the public participation outreach. The Monterey Bay Public Participation Plan was developed through consultation with interested parties, and provides opportunities to comment on the transportation plan.

Further, the *Monterey Bay Area Coordinated Public Transit-Human Service Transportation Plan* (CPTP) adopted in 2008, serves as the unified, comprehensive strategy for public transportation service delivery. This document identifies the transportation needs of individuals with disabilities, older adults and individuals with limited incomes. Strategies for meeting the needs for these segments of the population are described in the plan. The plan was prepared in collaboration with TAMC, SCCRTC, SBtCOG, the Santa Cruz Metropolitan Transit District (METRO), Monterey-Salinas Transit (MST), and Caltrans District 5, in addition to local transportation providers, community organizers, human service advocates and members of the public.

The 2010 MTP is available in electronic format at www.ambag.org.

The Monterey Bay Area



Increasingly our cities and towns are interdependent as we grow and age in an era of diminishing resources. Regional coordination is of the utmost importance as we combat the problems faced by our ever growing region.

Regional Trends

Population

In 2010 the region's population is largely concentrated in urban areas consisting of the 18 incorporated cities, currently accounting for 66% of the total regional population. Unincorporated areas account for the remaining 34%. Please see Appendix H for a detailed listing of the region's forecasted population.

With the exception of Hollister, Salinas, and San Juan Bautista, urban development in the Monterey Bay metropolitan region primarily occurs along the Bay coastal plains and

Figure 2. Urbanized areas are largely concentrated along the coast.

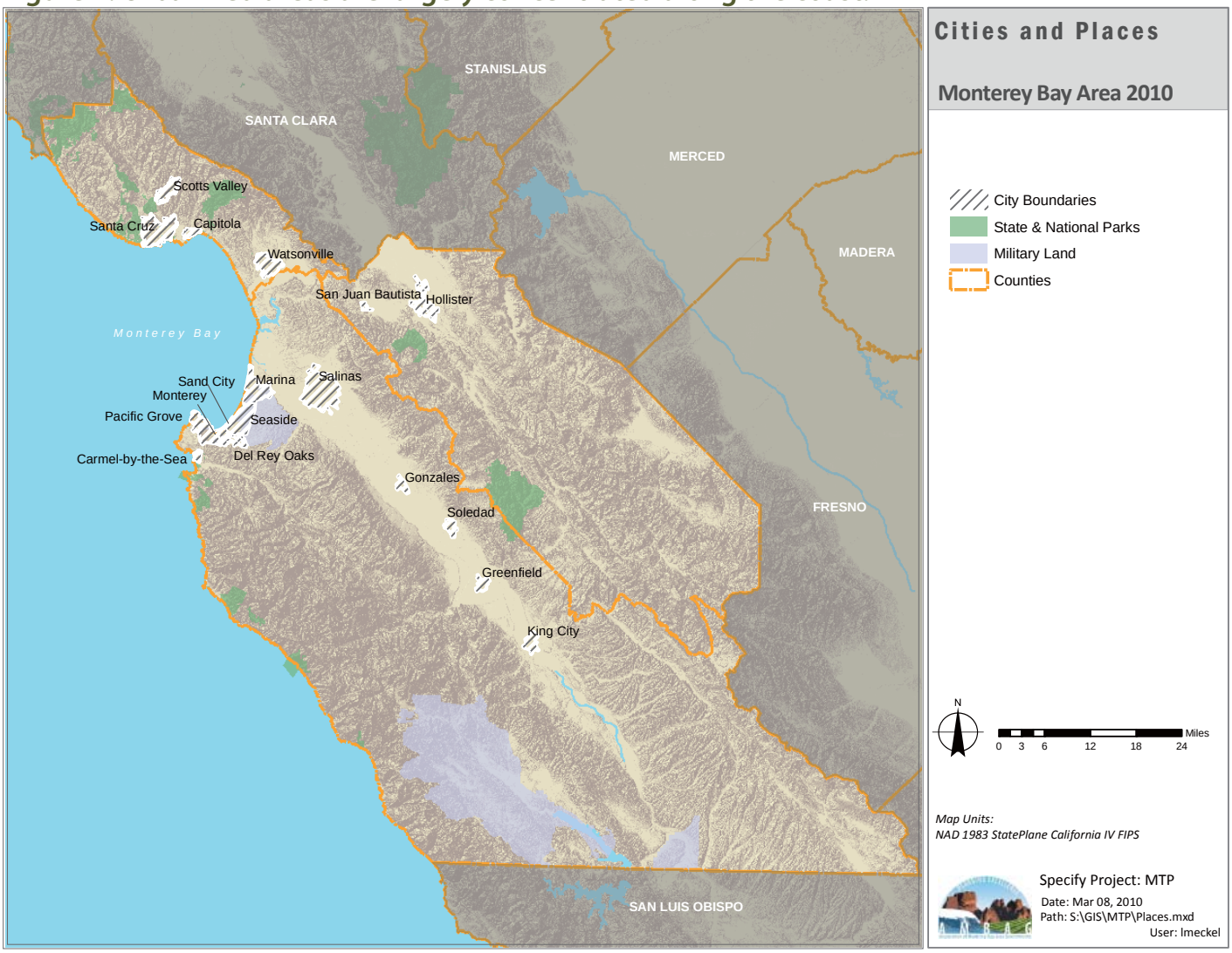
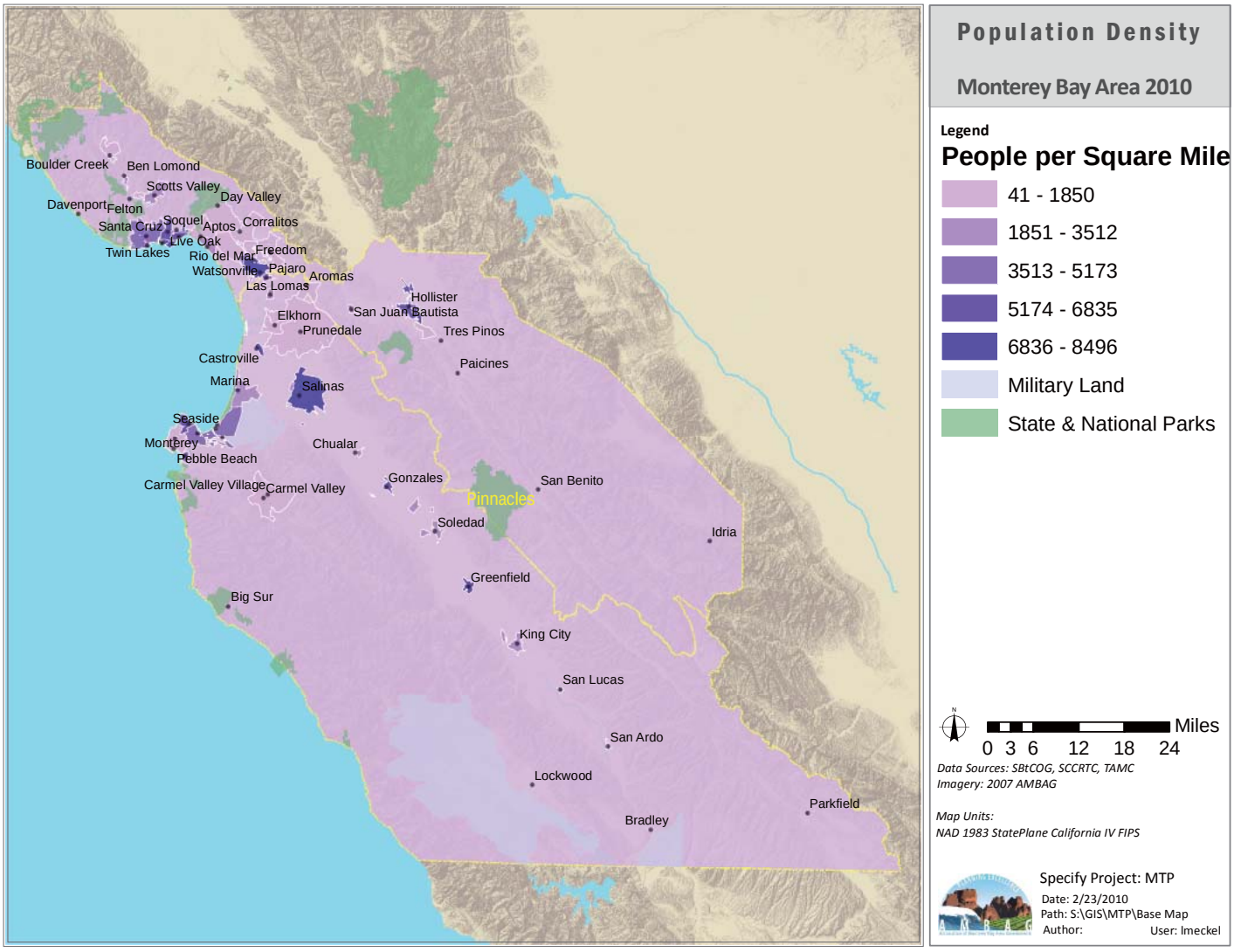


Figure 3. Most of the region is not densely populated.



foothills from the City of Santa Cruz in the north to Carmel on the Monterey Peninsula in the south. The Santa Cruz, Watsonville, Seaside-Monterey, and Salinas urbanized areas are the most densely developed in the region, with Hollister and the South Monterey County cities also densely settled places.

In 2005 there were 740,048 people in the AMBAG region spread over an area of 5,157 square miles, giving the three-county region an average density of 144 people per square mile. In 2035 the population is expected to reach 920,713 and an average density of 179 people per square mile.

Employment

The largest industries in the region by revenue and employment are tourism related, agriculture, education, military and other public. These trends are expected to continue through 2035.

Both Santa Cruz and San Benito Counties are inextricably linked with, due to their proximity, the Silicon Valley electronics and software industries.

Monterey and Santa Cruz Counties both are major tourist and recreation destinations with State Parks and Beaches, State Historical Parks and a wealth of other tourist and recreational attractions which generate significant associated service and retail employment. San Benito County, with its Pinnacles National Monument and State Historical Park at the San Juan Bautista Mission, also has important tourist and recreation destinations.

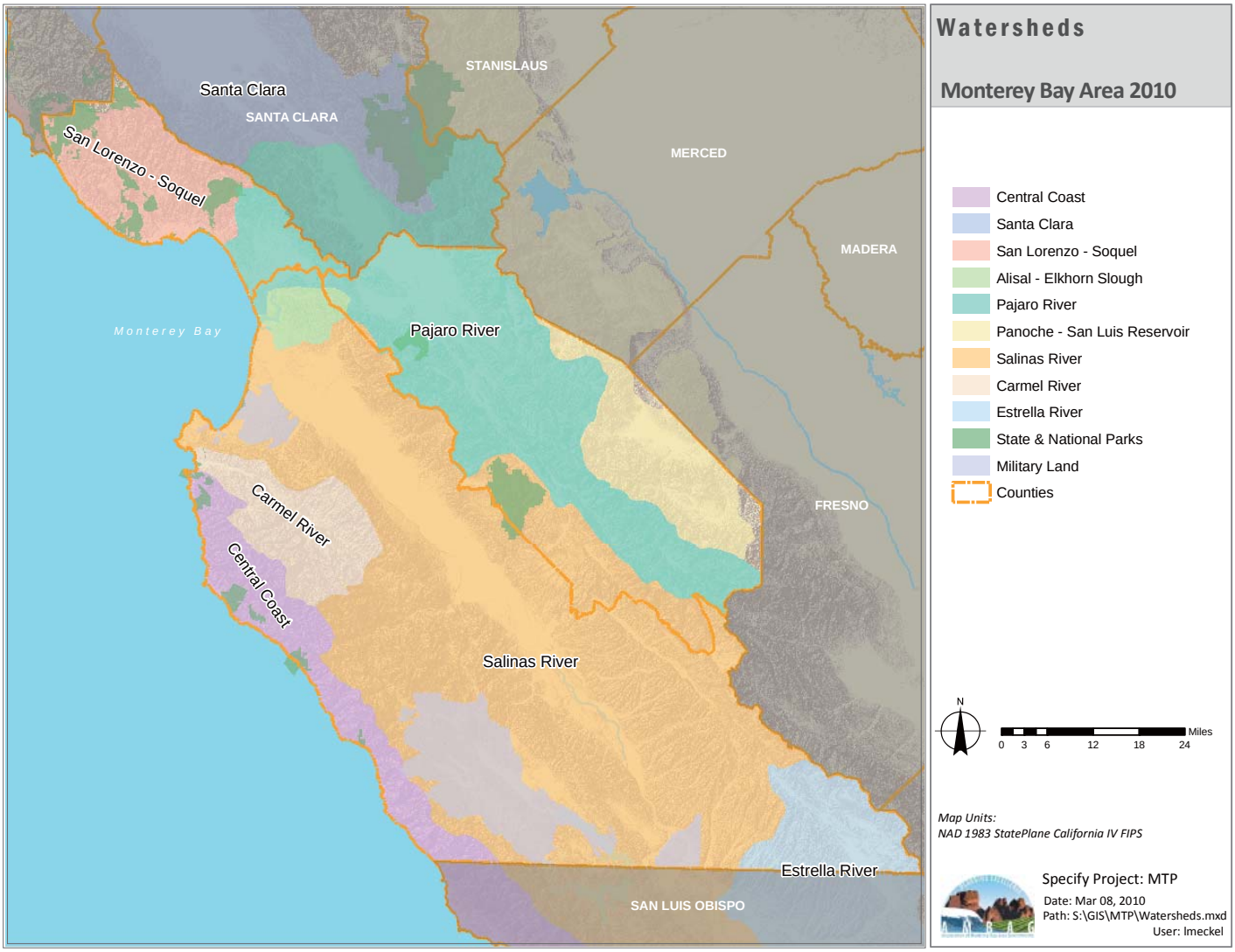
Housing

In 2005 there were 257,848 housing units in the region, with an average household size of 3.1 people. In 2035 there will be an additional 70,029 housing units, bringing the regional total to 327,877, with an average household size of 3.0 people.

Forecast

In 2008, AMBAG adopted a forecast (see Monterey Bay Area 2008 Regional

Figure 4. The eight watersheds in the Monterey Bay Area are increasingly overdrawn.



Forecast) of population, employment and housing units within the region to the year 2035 (see Appendix H for a summary of the forecast). The forecast is used for population and employment land use inputs to the AMBAG Regional Travel Demand Model, the transportation model used for analyses like long range plans and corridor studies, general plan updates, specific transportation projects, and for federally-required air quality conformity analyses.

Travel Patterns

The commute patterns within the region are largely auto centric, with the majority of residents driving along routes 1, 17, 101, and 68. It is not uncommon for residents in the region to travel between counties for work. However, transit, bike and pedestrian commutes have risen as the cost of gas continues to increase and residents choose to live closer to where they work. In addition, due to a jobs/housing imbalance, travel between the Monterey Bay Area and Santa Clara County has increased overtime.

Overarching Issues

While the MTP concerns long-range transportation plans there is a broader planning context facing all member jurisdictions. Water shortages, land use decisions, the current recession, the state budget imbalance, local finance challenges and other challenges, we anticipate but have not yet manifested -- all of these issues call for greater coordination among local jurisdictions.

Currently, AMBAG is leading a regional planning study called Envisioning the Monterey Bay Area. Funded by Caltrans, this effort, one of several around the state of California generically known as Blueprint, is concerned with placing best land use planning and best transportation planning practices together, synthesizing these practices and identifying the policies and investments that will improve regional accessibility, mobility, housing and employment availability in a time of shrinking financial resources.

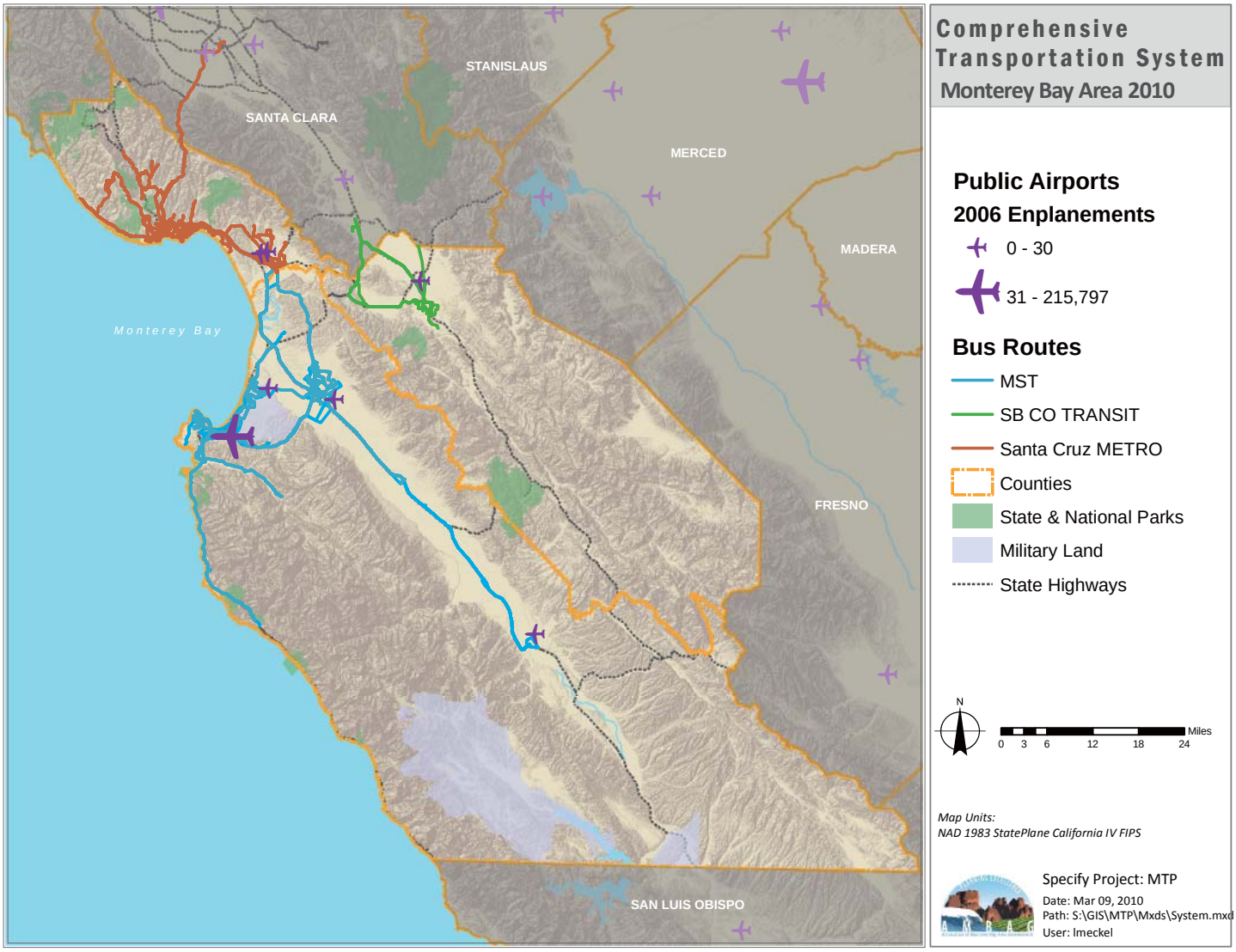
“The Salinas Valley is in Northern California. It is a long narrow swale between two ranges of mountains, and the Salinas River winds and twists up the center until it falls at last into Monterey Bay.”.

- John Steinbeck

Existing System

The existing Monterey Bay Area transportation system is comprised of bicycle and pedestrian networks, public transportation systems, roadways, airports and aviation, and goods movement via rail and road. The following discusses the existing system and unmet needs.

Figure 5. Facilities and infrastructure for all modes combine to create the Monterey Bay Transportation System.



Pedestrian and Bicycle Facilities

Facilities for non-motorized travel are mostly developed in the densely settled areas with flat terrain. Biking and walking is often a desired mode choice, but these modes rely on an adequate network and support facilities. Even though the Monterey Bay region has a mild climate there are considerable amounts of urbanized flat terrain, non-motorized trip travel is not common. This is because of the lack of a suitable network or its current limits in coverage and connectivity.

The planning and development of bicycle and pedestrian facilities is generally the responsibility of the cities and counties, facilitated with guidance from the RTPAs. Caltrans District 5 also coordinates bike travel on some State Highways within the Central Coast.

Due to both safety concerns and land use patterns, parents throughout the state are driving their children to school in ever greater numbers. According to the Surface Transportation Policy Project, two-thirds of the country's children walked or biked to school 30 years ago; now, less than 10% walk. This phenomenon has led to a sharp increase in short-distance trips made by car, evidenced by the traffic surrounding elementary and secondary schools at the beginning and end of the school day. Some estimates indicate that 20-25% of morning rush-hour traffic on local roads and streets can be attributed to school commutes.

Recent study results indicate that instances of obesity are at an all time high throughout the nation and have directed attention to the benefits of walking and bicycling as a form of transportation, especially for short trips. The SCCRTC worked in conjunction with the United Way's Go for Health! program to develop a strategic plan to locally address the link between walking as a transportation mode, routine physical activity, and obesity in children. Increasing the number of children walking and biking to school regularly is one objective of the Go for Health! plan. The SCCRTC has also established a bicycle and pedestrian hazards reporting system to document impediments to bicycle and pedestrian travel.

Pedestrian Facilities

Pedestrian travel is a vital part of the transportation, economic and social life of the Monterey Bay Area, and pedestrian amenities — such as appropriately sized sidewalks, crosswalks, curb cuts, landscaping, and benches — are seen as beneficial additions which make communities friendly and livable. Pedestrian facilities including sidewalks, streets, and trails are fundamental to the functioning of Monterey Bay Area neighborhoods. Cities that promote walking in all its forms are promoting healthy neighborhoods.

Walking, even though it is not considered as common transportation mode, supplements all other transportation modes – all trips start and end with walking.

Local jurisdictions are working to achieve an effective pedestrian network by constructing sidewalks and minimizing curb cuts in conjunction with new and redeveloped streets, and working closely with the public to identify where existing gaps in pedestrian facilities are. In some areas, local jurisdictions are implementing traffic calming projects to slow vehicular and traffic and create more attractive pedestrian facilities.

Various local and state programs, including the State and Federal Clean Air Acts, and the local Air Quality Management Plan, call for greater improvements to pedestrian access as a means to encourage people to walk more trips of different distances. More emphasis is being placed on walking as a viable, inexpensive, non-polluting, and healthy way to travel.

Most pedestrian infrastructure is in the form of sidewalks; however, there are many significant trails in the region. Most of these trails are shared facilities - an example of a shared facility is the Rossi-Rico greenbelt in Salinas.

Multipurpose trails are separated from roadways and are usually shared by more than one user. Typical users may include roller bladers, bicyclists, skateboarders, pedestrians, surreys, horses, and joggers. Many of these trails have become overcrowded during weekends that may serve as a detriment to the bicycle commuter.

Opportunities for additional shared use facilities may be present in the region. For example, Pacific Gas and Electric (PG&E) owns and operates pipelines to distribute and supply natural gas to most communities in parts of the region via 12" and 20" pipelines. Many of these pipelines have 25 to 100-foot easements that could be utilized for potential pedestrian and bicycle paths. Additionally, PG&E has easements throughout the county for transmission lines, some of which have been made into linear greenbelts with bicycle and pedestrian paths.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA), passed in 1990, is a comprehensive law prohibiting discrimination against people with disabilities. ADA requires access to public transportation systems for people with disabilities equal to the service available to the able-bodied. Problems commonly associated with sidewalks and pathways for the disabled are too many driveway cuts,

lack of curb cuts, sign posts, benches, and rough and severely cracked sidewalk surfaces.

Bicycle Travel

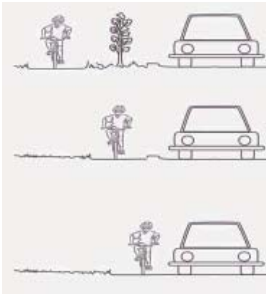
A considerable bicycle network exists, particularly in the urbanized portions of Santa Cruz County.

Although there is a general lack of continuity in bike lanes striped on the region's state or county major highway and street network, progress has been made in planning and funding bikeway improvements. TAMC and SCCRTC are developing a Monterey Bay Sanctuary Trail. Continued emphasis on improving bicycle routes that safely connect employment centers and residential locations will increase commuter bicycle use.

Bike Lanes in the region are classified according to the Caltrans Highway Design Manual, chapter 1000 (2006). These include:

- *Class I Bikeway*. Typically called a "bike path" or "multi-use path" a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. Class I bikeways are not for the exclusive use of bicyclists, and can be used by pedestrians, joggers, and other non-motorized users.
- *Class II Bikeway*. Often referred to as a "bike lane," a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.
- *Class III Bikeway*. Generally referred to as a "bike route," a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage.

Figure 6. Bike Lane Classifications

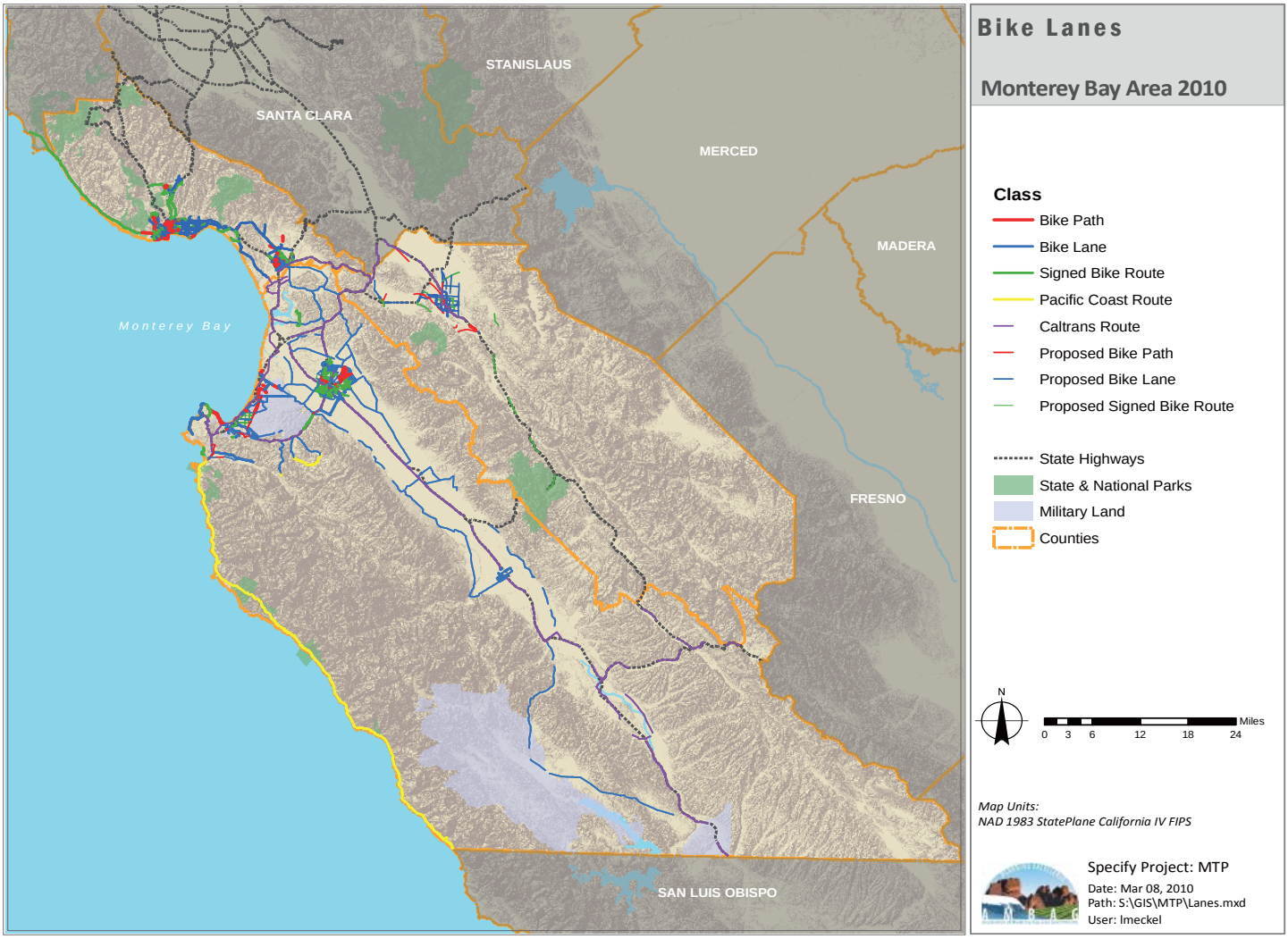


Class 1 Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Signed Route)

Figure 7. The existing and proposed bicycle network in the Monterey Bay Area.



Monterey Bay Sanctuary Scenic Trail (MBSST) Network

Please refer to the Monterey Bay Sanctuary Scenic Trail Master Plan (2008) for a description of the plans for the MBSST Network. This trail is proposed to span the Monterey Bay from Lover's Point in Pacific Grove to Wilder Ranch in Santa Cruz.

SCCRTC is in the process of developing a more detailed plan for the Santa Cruz County portion of the trail. Detailed plans for the southern portion of Monterey County are in the early stages of the planning collaboration process.

Figure 8. From the SCCRTC 2010 RTP.

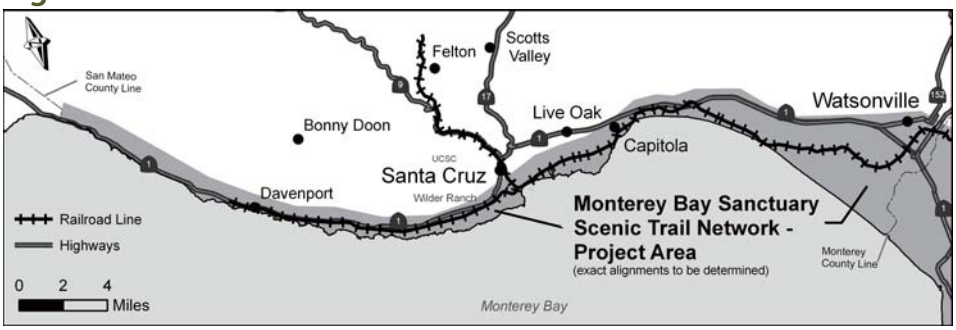


Figure 9. From the *Monterey Bay Sanctuary Scenic Trail Master Plan*, **2008.**

The MBSST is planned to be a multi-use recreation and interpretive pathway that links existing and newly established trail segments into a continuous coastal trail around the Monterey Bay. In addition to providing additional bicycle and pedestrian facilities, interpretive features will educate users of the trail about the natural and cultural resources of the Monterey Bay National Marine Sanctuary and its environs. The trail will be located and designed so visitors can explore and enjoy the coastal communities of Santa Cruz and Monterey Counties, while respecting residential, agricultural and environmentally sensitive surroundings along the trail.

The approximately 60-mile coastal trail corridor provides public access along Monterey Bay. The trail is envisioned for pedestrians and bicyclists, with each trail section dictated by natural landforms and features, existing land uses, and desired destinations. The project will link existing local trails, bridging the existing gaps between them. It is possible that sections of the MBSST Network may be included in the California Coastal Trail (CCT), a hiking trail which will eventually extends the entire length of the California Coast.

The Sanctuary Scenic Trail Committee (SSTC) draws its membership from local, state, and federal jurisdictions within the trail boundaries, as well as economic development, recreational, and conservation organizations interested in trail development. The SSTC works in conjunction with the Santa Cruz County Sanctuary Inter-Agency Task Force to craft overall trail development policy. Coordination between the above groups, Caltrans, the Coastal Commission, local political leaders, TAMC, SCCRTC, and residents of affected communities continues. As specific plans are completed and funds become available, more of the trail will be completed.

Unmet Bicycle and Pedestrian Needs

The system of bike paths, signed and striped lanes in the region is discontinuous and incomplete. Neither a continuous, safe coastal bike route nor an intercity system connects the urbanized areas of the region, apart from relatively good connections within adjacent urbanized areas of some cities, such as Capitola/Santa Cruz, and Marina/Sand City/Seaside/Monterey/Pacific Grove. A large share of the region's work places and residential areas are not accessible by separated or striped lane bike routes. This lack of regional connectivity and coverage inhibits use of this mode for work trips in the region.

An important first step in promoting pedestrian activity is to recognize that city streets are not just for cars. This is significantly important when, for example, nearly 33% of Hollister's population is under the age of 18. In fact, while city streets must accommodate automobile traffic, an equal or greater focus should be placed on accommodating pedestrians.

San Benito Street is anticipated to be transferred by Caltrans to the City as a locally-controlled street and will likely carry fewer vehicles, thus enhancing the pedestrian environment. San Benito Street has the greatest opportunity for improvements because of its regional significance.

The bicycle mode share for the region is somewhat lower than bicycle mode shares for comparable areas in California with similar densities, weather, and terrain, but with more extensive bicycle networks. To increase use of this mode for work trips, safe, accessible and extensive bicycle routes need to be developed connecting residential areas with work and shop destinations that are within bike distance of each others. This network expansion should be supplemented, as needed, with adequate secure storage at workplace and transfer points (e.g. transit centers, park and ride lots and bus stops). These facilities are needed if growth in bicycle work trip mode share is to occur. Otherwise, bike use for work trips may stagnate or continue to decline relative to other modes.

Due to expected limitations for regional planning for bicycle and pedestrian activities, AMBAG is not typically involved in bicycle and pedestrian planning, per se. The reader is thereby referred to bicycle/pedestrian planning coordinated by the RTPAs, as outlined in their 2010 Regional Transportation Plans, save one exception – the Monterey Bay Sanctuary Scenic Trail.

Provide Bicycle and Pedestrian Amenities

When Caltrans and local jurisdictions provide bicycle and pedestrian amenities, they not only are encouraging recreational opportunities but providing an alternative to the single-occupant vehicle for commute purposes. In the region, the Regional Transportation Planning Agencies (RTPAs) administer the distribution and use of bicycle and pedestrian funds as provided for under the Transportation Development Act (TDA).

In Monterey and Santa Cruz Counties, the Transportation Agency for Monterey County and the Santa Cruz County Regional Transportation Commission provide ongoing Bicycle Programs covering facilities planning, policy development, education/promotion and staffing the respective county Bicycle Committees. Program efforts are centered on coordination and incorporation of bicycle planning and promotion into all planning activities including general plan development, capital improvement programming, development review, environmental review and other Transportation System Management efforts.

An example of ongoing programs includes the SCCRTC's Elderly & Disabled Transportation Advisory Committee formed a Pedestrian Safety Work Group to work on improving the accessibility of the pedestrian network. The Work Group's goal is to "ensure safe and accessible pedestrian travel and access throughout the county for the benefit of all residents." SCCRTC staff successfully secured a Caltrans Environmental Justice/Context Sensitive Planning grant to assess pedestrian facilities around priority origin and destination locations, and assist in the identification and implementation of improvements to encourage greater transit use and ensure safe and accessible pedestrian travel throughout the region. Included in the Work Group tasks is a program to encourage private property owners to maintain the condition of sidewalks adjacent to their property, as required by California law.

In 2009, the Community Traffic Safety Coalition of Santa Cruz County completed a "walkability" survey to assess pedestrian and driver activities at various high traffic pedestrian crossings in Santa Cruz County. Over 1,700 pedestrians were observed and the study results indicated there is a need for changes in both pedestrian and motorist behavior. With 30% of Watsonville pedestrians failing to use caution when crossing and 25% of pedestrians having to wait for one or more motorists to yield, work is needed to increase traffic safety education/awareness for bicyclists, pedestrians and motorists, as well as implement traffic calming measures. Additional facilities and infrastructure development are needed to improve bicycle and pedestrian safety.

Public Transportation

Public transportation within the region is provided by buses, trains, and paratransit providers. In 2005, public transit agencies within the region supported 2% of all trips, a -2% decrease from 2000. Nationally, transit agencies have seen a 0.5% increase in commuters utilizing public transit since 2004. Public transit providers include Monterey-Salinas Transit (MST), Santa Cruz Metropolitan Transit District (METRO), San Benito Transit (County Express), Amtrak and six paratransit providers.

Bus Transit

Within the region, bus transit is provided by MST, METRO, and County Express. Daily bus transit accounts for only 1% of all work trips, while 80% of the region's population lives within a ½ mile of a bus stop.

In addition to public transit providers, Greyhound Bus Lines and Amtrak provide longer distance intercity service.

An MST Bus at the Salinas Transit Center

Figure 10. Regional & Connecting Transit Services

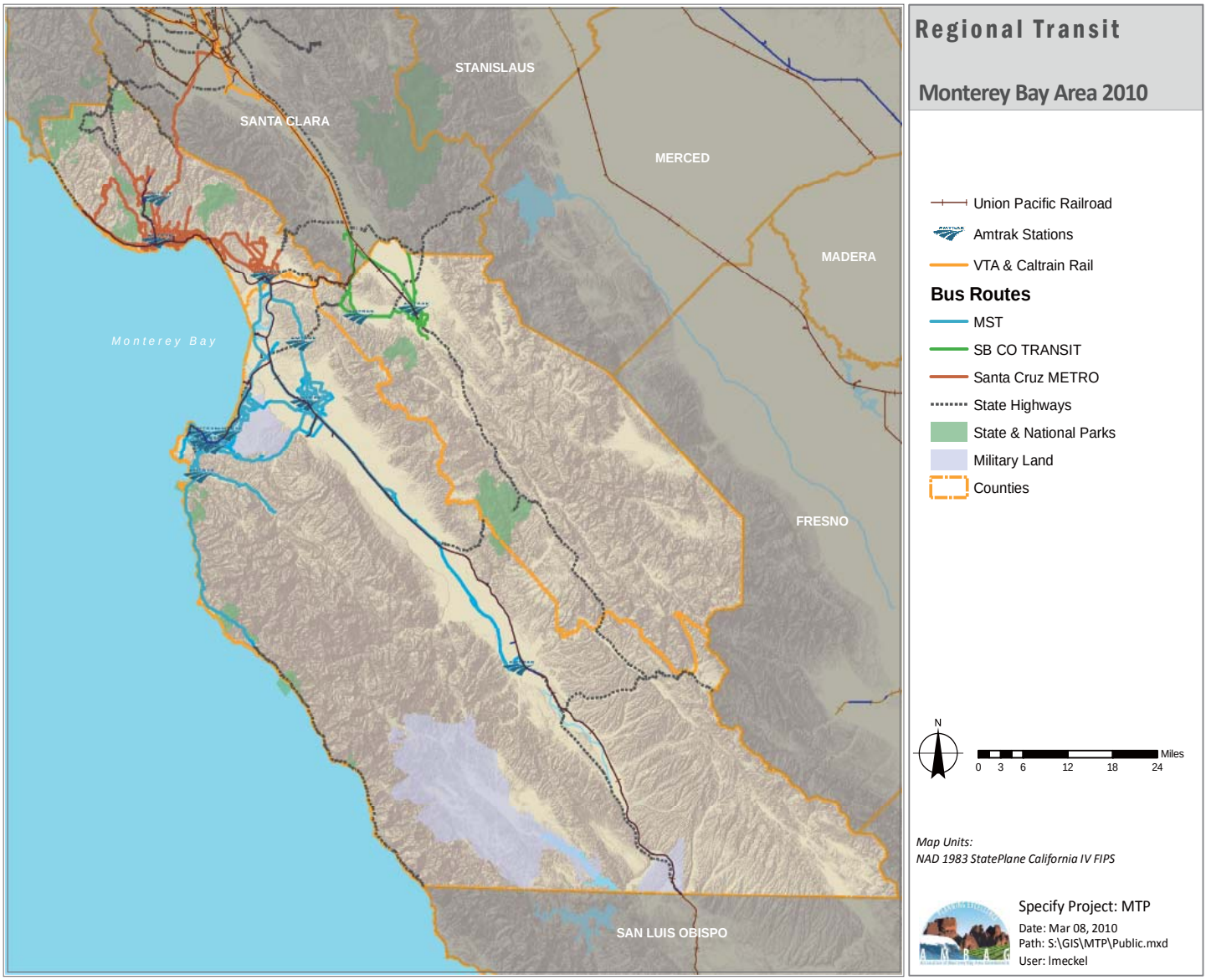


Table 1. Fixed Route Transit Operating Statistics

	Fleet Size	Number of Routes	Operating Expenses	Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
MST	84	36	$21,256,887.00	4,892,345	3,249,965	209,088
Santa Cruz METRO	82	**39	$26,269,838.00	5,482,915	3,249,040	221,167
County Express	17*	3	$553,775.43	89,857	65,005	11,579
TOTAL	183	78	$48,080,500.43	10,465,117	6,564,010	441,834

Operating Statistics from FY 2007.

*Vehicles are used for both the fixed route and demand response systems.

**Santa Cruz METRO now (2010) operates 40 routes, which is reflected in the text below.

Monterey-Salinas Transit (MST)

MST serves the cities of Carmel, Del Rey Oaks, Marina, Monterey, Pacific Grove, Seaside, Salinas, as well as the South County communities of Chualar, Gonzales, Soledad, Greenfield and King City. MST also provides public transit service in areas of unincorporated Monterey County, including the communities of Castroville, Pajaro, Prunedale, Moss Landing, Toro Park, Carmel Valley, Carmel Highlands and Big Sur. To assist inter-regional connections, MST serves the Watsonville Transit Center in Santa Cruz County as well as the Gilroy Caltrain Station in Santa Clara County.

To facilitate timely transfers between routes, MST provides timed connections for routes terminating at transit centers in Marina, Monterey, Sand City, Salinas, and Watsonville. The cities of Monterey and Salinas are MST's major transit hubs. MST's weekday routes operate with 15min to hourly headways from 6:00 a.m. to midnight. Primary and commuter services operate at 15min headways.

Santa Cruz Metropolitan Transit District (Santa Cruz METRO)

METRO serves the cities of Capitola, Scotts Valley, Santa Cruz and Watsonville and unincorporated portions of Santa Cruz County. METRO operates a commuter express route on Highway 17 between Santa Cruz and San Jose, and operates the AMTRAK Thruway feeder service between Santa Cruz and the San Jose Diridon Station.

METRO provides three types of service: Regional (Highway 17 Express), Intercity (11 routes), Urban Local-Feeder (21 routes) and Rural Routes (7 routes). Routes serving the Santa Cruz Metro Center are "pulsed" to enable faster transfers between routes.

Santa Cruz METRO partners with the University of California, Santa Cruz (UCSC) to provide late night fixed-route and demand response service ,known as the Night Owl, for students, faculty/staff, and the general public. This service operates from 11:45pm to 3:00am in the general west side Santa Cruz area.

The District serves transit centers in Santa Cruz, Capitola, Felton, Scotts Valley and downtown Watsonville. METRO routes meet MST routes at the Watsonville Transit Center. The two operators have provided reciprocal transfers since 1989.

San Benito County Transit (County Express)

County Express operates five fixed routes within the City of Hollister, in addition to three Intercounty Routes. The fixed routes operate from 6:30a.m to 6:30p.m at headways ranging from 20 to 50 minutes.

To improve Intercounty mobility County Express also provides Intercounty service to the City of Gilroy. County Express meets Caltrain and the Greyhound Bus Station in Gilroy, and provides service to Gavilan Community College.

San Benito LTA contracts with Jovenes de Antaño, a nonprofit organization that provides 4,140 annual hours of specialized transportation services:

- Out of County Medical
- Senior Nutrition Program
- Medical and Shopping Assistance Program

Demand-Responsive Operators

In addition to the two fixed-route bus operators, several small demand-responsive public bus and van transit systems operate in the region:

Table 2. Demand Response Operating Statistics

FY 2007 - 2008						
Operator	**Fleet Vehicles**	**Unlinked Passenger Trips**	**Operating Expenses**	**Annual Vehicle Revenue Miles**	**Annual Vehicle Revenue Hours**	**Operating Expense per Passenger Mile**
County Express Transit System	14*	63,435	$710,767	200,718	n/a	$3.44
Greenfield Autolift	3	19,525	$91,345	19,118	1,602	n/a
King City Transit	2	6,678	$101,819	15,056	1731.20	$6.76
MST	20	66,508	$1,491,999	643,049	36,651	$2.33
Lift Line/Community Bridges	27	85,367	$3,067,144	536,389	44,105	$5.06
Soledad Taxi	n/a	n/a	$124,821	n/a	25,634	$4.70

*Vehicles are used for both the fixed route and demand response systems

County Express Transit System

Within San Benito County, County Express Transit System provides wheelchair accessible, general public, demand-responsive transportation to northern San Benito County and Americans with Disabilities Act (ADA) Complementary Paratransit Service. County Express is operates Monday - Friday, 7:00 a.m. to 6:00 p.m. and weekends, 7:00 a.m. to 5:00 p.m.

Greenfield Autolift

The City of Greenfield provides weekday general public, demand-responsive intra-city transportation to residents, from 9:30 a.m. to 4:30 p.m. on weekdays, with one in-service van and another vehicle spare. Service is also provided outside the City within a radius of two miles, primarily to residential housing and Oak Park.

King City Transit

The City of King City provides weekday general public, demand-responsive intra-city transportation to residents, from 7:00 a.m. to 4:00 p.m. on weekdays, with one van. King City Transit serves residents with trip origins and destinations within King City, the King City (Mesa Del Rey) Airport, and the Pine Canyon residential area just outside the city limits.

MST RIDES

Monterey-Salinas Transit (MST) provides the MST RIDES Program, a curb-to-curb paratransit transportation service to individuals with disabilities who cannot use the fixed route transit services. MST RIDES serves the Monterey Peninsula and Salinas urban areas, rural areas of North County and along the Highway 68 corridor, as well as within ¾ of a mile of the Highway 101 corridor from Salinas to King City. Under contract with the County of Monterey, MST also provides RIDES ST (Special Transportation) service to passengers who live outside of the ¾-mile ADA corridor in North Monterey County and within one mile of the Highway 101 Corridor south of Salinas to Bradley. The MST RIDES Program also offers reimbursed taxi program as well as out-of-county transportation for persons with disabilities to specialized medical appointments twice a month.

Santa Cruz County Specialized Transportation

In Santa Cruz County currently Lift Line (Community Bridges), a private non-profit provider of specialized transportation services is primarily responsible for providing essential transportation service to senior and disabled residents. Lift Line provides transportation services for Elderday, the Stroke Center, Senior Dining Centers, the Multi-Purpose Senior Services Program, and low income individuals for medical appointments. Lift Line also contracts out some rides to private taxi operators.

Private for-profit service providers such as First Transit, also operate specialized transportation services in Santa Cruz County.

Soledad Taxi

The City of Soledad provides weekday general public, demand-responsive intra-city transportation to residents, from 8:15 a.m. to 12:45 p.m., with a sixteen-passenger van. Soledad Taxi's service area covers the City of Soledad, with service also available between Soledad and the cities of Greenfield and Gonzales, the

Soledad Correctional Training Facility (CTF), and the residential community of Camphora. Trips may also be made as far south as Metz Road or Arroyo Seco Road. In response to a Transportation Agency for Monterey County finding of unmet transit need in 2003, Soledad Taxi reinstituted 8-hour per day transit service July 2003.

Figure 11. From the 2008 Monterey Bay Area CPTP.

Rail Network

The rail network includes rail lines or facilities used for passenger or freight movement, including those lines used for private recreational service, lines not currently in use, and abandoned rail lines or facilities. Some of the latter lines have been converted to bike and pedestrian trail use, often through the Rails to Trails program.

Passenger Rail Service

Amtrak

The only regular rail passenger is provided by Amtrak, the most popular long distance passenger train in the United States. The Coast Starlight, which connects Los Angeles to Seattle, stops in Salinas, the only Amtrak rail station in the region. This route operates one train in each direction daily. Out of 73 Amtrak stations in California, the Salinas station is ranked 49th in ridership with 17,316 passengers in FY 2009.

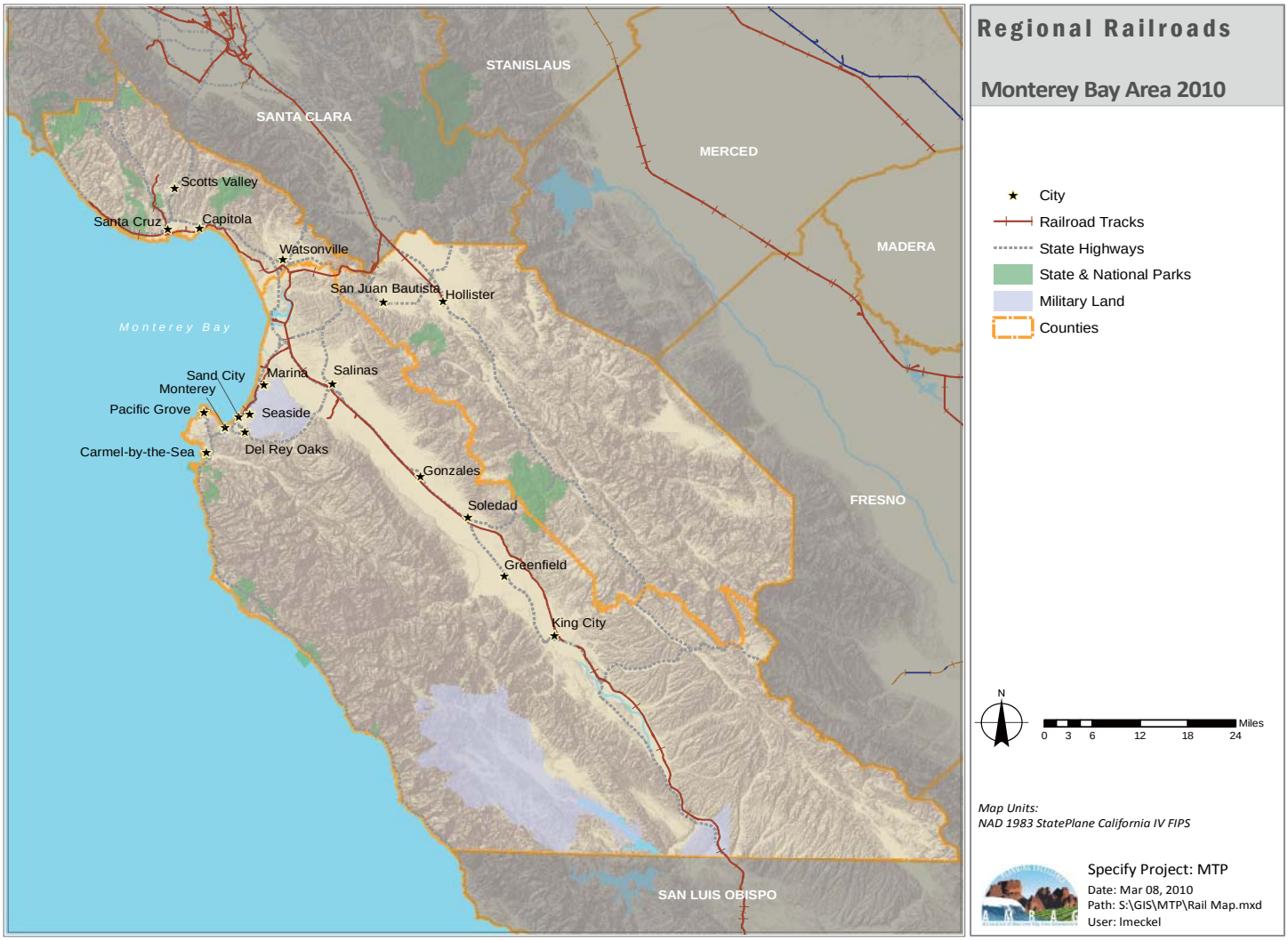
Monterey-Salinas Transit (MST) operates a transit center two blocks from the Amtrak station, providing both scheduled connections and on-call service to the Salinas Amtrak station.

Rail passengers in Salinas, Santa Cruz, and Monterey can ride the Amtrak bus to connect to the Capitol Corridor route, which runs daily between San Jose and Sacramento. There are three round trip connecting bus services between the State Capitol and Monterey County daily. Each major area of Monterey County - the Monterey Peninsula, Salinas, or South County Cities – is served by this connecting bus service. The Amtrak Capitol Corridor service provides four round-trips between San Jose and Sacramento on weekdays and six round-trips on weekends. The Capitol Corridor connecting bus service to Monterey County serves Watsonville, Salinas, Cal State Monterey Bay and four locations within the City of Monterey.

TAMC

The Transportation Agency for Monterey County (TAMC) is looking

Figure 12. Monterey Bay Area & Connecting Rail systems.



to introduce three new rail services to Monterey County, a Caltrain Commuter Rail Extension to Salinas, a Monterey Peninsula Service, and extending the Coastal Rail service - the Coast Daylight.

Table 3. Railroad Section Length Descriptions.

Line	Length	Details
Santa Cruz, Big Trees and Pacific Railway	9 miles	Private excursion rail passenger service is operated by the Santa Cruz Big Trees & Pacific Railway Company on its 9-mile single-track line from Santa Cruz to its current terminus at Olympia. The line is occasionally used for freight. Additionally, a recreational narrow-gauge railroad is operated within Roaring Camp in Felton. Historically the line crossed the Santa Cruz mountains to Los Gatos, but was abandoned in 1939 past Olympia. The tunnel sections are now used as records storage for major corporations in the San Francisco Bay Area. A 1995 study conducted by METRO, SCCRTC and VTA analyzed the potential for reviving over-the-hill rail service.
Castroville to Monterey spur	19.6 miles	In September 2003 TAMC purchased the branch from Union Pacific (UP). Historically the branch extended to Monterey's Cannery Row, serving the Southern Pacific Transport Company. Bus and horse-drawn conveyances provided service to Pebble Beach. 6.7 miles of the line south of Contra Costa Street in Monterey to Lover's Point in Pacific Grove were converted into part of the regional recreation trail with funding provided by the Coastal Conservancy. Part of the agreement calls for accommodation of rail service along the trail in the future. TAMC is looking to reintroduce rail passenger service along this line.
Hollister spur	9.7 miles	UP owns and operates freight service on this single track line from the Carnadero Junction just 2.0 mi north of the Santa Clara/San Benito County line south to Hollister. The deteriorated 90 lb. rail and bed impose a 20 MPH speed limit. Approximately 10,000 gross tons of goods are transported on the Hollister Branch Line every year. The Santa Clara County line is 2.9 mi south of the Gilroy station, which currently is the terminus of commuter rail service to San Francisco operated by Caltrain. This passenger service is provided by the Peninsula Commute Service operated by the San Mateo /Santa Clara /San Francisco Joint Powers Board (JPB). SBCOG evaluated the feasibility of extending Caltrain from Gilroy to Hollister via the Hollister Branch Line in 1999. The study investigated the cost of improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. In 1999, SBCOG continued its rail development program by commissioning a detailed feasibility analysis of commuter rail for San Benito County. This study by R.L. Banks, found a Caltrain extension feasible given certain funding sources. SBCOG has included the extension in its long-term project list.
Watsonville Junction to Davenport (Santa Cruz Branch Line)	31.7 miles	This Union Pacific Railroad, single-track branch rail line, with a 20-MPH limit, is still used for rail freight a few times a week. This branch rail line extends from Watsonville Junction in Pajaro north to Davenport and passes through much of the county's urban area. For many years, freight deliveries to and from the CEMEX cement plant in Davenport occurred three times per week. As of 2010, CEMEX plant operations have ceased due to the economic downturn. The Santa Cruz Branch line has been the subject of a number of studies regarding its potential for passenger rail service. A 1996 study analyzed the potential viability of inter-city passenger rail service between Santa Cruz and Watsonville to San Jose. The 1999 Major Transportation Investment Study examined three options for passenger rail on the Santa Cruz Branch line along the Watsonville-Santa Cruz-UCSC corridor. Also in 1999, the Around-the-Bay Rail Study looked at the feasibility of partnering with Monterey County to bring passenger rail from the San Francisco Bay Area to both counties, as well as linking the two counties via a wharf-to-wharf type rail transit service. Acquisition of the Santa Cruz Branch rail line for future transportation uses and implementation of recreational rail service development of an adjacent bicycle and pedestrian path is currently being finalized between UP and SCCRTC. This project was one of the selected outcomes for the Watsonville-Santa Cruz-UCSC corridor from the RTC's 1999 Major Transportation Investment Study. The RTC is actively pursuing this acquisition and has already reached agreement with Union Pacific on a price for the property.
Spreckels Branch Line	2.5 miles	This branch is limited to 10 MPH due to deteriorated conditions. It is not currently used.
TOTAL	**72.5 miles**	

Unmet Public Transportation Needs

The 2008 adopted Monterey Bay Region Coordinated Public Transit-Human Services Transportation Plan contains a more complete discussion of the unmet transit, demand response and rail needs. The needs are both regional and local in scope.

Regionally, unmet programs include:

- the expanding service, especially MST service,
- creating a One-Stop Information (511) Service that is bilingual,
- increasing direct Paratransit and Accessible Transportation Connections
- and Expanding the Existing Transportation Opportunities at a Low Coast Option.

Table 4. MST Unfunded Capital Projects.

Project	Total Cost in 2010 Dollars (1,000)	Constrained Costs in 2010 Dollars (1,000)	Unconstrained Costs in 2010 Dollars (1,000)
Bus Rolling Stock	$177,834	$76,848	$100,986
Real Estate - Right of Way	$13,001	$7,000	$6,001
Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	$13,000	$9,500	$3,500
Communication/ Radio Equipment	$13,000	$7,500	$5,500
Safety and Security	$22,000	$12,000	$10,000
New Starts - Bus Rapid Transit	$57,000	$32,000	$25,000
		TOTAL	**$ 150,987**

Monterey-Salinas Transit (MST)

Existing Service Needs

According to the most recent MST Short Range Transit Plan, adopted in 2006, MST's existing service needs are summarized as follows:

- Promote Safety: Address passenger overcrowding on high ridership routes by expanding service and speed passenger loading.
- Maximize Resources: Implement service improvements consistent with recent Salinas and Monterey Peninsula service analyses, as well as a South County Transit Study to be completed in 2010.
- Improve Performance and Customer Service on Main Routes: Increase service frequency and restore lost hours on core routes due to funding shortfalls
- Respond to Community Requests: Restore lost service on Line 20 between Salinas and Monterey and respond to annual unmet transit needs requests as they are found to be reasonable to meet.

Bus Rapid Transit

On December 16, 2009, President Barack Obama signed the Consolidated Appropriations Act of 2010 (House Resolution 3288). Within the bill was a $2.77 million appropriation for Monterey-Salinas Transit (MST) for its Bus Rapid Transit program on the Monterey Peninsula. In recent years, MST has been investigating the feasibility of Bus Rapid Transit for Monterey County, including hosting two forums on the subject in 2003 and 2006. With the assistance of the consulting firm Wilbur Smith & Associates, MST began working on a Bus Rapid Transit feasibility study in 2007, which was funded through grants from the Monterey Bay Unified Air Pollution Control District. The study identified several key high-traffic corridors in the county as likely candidates for upgrading to Bus Rapid Transit service. Late last year, MST submitted an application to the Federal Transit Administration requesting funding for improvements along Lighthouse Avenue, Foam Street and Fremont Street in Monterey and Fremont Boulevard in Seaside, ending at the Edgewater Shopping Center in Sand City. Ridership along this corridor between the Monterey Bay Aquarium and Sand City averages approximately 3,800 boardings per day in the summer time, far exceeding the 3,000 boardings per day minimum required to qualify for federal funding through the Federal Transit Administration.

The $2.77 million in federal funding will be matched by $700,000 in California Proposition 1B Transportation Bond funds, which were approved state-wide by voters in 2006. The nearly $3.5 million project will fund improvements along the Fremont/Lighthouse corridor, including new shelters, "smart" signals at intersections that will be coordinated along the corridor to improve traffic flow, curb expansions, sidewalk improvements and wheelchair accessible ramps at bus stops, and electronic real-time bus arrival/departure signs connected to MST vehicles via Global Positioning System (GPS). The "smart" signals will help improve traffic flow for buses as well as cars throughout the corridor. For example, if a bus is running late, signals will stay green slightly longer than their normal cycle times so that

MST vehicles can proceed through intersections in order to get back on schedule. The new electronic passenger information signs will tell customers waiting at stops exactly how long until the next bus will arrive. And, at key intersections, MST buses will have special lanes in which to bypass traffic congestion, providing a high quality transit experience along the corridor.

Coupled with these infrastructure improvements will be enhancements to the operations and scheduling of the transit lines that serve the Fremont/Lighthouse corridor. What is now a nearly one hour trip from residential areas in upper Seaside to work locations on Cannery Row and the Aquarium on two buses with a transfer in downtown Monterey will be replaced with a quicker "one-seat-ride" on a single Bus Rapid Transit vehicle.

MST's Bus Rapid Transit project was awarded funding by the Obama Administration based on its ability to meet or exceed certain metrics and performance measures required by the Department of Transportation's Very Small Starts transit capital improvement program targeted for projects totaling less than $25 million. With project funding now in place, MST will be working in the coming year with design and engineering consultants to finalize plans for the Bus Rapid Transit system, including a distinctive design, new color scheme and format for the shelters, signage, vehicles and other project components which will differentiate the premium transit service along the Fremont/Lighthouse corridor from MST's traditional local bus services.

Transit use in the Fort Ord Redevelopment

Transit is expected to become an important component of the transportation system with redevelopment of the former Fort Ord military base reuse area. The Fort Ord Reuse Plan includes the following transit objectives:

- Provide convenient and comprehensive bus service,
- Promote passenger rail service for the transportation needs for the former Fort Ord and the region, and
- Promote inter-modal transportation improvements for the former Fort Ord and the region.

Consolidated Transportation Services Agency and Mobility Management

The Transportation Agency designated MST to serve as the Consolidated Transportation Services Agency for Monterey County, which expedites MST's applications for federal grant funding and allows MST to serve as a one-stop-shop for transit information and assistance for special needs groups, such as the elderly and persons with disabilities. The Consolidated Agency coordinates with the Transportation Agency and the recently-established Mobility Advisory Committee to discuss and develop solutions for specialized transportation requests or needs.

The Consolidated Agency coordinated with the AMBAG and the Transportation Agency to develop the Consolidated Public Transit-Human Services Transportation Plan for the Monterey Bay Area. The Regional Transportation Plan and project list is consistent with the Coordinated Plan for the Monterey Bay Area. Programs that have been established or are being planned by the Consolidated Agency include:

- Development of door-to-door transportation services, including purchase and implementation of ADA-accessible taxi vehicles for persons with disabilities;
- Implementation of taxi voucher programs for isolated senior residential communities;
- Implementation of shuttle services serving seniors and senior residential communities; and
- Planning and participation in the Monterey County 211 telephone directory for social services and social services transportation.

Vehicle Replacements

Additionally, MST has decided not to pursue clean natural gas fueled buses and has opted instead for clean diesel. However, MST will be studying the new hybrid and electric bus engine technologies that continue to emerge. The remainder of MST's fleet is vintage 2000 or newer and will not need replacement through the end of the next decade, however, new vehicles will need to be purchased to cover service expansions, especially on high-mileage intercity routes, and to meet paratransit needs.

Bus Stop Improvement Program

MST has a total of 1,250 bus stops and many have additional amenities such as route and schedule information cases, benches or shelters for passenger comfort and safety. MST has just replaced its old passenger waiting shelters with new units that have an up-to-date, contemporary design. Additionally, approximately 350 benches are in place throughout the system. A major improvement study was completed in 2003/04 to identify improvements for bus stop spacing and location, safety, passenger amenities, shelter and ADA facilities. The study also assessed bus vehicle type and street configuration to accommodate a new era of bus vehicles including low-floor buses and special commuter coaches.

Transit-Oriented Land Use Planning

A significant issue for meeting future transit needs continues to be serving land use development that does not support high quality transit services. MST and the Transportation Agency coordinate with County jurisdictions to review development proposals

and environmental documents to make recommendations for transit improvements. MST's Designing for Transit Manual is a tool being used to recommend land use and site improvements to accommodate transit service.

Potential Future Facilities

North Salinas Transit Exchange

North Salinas is one of Monterey County's fastest growing areas with new residential and commercial activities. This center will assist in integrating MST's new lines in Salinas, which will provide higher frequency and more direct routing. This will allow direct cross-city transit service to jobs, health care, higher education, and residential and commercial centers.

Pajaro and Castroville Transit Exchanges

New facilities are needed to provide access to rail connections, and eventually new rail stops for Caltrain. A mixed-use facility to benefit local redevelopment is in early stages of development.

South County Transit Exchange

Additional growth in the next five years will determine the size and location of a south county transit center as fixed route, RIDES, DART, and rail transportation all converge in this rural area of the County. MST now operates daily service between Salinas and the south Monterey county communities of Chualar, Gonzales, Soledad, Greenfield, and King City. A South County Transit study to be completed in 2010 will most likely provide a recommendation on locating a transit exchange or layover facility in South County to serve Line 23.

Fort Ord Facilities

Fort Ord redevelopment has been slowed by lack of additional property transfer from the U. S. Army and slower than expected growth at CSUMB. Ridership on lines 16, 17, and 27 remains low compared to other areas. MST will consider other service options for the future land use patterns, population and business continue to be limited. However, MST will continue to encourage a more condensed land use pattern and for location of new service to be located on or within ¼ - ½ mile of new lines 16 and 17. Line 20 continues to carry a substantial portion of people linking to Salinas and to the Monterey Peninsula.

A Fort Ord Intermodal Transportation Center, two Park & Ride, and the main consolidated MST operations and maintenance facilities are planned within the next twenty years. Although limited funding has been secured for these facilities, MST has obtained the conveyance of two sets of properties at Fort Ord through the Public Benefit Conveyance (PBC) process.

As discussed above, MST is currently seeking funding to construct the Frank J. Licktanski Operations Centera on 20 acres in the former Fort Ord area, which will serve as a consolidated transit facility housing administration, operations, fueling (for clean diesel and possibly other alternative busy engines), and maintenance components of the transit agency. The new MST facility will combine the Monterey, and Salinas facilities under one roof.

Mobility Management

Since being designated as the Consolidated Transportation Services Agency for Monterey County, MST has been successful at securing several million dollars in federal grant funding to hire personnel, establish a mobility management center, purchase specialized transit vehicles and establish mobility management programs and special services for the elderly and persons with disabilities. As the county's population ages and the need for such special services grow, the Agency will need to work in coordination with the Transportation Agency to expand and manage these services. Expanding travel options for special needs groups will be important for cost-effectively meeting the public transportation needs of these groups and mitigating ADA-mandated paratransit operating costs.

Santa Cruz Metropolitan Transit District (Santa Cruz METRO)

Increasing congestion on highways and the local transportation network in Santa Cruz County is expected to generate more transit service demand. To accommodate this expected demand, the Santa Cruz Metropolitan Transit District (Santa Cruz METRO or METRO) would like to increase service, but due to ongoing funding shortfalls Santa Cruz METRO is struggling to maintain existing service. To date, there is some indication that Santa Cruz METRO will be able to leverage certain state funding streams, in addition to standard operating revenues, for service operation improvements. Santa Cruz METRO continues to be successful in receiving federal discretionary and state Proposition 1B funds for construction of a consolidated operations and maintenance facility. Santa Cruz METRO continues to be successful in receiving federal discretionary and state Proposition 1B funds for construction of a consolidated operations and maintenance facility.

On the local involvement level, METRO participated in the University of California, Santa Cruz (UCSC) Comprehensive Transit Study, funded with a federal transit discretionary grant award from Caltrans and

passed through to UCSC by AMBAG. Conducted in 2003 and 2004, the study objective was to identify how well existing transit meets current needs as well as to evaluate projected needs. The study identified a combination of improvements:

- Immediate campus shuttle ones that were cost-neutral;
- Short-term ones for both UCSC and METRO to implement in 2004 and 2005;
- Long-term ones (2006-2020) are based on further review and detailed feasibility analyses.

METRO must meet two essential needs to sustain the current level of transit service. The first is to construct its consolidated operations and maintenance facility on a cluster of existing and new sites in Harvey West Park in Santa Cruz. Significant cost savings are anticipated from reduced operating and lease expenses. However, recent and significant cost increases for steel and cement have pushed construction costs beyond the currently secured funding. The second is to identify and capture the maximum available local, state and federal operating assistance to sustain existing service with the anticipation that previous levels could be restored.

Another issue that faced Santa Cruz METRO involved air quality. The California Air Resources Board required all transit systems in the state to select a clean diesel or alternate (compressed natural gas-CNG) fuel option in 2001. The decision was, at the time, irreversible for 15 years. Santa Cruz METRO then purchased 40 diesel buses to be converted to CNG when their planned CNG fueling station was completed. In 2008, Santa Cruz METRO completed the fueling station and conversion of 40 buses. On May 26, 2009, the Air Resources Board informed Santa Cruz METRO that operation of all remaining diesel buses in Santa Cruz METRO's fleet through 2015 did not require a waiver from them as Santa Cruz METRO has met their original obligation to the alternate fuel path. No further action is required from the Air Resources Board for Santa Cruz METRO to continue to operate the remaining diesel fleet vehicles until the end of their useful lives and/or until more CNG buses are purchased.

San Benito County Express

In San Benito County, County Express has identified the following issues affecting transit in its 2010 Regional Transportation Plan:

- Need for coordinated service to Monterey and Santa Cruz Counties
- Need for increased service to Santa Clara County for interregional connections (e.g. Greyhound service)
- Need for increased service connections to Santa Clara County education and employment training centers
- Need for focus/planning on issues relating to the aging population and the needs the population will have (as identified at the June 2004 AMBAG conference on Senior Mobility)

Other Bus Transit Providers

In addition to the scheduled public transit operators, paratransit and local transit systems provide service, both within and outside the service areas of the fixed schedule operators. The following public paratransit and local transit providers operate in the Monterey Bay metropolitan region: MST RIDES, METRO's ParaCruz, the intra-city general public programs operated in the Cities of Greenfield, King City and Soledad, and Lift Line (Community Bridges), American Red Cross, and the Volunteer Center.

These demand responsive providers are vital to provide access and mobility to the region's transportation disadvantaged. Their services need improvements in level of service and coverage, particularly to those areas of rural North Monterey County without scheduled public transit service.

Ridesharing

There are three ridesharing services currently operating in the region: Monterey County's Commute Alternatives, San Benito Rideshare and Santa Cruz County's Commute Solutions. The activities of these alternative transportation promotion, ride-matching and information service programs are focused on decreasing single occupant vehicle use. To achieve that end, they advocate use of carpooling, vanpooling, transit, bicycling, walking and telecommuting.

All rideshare programs need to enhance effectiveness, especially due to the large increases in the total numbers of workers that the area has been experiencing and the longer commute travel distances and times. This need could be partially met by more effective promotion, particularly with the cooperation of businesses, clusters of businesses (transportation management agencies), the media, and the concerted effort of rideshare agency's staff. A regional traveler information system, could also assist efforts to increase vehicle occupancy by delivering customized information about transportation options to large numbers of travelers simultaneously. In previous fiscal years, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) has funded regional outreach efforts to have the region's rideshare agencies work collaboratively to publicly promote alternative transportation, particularly with special events.

AMBAG previously held a one-day conference on Senior Mobility. The purpose and goal of the conference was to build a broader partnership with public health and human services, transportation, and public officials in order to develop and share solutions and best practices for the aging and disabled population in the Monterey Bay Region. Key goals that were developed from the AMBAG conference included establishing a regional working group/mobility council to continue working on issues to improve transportation options for individuals with mobility limitations and to create a local Mobility Management Centers or other information/referral systems to dissimulate disseminate mobility information to the targeted user population.

Rail

Considerable interest exists in reviving and increasing passenger rail service to Hollister, Santa Cruz, Salinas, and the Monterey Peninsula.

Coordination with Rail Services

MST is a both a policy and funding partner of TAMC's rail program. Currently, MST is assisting TAMC in planning and implementing both the Commuter Rail extension and service to the Monterey Peninsula. When commuter rail service is extended to Salinas, MST will provide bus feeder service to those trains. Additional scheduling of bus and rail connection services is being coordinated to ensure that commuter and visitors can efficiently travel without the use of their private autos.

Passenger Rail to Hollister

Increasing travel by San Benito County residents on State Route 25 and U.S. 101 for Santa Clara County employment opportunities, and the resultant congestion and safety problems can be mitigated by increased commuter rail service to Hollister.

The 2000 SBtCOG feasibility analysis of commuter rail for San Benito County completed by R.L. Banks, found a Caltrain extension feasible, if policy makers provided revenue commitment to a new starts.

Passenger Rail to Santa Cruz

With ever increasing congestion in Santa Cruz County, particularly on the Highway 1 and 17 corridors, passenger rail related analyses have been understandably popular. At least four studies were conducted in a seven-year period investigating the feasibility of passenger rail re-implementation in Santa Cruz County either internally, linking to Santa Clara County both "over the hill" and "around the hill", and providing a downtown Santa Cruz to downtown Monterey service.

Most significantly, the Santa Cruz County Regional Transportation Commission (SCCRTC) 1999 Major Transportation Investment Study (MTIS) examined three options for passenger rail on the Santa Cruz Branch line. Acquisition of the Santa Cruz Branch rail line for future transportation uses and development of an adjacent bicycle/pedestrian path was one selected outcome of the MTIS.

With respect to the entire Santa Cruz Branch Line, SCCRTC reached a price agreement of $14.2 million with UP to purchase the line, at their meeting of December 2, 2004 approved a Letter of Intent for the purchase and acquisition of the line from Union Pacific, which effectively establishes the branch line purchase price. Barring difficulties, this transfer could occur in early Fall 2010.

Passenger Rail to Salinas

In response to public interest and as an alternative to vehicle travel between Monterey County and commuter destinations to the north, the Transportation Agency for Monterey County (TAMC) is working to extend the existing Caltrain commuter rail service currently running between San Francisco and Gilroy south to Salinas. The extension will include three new station stops – Pajaro, Castroville and Salinas – and will operate on existing UPRR track. At its inception, the service will consist of two round trips per day running from Salinas to San Francisco and will be increased to four or more round trips as demand warrants, probably within 10 years from start of service. The rail extension, in addition to connecting Monterey with San Francisco and Santa Clara counties, will also connect Monterey County to Sacramento and other cities via the Amtrak Capitol service and Altamont Commuter Express.

The proposed extension of Caltrain to Salinas would provide an alternative means of travel between the Monterey County and the San Francisco Bay Area counties, allowing travelers to avoid traffic congestion along Highways 156 and 101. In addition, the commuter rail extension will bring a significant increase in ridership to both the existing Caltrain and the connecting Capitol and Altamont services. Other benefits of this new service are an increase in job opportunities, more transportation alternatives for senior citizens and those with physical disabilities, access to health care in the Bay Area and economic development around the stations.

The Caltrain extension is expected to generate an additional 1,028 riders per day from Monterey County. The average commute trip destination from Monterey County is assumed to be the San Jose-Sunnyvale-Santa Clara fare zone. It is expected that 25% of these riders will be previous patrons of the service who used to board in Gilroy while 75% will be new riders.

Passenger Rail to Monterey Peninsula

Since 1971 when the Del Monte service between Monterey and San Francisco was discontinued,

local residents, business owners, and the hospitality industry have been seeking for its return. In 1981, Caltrans prepared a Rail Feasibility Study to identify the needs and deficiencies for passenger rail service between Monterey County and the San Francisco Bay area. The study concluded that service would be feasible provided that track improvements were made; service was extended into San Francisco, and if operating subsidies could be raised.

The Monterey Peninsula Fixed Guideway Service will provide transit service on the existing Monterey Branch line. This service can connect to the planned Caltrain service in Castroville and also provide local transit service to stations in Monterey, Seaside, Sand City, Marina/ CSUMB, and Castroville. Several different service options are under consideration, including intercity rail to San Francisco, local commuter rail service, bus rapid transit service, or combinations thereof.

TAMC completed the purchase of 12.65 miles of the Monterey Branch Line (extending from Castroville and Seaside) from Union Pacific in September 2003 using $9.4 million of Proposition 116 funds. To operate passenger rail service along this corridor requires many capital improvements, including: replacement of rail; rehabilitation or replacement of the Salinas River Bridge; an upgrade of grade crossings and signals; rehabilitation of ties, ballast, and roadbed where needed; and the installation of new track, roadbed, signals, station/platforms and crossings.

California High Speed Rail

The California High Speed Rail is planned to travel from San Francisco to Los Angeles. Currently, the nearest stations to the region are planned in Gilroy and San Jose. Diridon station in San Jose will serve the High Speed Rail, Caltrain, VTA, BART, and Amtrak. Currently Amtrak, MST, METRO, and highways 17 and 101 provide connections from the region to Diridon Station. The proposed Gilroy station is adjacent to the San Benito-Santa Clara border, and will most likely function as the main California High Speed Rail Gateway to the Monterey Bay Area, with Diridon as a secondary gateway.

Initial revenue service for the California High Speed Rail is currently slated to begin in 2020.

Roadways (Highways, Roads and Local Streets)

Highways

The highways of regional significance include State and Federal highways in the region. These are State Routes 1, 9, 17, 25, 35, 68, 101, 129, 146, 152, 156, 183, 198, 218 and 236.

Other Roadways

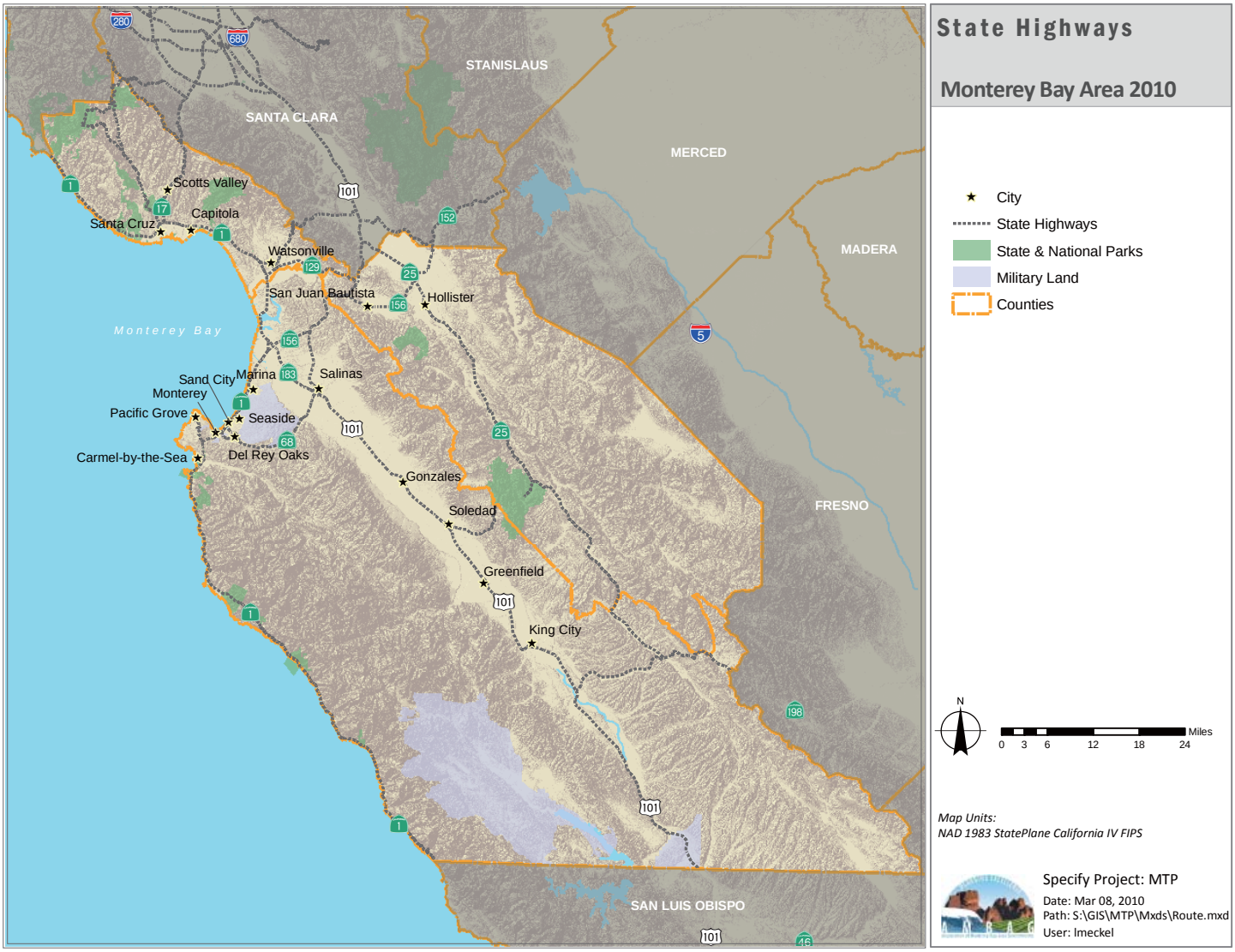
The three counties and 18 incorporated cities in the region are responsible for an extensive network of county and city roads and streets. Some of these many roadways are regionally significant freeways, expressways, arterials or collectors which not only serve local traffic, but provide access and mobility for travel for both internal trips and trips with origins or destinations external to the region. Projects for many of these roadways are included within the MTP, and will be listed in the Constrained and Unconstrained Project List (Appendix D) in conjunction with planned and desired improvements for these facilities.

Local streets and roads -- including the curbs and gutters, sidewalks, access ramps, bicycle paths, stop signs and traffic signals -- are a critical component of the region's transportation system. The majority of travel, whether by car, bicycle, bus or foot, is done on local streets and roads. Please refer to the 2010 RTPs for discussions of regionally and nationally important local streets and roads.

Roadway Transportation Problems and Needs

Roadway needs within the AMBAG region are determined by the level of congestion and amount of delay drivers experience. This status is also termed "Level of Service," to reflect the service impacts on different roadways within the region. The Level of Service has direct

Figure 13. Monterey Bay Area & Connecting State Designated Highways.



implications on project development for the 2010 MTP. The chapter entitled *Transportation System Operation & Management* explains the level of service currently in the region, and the forecasted level of service in 2035 given 2010 MTP project improvements. Further statistics, that include other modes of travel as well, are listed in the *System Monitoring & Benchmarking* chapter.

Table 5, listed on the following page, includes a detailed description of the current roadways in the region, and their relative levels of congestion.

Travel Flow on Highway 101 during an off-peak period.

Figure 14. Functional Classification of Road Sections of the Monterey Bay Area.

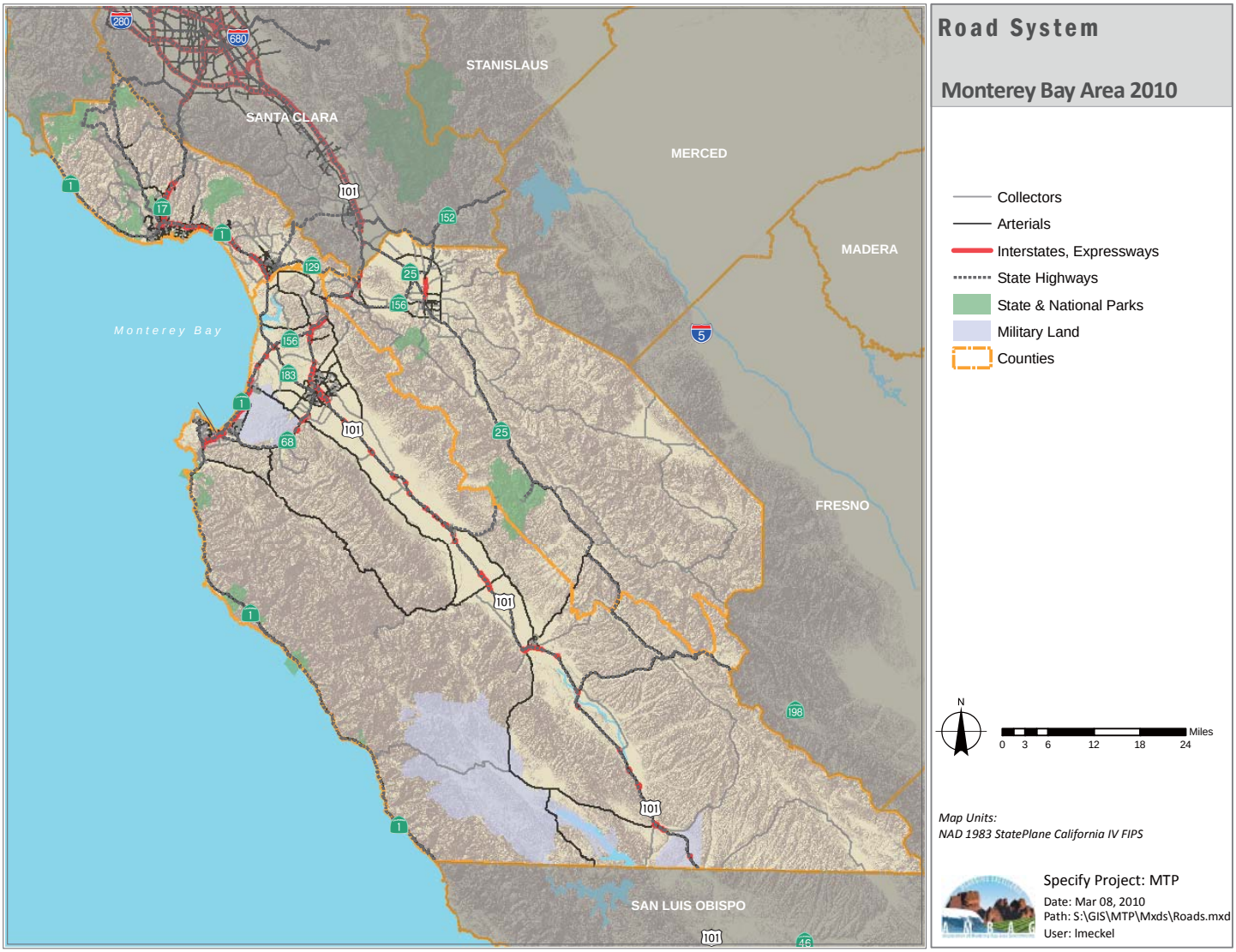


Table 5. Route descriptions and congestion issues.

Route	Length	Details
State Route 1	139.5 miles	Highway 1 (SR 1) is one of two routes that traverse the entire region, connecting the Monterey Bay Area to its north and south neighbors. This important highway provides the primary access to the region's coastal areas, as well as serving the needs of residents and visitors to much of the region's urbanized areas, and assisting with agricultural commodity movement. SR 1 is designated a California State Scenic Highway from the intersection with State Route 68 southward to the San Luis Obispo County Line. At the Santa Cruz and San Mateo County boarder, SR 1 is designated a California State Scenic Highway as it travels north towards San Francisco. SR 1 changes in character as it snakes down the Pacific Coast, from a rural, undivided two lane highway, to a four lane arterial, to a four lane divided highway, and finally to a six lane divided highway. Congestion is a concern in several sections as the highway narrows and widens, particularly during peak periods and weekends. The most congested areas include: • from Soquel Avenue to Morrissey Avenue • 0.5 miles south of the Monterey County line to the junction with Highway 183. • from Ord Village until a signalized intersection with Carpenter Street, just north of the City of Carmel-by-the-Sea. • a mile south of Carpenter Street until just south of the Ocean Avenue signal
State Route 9	27 miles	Highway 9 is a two-lane rural highway as it enters the region from San Mateo County in the Santa Cruz Mountains. It is a slow but scenic 27-mile forested route between the cities of the Santa Clara Valley and Santa Cruz at its junction with Highway 1. Highway 9 serves communities in the San Lorenzo Valley, including Boulder Creek, Ben Lomond and Felton, and is a heavily used commuter and recreational travel route.
State Route 17	12.5 miles	Highway 17 is a four-lane freeway/expressway providing the shortest travel distance between the Santa Clara Valley and Santa Cruz County. Travelers to and from the San Francisco Bay area and Santa Cruz County use Highway 17. The route is heavily used for recreational travel on weekends and for commuter travel on weekdays and is therefore subject to delay. Starting at the Santa Clara/Santa Cruz County line near Summit Road, Route 17 is a rolling to mountainous route, with slopes from 4-6%. Segments along this route are narrow, do not have shoulders, or have a narrow median with guard rail. Highway 17 reached its design capacity of 40,000 vehicles per day in 1968. Although this route has no signalized intersections, there are several unsignalized intersections with acceleration/deceleration lanes as well as t-intersections with local roads. Just north of Scotts Valley, Highway 17 becomes a freeway with shoulders. The freeway portion terminates at the interchange with Highway 1 in the City of Santa Cruz. The program *Safe on 17* has been an effective collaboration between Caltrans, the CHP, and local and elected officials to encourage motorists to slow down and use caution on Route 17.
State Route 25	71.3 miles	State Route 25 enters the region in the north about two miles south of its interchange with U.S. 101 in Santa Clara County. Although only a two lane undivided highway, it provides the most direct connection between U.S. 101 and the City of Hollister, as well as being the sole north-south highway route for the rest of San Benito County. Highway 25 is mainly a two lane undivided roadway from the Santa Clara/San Benito County line and the intersection with Highway 198 in southern Monterey County. Due, in part, to both differences between housing market costs and a jobs/housing imbalance, increasing commute travel from residents from San Benito County to Santa Clara County has significantly impacted the operation of Highway 25, especially from Hollister to the Santa Clara County line. The increased travel has resulted in increasing fatal and injury accidents at its at-grade intersections.
State Route 68	22 miles	State Highway 68 begins at Asilomar State Beach in the City of Pacific Grove, and is the only highway access from Pacific Grove to Highway 1. At Highway 1, the routes merge for about three miles, then Highway 68 continues easterly past the Laguna Seca Recreation Area and Monterey County's Toro Regional Park and on into Salinas, where it connects to US 101. Highway 68 is the most direct highway link between the Monterey Peninsula and the City of Salinas and is heavily used by commuters and visitors. State Highway 68 is a designated California State Scenic Highway from its intersection with State Route 1 in Monterey to the Salinas River. From Asilomar State Beach to State Route 1, Highway 68 is a steep two-lane highway with narrow shoulders, many curves and signalized intersections. From Highway 1 eastbound, Highway 68 is a four-lane divided road for less than a mile before narrowing to a two-lane undivided rural highway (with signalized intersections), to Toro Park, where it becomes a four-lane freeway to the Spreckels interchange. From here to Blanco Road in the City of Salinas it is a four-lane expressway, where it becomes a signalized arterial (South Main Street and John Street) through Salinas to Highway 101. Motorists experience significant delay on Highway 68 due to its heavy use and signalized intersections.

Table 5 (cont). Route descriptions and congestion issues.

Route	Length	Details
U.S. Route 101	106.5 miles	The only federal highway in the region, US 101 enters the region at the northwest corner of San Benito County as a four-lane freeway/expressway. US 101 is the main north-south route for the region, used heavily by residents of the region, and for external trips to and through the region. It is an important truck route along its entire length. Near Prunedale travel demand significantly outpaces capacity. This section is characterized by at-grade intersections trying to serve increasing commuter, recreational and truck traffic. At the northern boundary of the City of Salinas US 101 has been improved to a freeway through the urbanized area, and then it continues as an expressway southward toward the Monterey/San Luis Obispo line, with alternating segments of four lane divided expressway and freeway.
State Route 129	10 miles	Highway 129 starts in Watsonville at Highway 1, running east to terminate at US 101 in San Benito County. Route 129 traverses hilly terrain with sharp curves and steep grades. It provides the shortest route between the agriculture center of Watsonville and US 101, and therefore carries a large volume of heavy trucks; especially since SR 152 is off limits for semi-trailer trucks over 45 feet in length. Highway 129 is a four-lane facility from Highway 1 to the Watsonville City limits, where it narrows to a two-lane rural road with narrow or no shoulders. The terrain it traverses, and the resulting roadway characteristics place severe limits on speeds and volume.
State Route 146	19.1 miles	SR 146 is two separate rural two-lane roads, one from US 101 in Monterey County east, and the other from Highway 25 in San Benito County west. These roads do not connect for travel across the Gabilan Mountains, but do provide access to Pinnacles National Monument via its western and eastern entrances, respectively.
State Route 152	16.8 miles	SR 152 begins in Santa Cruz County at its intersection with Highway 1, then traverses Hecker Pass between Watsonville and Gilroy in Santa Clara County. SR 152 is primarily a two-lane undivided highway from Highway 1 to US 101. At Highway 1, SR 152 is a four lane divided expressway to Elkhorn Rd. in Pajaro. Leaving Watsonville, the highway enters hilly terrain, resulting in a very winding road up over Hecker Pass (Mt. Madonna) near the Santa Cruz/Santa Clara County line. Due to safety concerns, the Santa Cruz County Regional Transportation Commission requested and received prohibitions for trucks over 45 feet in length on the Hecker Pass portion of Highway 152. These trucks are diverted to Highway 129 and other routes.
State Route 156	24.8 miles	SR 156, like SR 129 and SR 152, is a major route connecting US 101 and Highway 1. Starting from its interchange with Highway 1 and SR 183 in Castroville, the highway merges with US 101 in Prunedale, then becomes a separate route again near San Juan Bautista, where it continues easterly north of Hollister to the Santa Clara County line just south of its terminus with Highway 152. SR 156 is a California State Scenic Highway from one mile east of Castroville to its intersection with U.S. 101 near Prunedale. Like SR 129, SR 156 begins as a four-lane divided facility then becomes a two-lane undivided highway. It is considered a bottleneck between Highway 1 and US 101 during peak periods and weekends. At San Juan Bautista SR 156 begins as a four-lane divided expressway, but after 3 miles becomes a two-lane, undivided highway to approximately one mile east of Hollister. SR 156 is a two-lane expressway as it bypasses Hollister and maintains that configuration to the Santa Clara County line. Business Route 156 is a two-lane rural highway from SR 156 (Bypass) to north of Hollister, where it becomes a four-lane expressway from San Felipe Road to the end of the Bypass.
State Route 183	10 miles	SR 183 is a rural two-lane highway connecting Castroville and Salinas. In Castroville, SR 183 is known as Merritt Street and begins at an at-grade interchange with Highway 1. SR 183 from Highway 1 to Davis Road in the City of Salinas is congested, particularly during commute hours on weekdays. It also experiences high rates of agricultural truck traffic movement. In the City of Salinas, the highway becomes two four-lane divided arterials on Market and North Main Streets. SR 183 terminates at the US 101 on-ramp south of Bernal/North Main Street.
State Route 198	25.8 miles	SR 198 is a two-lane conventional highway beginning at US 101 just west of San Lucas in South Monterey County and continuing east to the Fresno County line. Traffic volumes are low and are primarily interregional.
State Route 236	17.8 mi.	SR 236 is a two-lane rural road that provides access from SR 9 at Boulder Creek west to Big Basin Redwoods State Park. Passing through the park, Highway 236 first heads north and then east to reconnect with SR 9 approximately 8 miles north of Boulder Creek.

Airports

Aviation System

Airports within the region function for movement into and out of the region for both people and goods. The major passenger airport is the Monterey Peninsula Airport, which had 214,302 enplanements and 427,542 passengers in 2008.

The regional aviation system has seen decreased general aviation operations since the last MTP update in 2005 (aviation data was from 2003). The reason for this downward trend is unknown, however, decreased economic activity most likely has played a role.

California Aviation System Plan

There are 14 public-use airports in the Central Coast Region, the planning region for the California Aviation System Plan (please refer to 2003 California Aviation System Plan). This plan considers the following Monterey Bay Area airports to be considered the region's highest priority facilities for enhancement:

- Hollister
- Watsonville
- Mesa Del Rey
- Salinas
- Marina

Enhancements to these airports would improve regional and state system capacity and safety.

Monterey Bay Area Airports

The region has six publicly-owned civil aviation airports:

- The Monterey Peninsula
- The Salinas Municipal
- The King City Municipal (Mesa del Rey)
- The Marina Municipal
- The Watsonville Municipal
- and the Hollister Municipal Airports

Of these six, only the Monterey Peninsula Airport has scheduled air carrier service.

Figure 15. The Monterey Bay Area has many small airfields to support its aviation network.

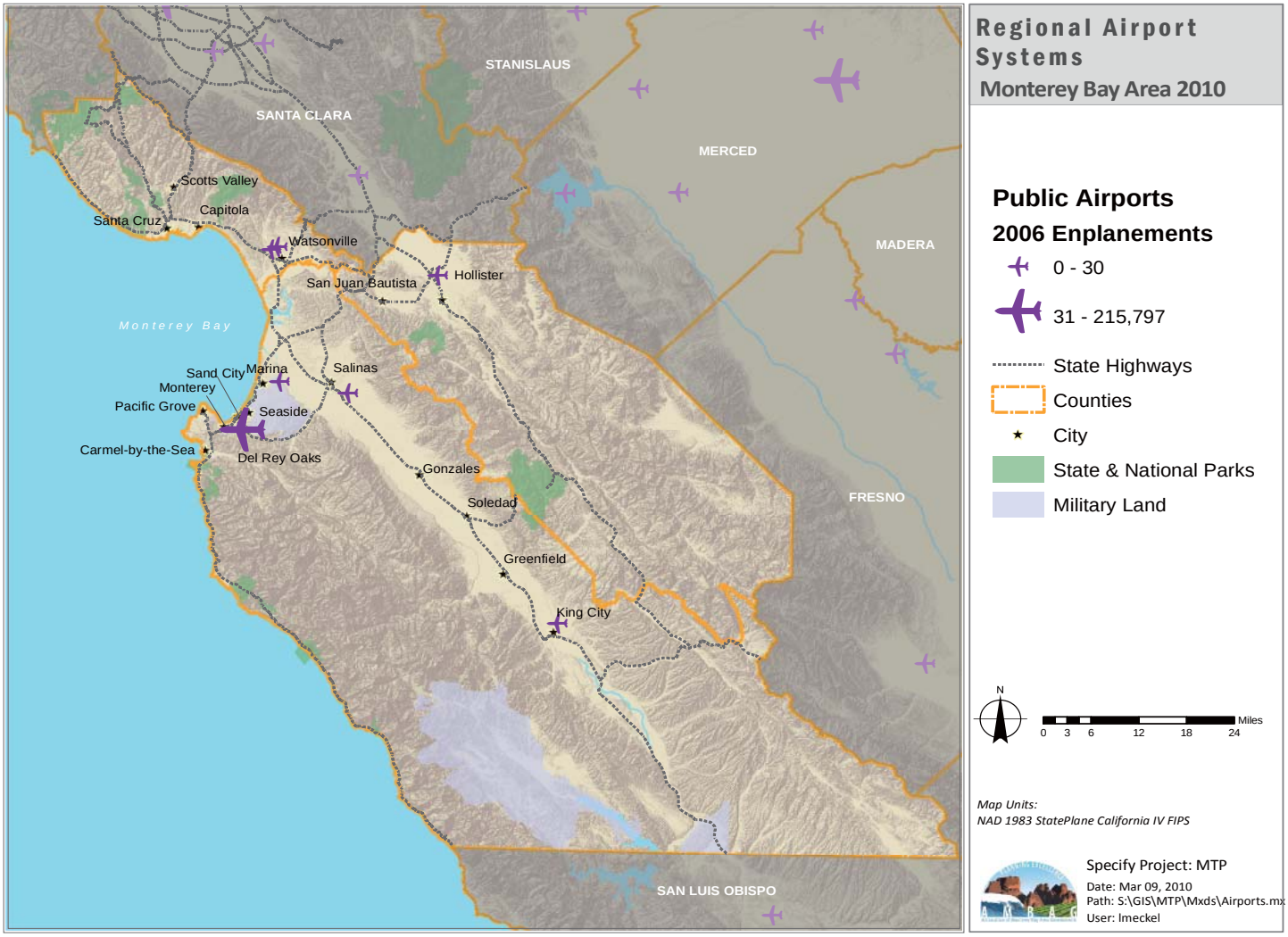


Table 6. 2009 Monterey Bay Area General Aviation Operations & Facilities.

Data	Annual Operations	Based Aircraft	Number of Runways	Longest Runway (in feet)	Instrument Landing	Control Tower	Scheduled passenger service	Owner/ operator
Monterey	54,456	139	2	7,598	yes	yes	yes	Airport District
Salinas	83,190	228	4	6,000	yes	yes	no	City
King City	7,860	31	1	4,500	no	no	no	City
Marina	1,500	30	1	3,485	no	no	no	City
Hollister	57,300	160	2	6,350	no	no	no	City
Frazier Lake	12,000	87	2	3,000	no	no	no	Private
Watsonville	122,890	326	2	4,500	yes	no	no	City
Regional Total	339,196	1,001	14	n/a	n/a	n/a	n/a	n/a

*Data since 2003 exists for only some airports in the region. Please refer to text, and referenced documents.

In addition to the publicly-owned airports, several private airports operate in the region. Of these, the Frazier Lake Airpark is the only one that allows public use. The remainder of the privately owned airports is used for private agricultural or business purposes.

Several civil aviation helipads are maintained for helicopter use in the region, including:

- Mee Memorial Hospital Helipad in King City
- Texaco helipad in San Ardo
- Soledad Correctional Training Facility Helipad
- Natividad Medical Center Helipad
- Watsonville Community Hospital Helipad
- Alta Vista Helipad near Watsonville
- Dominican Hospital Helipad
- Hollister Municipal Airport Helipad
- and the Hazel Hawkins Memorial Hospital Helipad.

Currently, there are two operational military airfields in the Monterey Bay Area:

- Camp Roberts Army Airfield and Heliport,
- and the Fort Hunter-Liggett Army Heliport.

Monterey Peninsula Airport

Monterey Peninsula Airport (MPA) has two parallel runways with the longest at 7,598 feet. There is a control tower and instrument landing capability.

This airport is the major regional airport, with commercial freight, passenger traffic, military traffic, and general aviation needs. The facility is located north of SR 68 (Monterey-Salinas Highway) east of the City of Monterey. The 498-acre airport is the only airport in California operated as a self-governing district, the Monterey Peninsula Airport District. In 2008, five commercial airlines served MPA carrying 427,542 passengers, for a total of 214,302 enplanements (CASP).

State Routes 1 and 68 (the Monterey-Salinas Highway) provide the primary ground access to MPA for both people and freight. Monterey-Salinas Transit (MST) provides public transit service from Monterey and Salinas to the airport, during daytime hours on Mondays through Saturdays, only. An airport limousine service and taxicabs also serve the airport. Many local hospitality industries provide their own shuttle services for guests.

Salinas Municipal Airport

Salinas Municipal Airport is located three miles southeast of the City of Salinas on a 763-acre site. It has four runways with the longest runway length at 6,004 feet. There is a control tower and instrument landing capability. Operated for general aviation purposes by the City of Salinas, 83,190 general aviation operations took place in 2009, with 228 based aircraft. Please see the Draft ALP Update for the Salinas Municipal Airport (July 2009) for more information.

King City Municipal (Mesa del Rey) Airport

King City Municipal (Mesa del Rey) Airport is located north of King City on 214 acres. In 2008, it handled 7,860 general aviation operations with one 4,500-foot runway. There is neither a control tower nor instrument landing capability at this airport. A publicly-owned airport, it is operated by the City of King City for general aviation purposes and has 31 based aircraft.

Marina Municipal Airport

Marina Municipal Airport is located north of Reservation Road in the City of Marina on 845.5 acres of the former Fritzsche Army Airfield. This general aviation airport had an estimated 1,500 operations in 2009 on its one, 3,485-foot runway. The regional Airport Surveillance Radar is located northwest of this airport.

Watsonville Municipal Airport

Watsonville Municipal Airport is located on a 330-acre site approximately three miles northwest of Watsonville. In 2009, there were estimated to be 85,000 general aviation operations on two runways, the longest at 4,500 feet. There is no control tower but the airport has instrument landing capability. Operated by the City of Watsonville, this is the sole public use airport in Santa Cruz County, and is classified as a general transport airport serving general aviation and business jets.

Hollister Municipal Airport

Hollister Municipal Airport is located northwest of the City of Hollister on 343 acres. It services 160 aircraft and estimated annual operations of 43,040 in 2009. In addition to the 6,350-foot runway, Hollister Municipal also has a 3,150-foot runway. There are no control tower or instrument landing capabilities at this airport. A publicly-owned airport, it is operated by the City of Hollister for general aviation purposes.

Frazier Lake Airpark

Frazier Lake Airpark is the only privately owned airport in the region that is open to the general public. It is located 4 miles northwest of Hollister Municipal Airport. Frazier Lake Airpark has a 2,500-foot grass turf runway and a 3,000-foot water runway for sea planes. In 2009 there were 12,000 general aviation operations, and 87 based aircraft.

Table 7. Monterey Bay Area General Aviation Forecast

Monterey Bay	2003	2005	2010	2015	2020	2025
Based Aircraft	1,068	1,102	1,190	1,281	1,379	1,483
Aircraft Operations						
Air Carrier	112	100	100	100	100	100
Commuter	19,660	19,660	19,660	19,660	19,660	19,660
Air Taxi	1,400	3,150	3,620	4,100	4,600	5,120
General Aviation						
Local	127,779	133,570	146,935	161,435	176,940	193,640
Itinerant	235,977	245,535	271,730	298,850	328,450	360,750
Subtotal General Aviation	363,756	379,105	418,665	460,285	505,390	554,390
Military	1,244	1,250	1,250	1,250	1,250	1,250
Total Operations	386,172	403,265	443,295	485,395	531,000	580,520

Source: Regional Airport Plans; Caltrans.

Airports Economic Impact Study

To use as a tool for policy makers and to help assist the public in understanding the positive economic impact of having an airport in their community, AMBAG prepared an Airports Economic Impact Study in 2003. Adopted by AMBAG in August 2003, the Airports Economic Impact Study was designed to evaluate the economic impacts of each of the Monterey Bay region's six public airports on the local vicinity served by the airport and to prepare a regional picture of the combined airports importance to the three-county economy. Data analysis was designed to show the "value added" contribution of each airport to their local economies and the entire three-county AMBAG region.

The total direct, indirect and induced economic benefit of the six regional airports was estimated to be $1.38 billion annually. Each passenger traveling to the region spends over an average of $280 a day and requires additional servicing through the secondary and tertiary levels of the economy. AMBAG region airports play an important economic role in the total regional economy. The airports service the needs of agriculture, tourism, government and other business interests throughout the region. Almost 50 percent of the total air trips to the area through the regional airports are specifically for business purposes while another 40 percent of those trips are for tourism. Without the region's airports, the potential loss of these patrons could mean a large loss to the region's overall economic productivity.

Unmet Aviation Needs

The Regional Airport System Plan (RASP) was completed in 2006. The forecast projects a moderate growth rate in aircraft operations as a result of increased activity in general aviation and a continuation of growth by air taxi services. Commuter aircraft operations are forecasted to remain at current operating levels. With availability for increased operations, the existing general public airports in the region could absorb aircraft from other regions if facilities are closed in those regions.

Table 8. Monterey Bay Area Airports Economic Impact

Impact Type	Monterey	Salinas	Hollister	Watson-ville	Marina	King City	Regional Total
A. DIRECT							
Number of Jobs	3,629	203	155	291	150	9	4,464
Payroll	$ 88,877,513	$ 4,887,438	$ 3,988,874	$ 8,745,344	$ 2,250,704	$ 339,404	$ 109,913,271
Taxes	10,628,551	266,330	275,378	240,788	66,592	8,615	11,530,249
Revenues Attributed to Airport	99,948,340	7,077,097	$ 3,856,105	7,514,571	3,406,564	165,812	122,513,736
Total Direct Economic Impact	199,454,404	12,230,865	8,120,357	16,500,703	5,723,860	513,831	243,957,256
B. INDIRECT							
Number of Jobs	182	95	474	1,030	-	89	1,870
Payroll	$ 8,887,698	$ 2,489,055	$ 9,830,878	$ 18,415,668	$ -	$ 2,132,652	$ 41,755,951
Revenues Attributed to Airport	129,527,302	13,490,945	42,199,122	608,937,332	502,500	13,606,728	808,263,929
Total Indirect Economic Impact	138,415,000	15,980,000	52,030,000	627,353,000	502,500	15,739,380	850,019,880
C. INDUCED							
Number of Jobs	3,005	423	157	329	191	12	4,138
Payroll	$ 94,998,144	$ 5,585,441	$ 3,679,153	$ 7,431,056	$ 2,713,669	$ 214,904	$ 155,275,267
Revenues Attributed to Airport	142,497,215	8,378,162	5,518,729	11,146,584	4,070,504	322,355	132,260,001
Total Induced Economic Impact	237,495,359	13,963,603	9,197,882	18,577,640	6,784,173	537,259	288,188,169
D. SUMMARY TOTALS							
Number of Jobs	6,816	721	786	1,650	341	110	10,472
Payroll	$192,763,355	$ 12,961,934	$ 17,498,905	$ 34,592,068	$ 4,964,373	$ 2,686,960	$ 306,944,489
Taxes	10,628,551	266,330	275,378	240,788	66,592	8,615	11,530,249
Spending Attributed to Airport	242,445,555	28,946,204	51,573,956	627,598,487	7,979,568	14,094,895	1,063,037,666
Total Economic Impact	575,364,763	42,174,468	69,348,239	662,431,343	13,010,533	16,790,470	1,381,512,404

Source: 2003 Airport Economic Study, AMBAG.

Goods Movement (Rail and Road)

Freight Service

Rail freight service in the region is provided mainly on the Union Pacific Railroad (UP) Company tracks. Sierra Northern Railroad has recently entered into a lease agreement with UP to provide freight service on some track sections, including the Santa Cruz Branch Line. The Santa Cruz, Big Trees, and Pacific Railway Corporation also provide some freight service in Santa Cruz County on their own line.

Agricultural produce and construction materials are the principal rail freight shipments in the region. A brief description of the region's operating main, branch and spur rail lines and services follows:

- Coast Line - 111 miles (108 miles in Monterey; 1.0 in Santa Cruz County; 3.0 in San Benito County)

Union Pacific Railroad (UP) offers freight service on the "Coast Line". This line traverses the region from the San Luis Obispo County line to points within the region. The line has numerous sidings along it and station layover tracks in Salinas. The company is the only Class I railroad providing service in the area. Freight shipments commonly include farm products, non-metallic minerals, food, chemicals, petroleum or coal products, clays, concrete, stone, scrap, waste, recyclables, paper, lumber, and military implements. The Union Pacific Railroad operates four through freight trains a day, two northbound and two southbound. The two northbound trains operate with a combined average payload of 6,667 tons per day and the two southbound trains carry a combined average payload of 5,948 tons per day (TAMC, Draft 2005 Regional Transportation Plan).

Figure 16. The Monterey Bay Area has an integrated intermodal goods movement network.

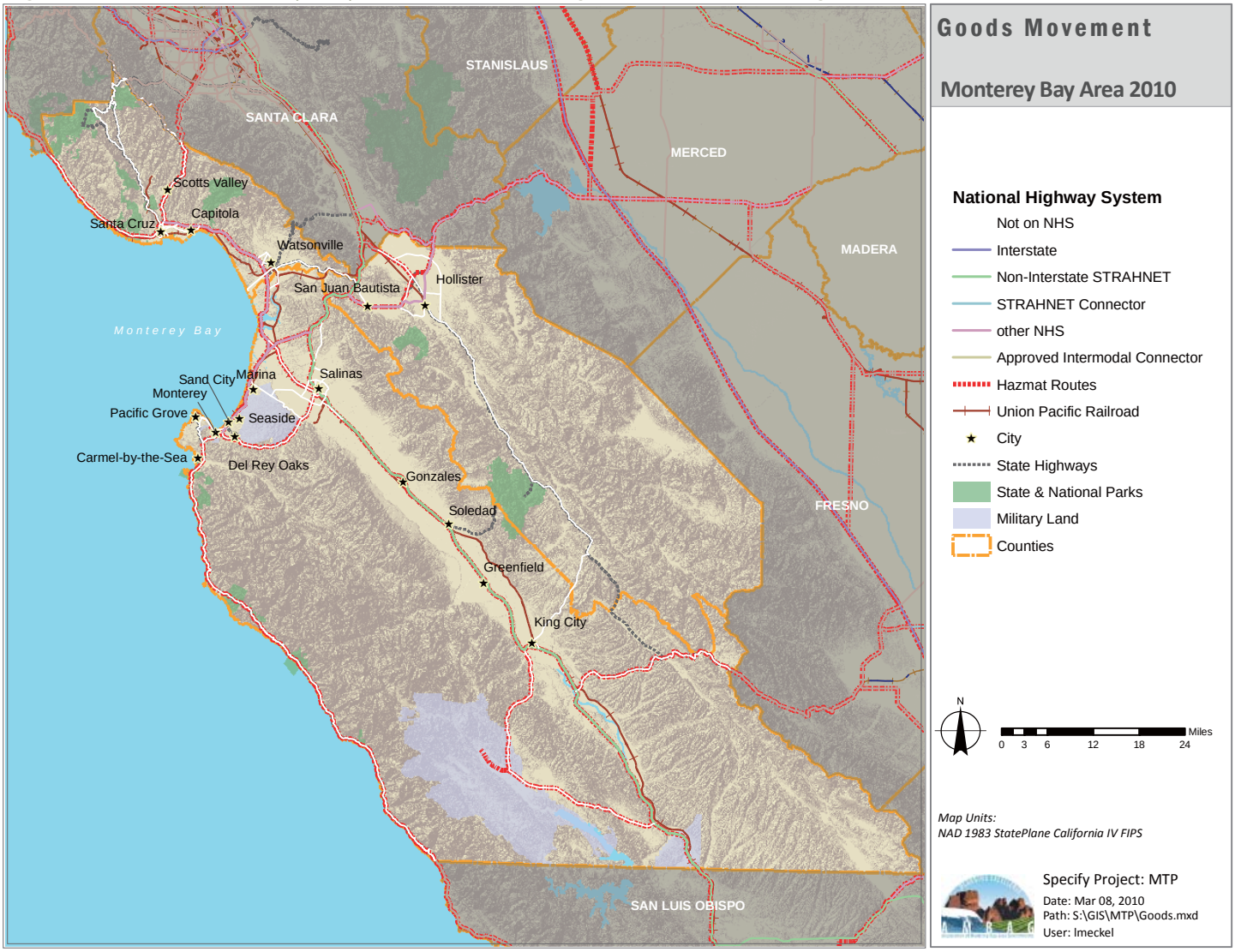


Table 9. Monterey Bay Area Goods Movement Rail Lines.

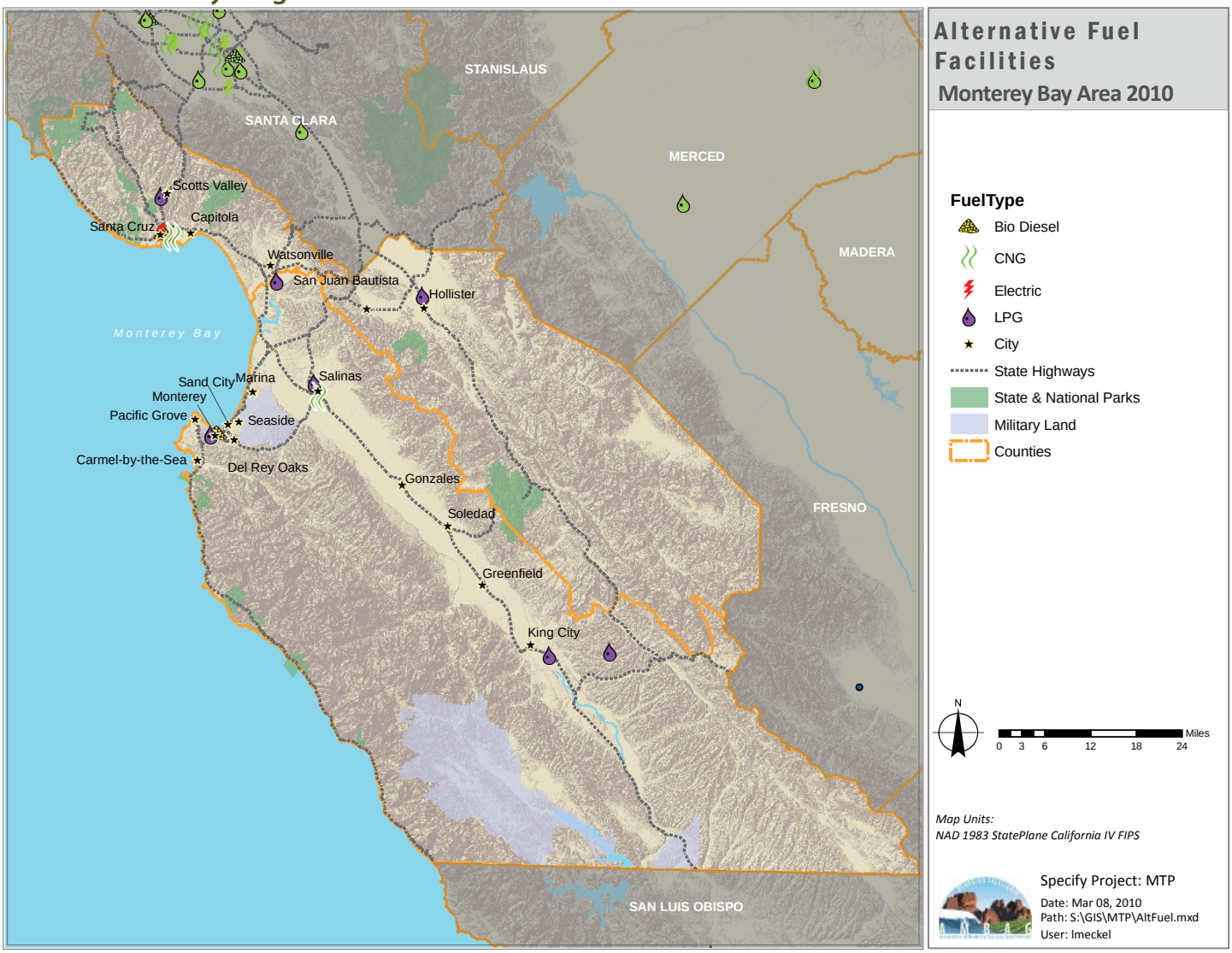
Rail Line	Miles
Coast Line (108 miles in Monterey; 1.0 in Santa Cruz County; 3.0 in San Benito County)	111
Santa Cruz, Big Trees and Pacific Railway	9
Castroville to Monterey spur	19.6
Hollister spur	9.7
Watsonville Junction to Davenport (Santa Cruz Branch Line)	31.7
Spreckels Branch Line	2.5

Unmet Goods Movement Needs

Regional Freight Study

A regional freight movement study of the Salinas and Pajaro Valleys (Monterey and Santa Cruz Counties) was completed and accepted by AMBAG in 1995. The study included: a problem overview; an inventory of existing freight movements, facilities and shipping practices; a description of existing roadway conditions on those routes most extensively used for agriculture; a forecast of future regional freight movement; a description of critical problem areas

Figure 17. Alternative fueling facilities adjacent to major roads facilitate mobility of "green vehicles".



and opportunities; various alternative freight scenarios to address the identified critical problems and opportunities; an alternatives analysis; and recommendations and an action plan for pursuing the most cost-effective alternatives.

In this study, three key problem areas were identified:

- Poor logistics and communications and inefficient shipping practices
- Lack of alternative service options
- Inadequate system capacity on key links in the truck transportation system

With respect to logistics and communications, the industry emphasized that information on load availability at individual shipping locations is not well communicated to carriers and there is no system to coordinate shipping logistics among the various shippers. As many outbound trips are partial loads (particularly in the fresh vegetable industry), many trips to multiple locations are needed. As a result, the area experiences high volumes of line-haul truck traffic on city streets, high costs of truck waiting downtimes, potential loss of service as some line-haul trucking companies pull out of the service area; and conflicts with local residents over truck parking and traffic.

With respect to a lack of service alternatives, most agriculture-related industries ship by truck in the Monterey Bay region due to competitive rates, fast service and high reliability. Fresh vegetable shippers use truck transportation almost exclusively, while frozen food shipper, wine shippers and dry food shippers still use some rail service on a regular basis, but have to make connection in the intermodal yards of the San Francisco Bay area as rail service in Salinas and Watsonville has declined. For the fresh vegetable shippers, in this study the believed that costs could be reduced if local intermodal service were available.

With respect to capacity, the 1995 Regional Freight Study pointed out that truck traffic contributes significantly to congestion during rush hours. However, most importantly, the study indicated that the most critical concern was the limited access link between key shipping locations and Interstate 5 (particularly SRs 46, 152, and 156). In addition to safety concerns about the increased mix of truck traffic and local commuters and tourist traffic, the limited access provided these roads limits the potential of the area as a major distribution hub – affecting the ability of the region to attract intermodal service and other transportation service options.

The study concluded that the highest priority was the development of a freight logistics center; adding truck stop facilities, coupled with improvements in the roadway system efficiency, could make the Monterey Bay region a more desirable truck destination, ensuring competition in the industry and thus holding down costs. When presented with a new grant-funding source under TEA-21 looking particularly applicable for preparing a detailed feasibility study for this recommendation, AMBAG annually submitted three times under the federal Transportation, Community and System Preservation discretionary program for this purpose. As with many federal grant fund sources, and current political climate, the program quickly became exclusively earmarked by congressional legislators with no remaining discretionary component.

In the mid-term, the study noted that roadway improvements be reviewed by the agriculture industry to help raise priority for these projects. One of the more immediately recommended projects, the US 101/Airport Boulevard Interchange project is being actively pursued in Monterey County by Caltrans, the Transportation Agency for Monterey County (TAMC) and local agriculture businesses. The project, a TAMC priority, has found in Congressman Farr a proponent, as evidenced by his earmarks for the project.

The study noted that the transportation service center concept needs greater attention over the long run, enhancing the concept of a freight logistics center with a truck stop facility as well as an industrial park concept. Noting its commercial appeal, the report concludes that a transportation service center including office, warehouse and service facility space would provide more profitability from a development perspective.

With respect to intermodal service, the report noted that it appeared to have less benefit for addressing regional freight transportation problems than was originally thought. It did note that it met the needs of niche markets and should be supported as long as private sector interests led the way. Although the study indicated that intermodal service would eliminate very few truck trips and do little to address local traffic congestion, there could be sufficient market for year-round intermodal users to support the development of a small terminal in the region – one of particular benefit to the wine industry, the frozen food industry, and the dry foods industry.

As ten years have elapsed from the completion of this study, the study follow-up has achieved mixed success. A few of the recommended transportation projects have been either implemented or are in the process of development. The logistics center, the transportation service center, and the intermodal facilities have not been successful in recruiting funding and/or, apparently, interest to this point.

West Coast Transportation Corridor System Coalition

In 2003, a special initiative was promoted in recognition of the West Coast falling behind in system capacity by not keeping up with concentrated population growth or with increases in trade and passenger travel demand. The West Coast Transportation Corridor System Coalition (West Coast TCSC) emerged as a consortium of Metropolitan Planning Organizations (MPOs) stressing the importance of the West Coast Transportation Corridor to the overall economic well being of not just the West Coast itself, but each respective region. AMBAG joined the effort in November 2003.

With respect to need, they point out:

a) the majority of Asian Pacific trade arrives through our major West Coast ports with forecasts of doubling or tripling during the next 20 years;

b) our national trade and travel corridors being designed for east-west rather than north-south mobility; and

c) the emergence of NAFTA trade and the potential for expansion of trade to Latin America have resulted in additional demands on an already overloaded system.

They highlight that the population along the West Coast is growing considerably faster than the national average resulting in higher metropolitan housing costs, longer commute times, and increased need for inland and coastal access route capacity.

The MPOs acknowledged that smaller regions should focus on system bottlenecks but that a West Coast corridor system effort will require larger, corridor-system optimization, noting that increased freight, local and visitor impacts along the inland corridor and alternate corridors, like U.S. 101, require an interoperable and compatible intelligent transportation system to increase efficiency and maximize existing capacity. They view the TCSC as a concerted effort to enhance goods movement and travel along the entire West Coast between Mexico and Canada with the underlying intent to cooperatively identify system solutions and facilitate multi-state and public-private financial partnerships able to advance those improvements.

Central Coast Commercial Flows Study

Presently, AMBAG is working on a Central Coast Commercial Flows Study funded through a Caltrans Partnership planning grant. Working with SCCRTC, TAMC, SBtCOG, San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG) and Caltrans District 5, agencies representing the five counties of the Central Coast are revisiting many of the questions of the 1995 study, identifying existing flows, existing bottlenecks, opportunities and the potential for freight forecasting along the Central Coast.

Once completed the study will present solutions to freight bottlenecks and identify means to resolve future problems. Concurrently, with a grant from Monterey Bay Unified Area Pollution Control District (MBUAPCD), AMBAG is conducting a feasibility study for a

major intermodal truck to rail center in Monterey County which will help solve freight movement problems throughout the Central Coast.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency, safety and security of a surface transportation system. ITS can either increase the efficiency of the existing transportation system or incorporate features into a new capital project. The result is that ITS provides the opportunity to enhance a system at a much lower cost than larger, capital and/or operating projects.

Counties within the region are currently developing a Feasibility and Implementation Plan for a *Monterey Bay Area 511 Traveler Information System*. A traveler information system is expected to build on the existing ITS infrastructure and architecture.

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) placed greater emphasis on ITS, its research, technologies and integration into the planning and programming process. Due to its proximity to the San Francisco Bay Area and integrally tied to its commute patterns, Santa Cruz County in the Monterey Bay region became most actively involved early on in ITS-related technologies working in conjunction with Caltrans, District 5 in the 1990s. In 2000 the first ITS Plan for the region was released. This included the *2000 Central Coast ITS Strategic Deployment Plan (SDP)*. The Central Coast ITS Plan received national recognition due to its multi-agency partnerships, its breadth of geographic range and its inclusion of state-of-the-art principles.

After the plan was adopted, a Coordinating Group continued to meet quarterly to oversee ITS implementation on the Central Coast of California.

Central Coast ITS Coordinator

In fiscal year 2003/04, as follow-up to the 2000 Central Coast ITS Strategic Deployment Plan (SDP), Caltrans awarded AMBAG and the Central Coast ITS Coordinating Group federal grant of $160,000 hire a consultant to coordinate efforts on the Central Coast to update the region's ITS architecture to meet the national standard. This collaborative effort began with a December 2004 kick-off meeting.

Since the development of the Central Coast Plan, the U.S. Department of Transportation finalized a national architecture standard for ITS; the software for this standard has been upgraded several times. In addition to developing a more unified, Central Coast region implementation of the SDP, this grant will address 23 CFR 940 regulations requiring a regional ITS architecture compliant with Federal standards. Without compliant ITS architecture, federally-funded transportation projects with only a small ITS component cannot receive federal transportation monies. Even without being termed an "ITS project", many road projects currently being implemented include subsumed ITS technologies that would trigger the need for ITS architecture compliance.

In summary the grant includes:

- Updating the Regional Architecture to National ITS Architecture;
- Establishing and implementing a CCITS Regional Architecture Implementation Plan and Maintenance Plan;
- Working with the regional agencies and Caltrans to incorporate ITS into the regional transportation planning and programming process;
- Providing cooperative agreement templates;
- Reviewing/updating promotional/informational ITS publications;
- Providing assistance promoting ITS technologies and knowledge in the region;
- Providing an authoritative resource of ITS information to Caltrans, regional and local agencies; and
- Providing training in the use of Turbo Architecture.

ITS Ongoing Efforts

In the Monterey Bay region, ITS technology will soon provide day-to-day information on the operations of the transportation system, including: transit vehicle automated location devices, regionally-coordinated traffic signal preemption devices, traffic management centers, and advanced warning signs.

In Monterey County, the City of Monterey is installing a state-of-the-art traffic signal coordination system on their major arterials. Monterey-Salinas Transit (MST) continues implementation of its automated vehicle location device program while subsequently enhancing its on-board automated data collection capabilities. MST is also working with local jurisdictions to develop inter-city agreements that guarantee that the technology for traffic signal preemption devices (transit and emergency vehicles) is compatible across city and county boundaries. In San Benito County,

jurisdictions are investigating smart signal technologies. In Santa Cruz County, the Regional Transportation Commission continues to work with Caltrans and the CHP on Traffic Operation System enhancements which can be made on Highways 1 and 17. They are also working with Caltrans to better integrate the Districts 4 and 5 Traffic Management Centers.

Central Coast Intelligent Transportation Systems (ITS) Study (2004)

The Central Coast Intelligent Transportation Systems (ITS) Study was initiated in the November 2004 to update the 2000 Central Coast ITS Strategic Deployment Plan to National Architecture standards and to develop updated promotional materials, as well as protocols for the implementation and maintenance of ITS planning and programming on the Central Coast region.

The plan successfully establishes a framework for regional integration of transportation systems as called for in the Final Rule on ITS Architecture and Standards, 23 CFR 940. It not only looks within the MPO boundaries, but strategically addresses integration between MPO's and with Caltrans from the broader Central Coast perspective. All future ITS projects submitted by Caltrans or any of the municipalities represented in this plan shall be based on a systems engineering analysis as specified in 940.11, and shall accommodate the interface requirements and information exchanges as specified in this regional ITS architecture.

AMBAG Board of Directors at their November 14, 2007 meeting approved the Central Coast Regional Intelligent Transportation System (ITS) Architecture and accompanying Implementation Plan, covering three County Transportation Planning Agencies (RTPAs) within the Association of Monterey Bay Area Governments (AMBAG).

AMBAG continues to maintain, revise and validate the Central Coast Regional ITS Architecture in consultation with all regional agencies including but not limited to RTPAs and Caltrans.

The MTP identifies some of those ITS projects to be implemented over next 25 years.

Further details can be found at the following links:

1. http://www.ambag.org/programs/intelligentTransp.htm
2. www.iteris.com/ccits-admin/

Goals, Policies & Strategies

Policy Element

The Association of Monterey Bay Area Governments initially adopted transportation goals and strategies for the metropolitan region on July 14, 1993. Minor modifications to these comprehensive goals and strategies have been adopted during the approvals of the 1999 Metropolitan Transportation Plan Update, the 2002 Metropolitan Transportation Plan, and the 2005 Metropolitan Transportation Plan. These goals and strategies have been updated to be consistent with SAFTEA-LU, the CAAA and the goals and policies of the metropolitan region Regional Transportation Planning Agencies and public transit operators. These goals beget the strategies and actions that lead to the development of the regional integrated intermodal transportation system and supporting facilities that facilitate the movement of people and goods.

The 2010 MTP seeks to achieve a coordinated and balanced regional transportation system, which includes mass transportation, highway, railroad, bicycle, pedestrian, goods movement, and aviation facilities and services.

In addition to a balanced and coordinated system, the regional goals seek to:

- Support Economic Vitality of the Monterey Bay Area, by enabling global competitiveness, productivity and efficiency
- Increase the Accessibility and Mobility of People and Goods
- Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns
- Enhance the Modal Integration and Connectivity of the Transportation System for People and Goods
- Promote Efficient System Management and Operation
- Preserve the Existing System
- Increase the Safety of the Transportation System for Motorized and Non-motorized Users, and
- Increase the Security of the Transportation System for Motorized and Non-motorized Users

The above are goals stated by SAFTEA-LU, and will be applied to transportation planning in the Monterey Bay Area.

Table 10. The Monterey Bay Area Issues, Goals and Strategies

Issue	Goal	Strategies
The Monterey Bay region lacks a unified, geographic-ally-based land use / transportation planning process.	Recognizing the interdependence of transportation and land use, promote consistency between such transportation projects and adopted local, regional, and state land use plans, programs and projects.	Design and develop transportation plans and programs that respond to the overall goals, needs and priorities of local communities and the region.
		Encourage the application of the AMBAG Regional Travel Demand Model to use as a consistent basis for assessment of impacts of plans, programs and/or projects on the local, regional and interregional circulation system.
		Ensure involvement of the public in the transportation decision-making process to ensure that the most balanced, equitable and efficient transportation improvements are implemented.
		Establish inter-agency commitments for cooperative action so that the intermodal transportation system performs efficiently in the region.
		Promote cooperative action between airport land use commissions and other public and private entities to ensure consistency between airport land use compatibility plans, specific plans and general plans.
		Consider SAFTEA-LU's Eight Planning and Strategy Areas when assessing plans, programs and projects.
Many roadways in the Monterey Bay metropolitan region are becoming congested due to increasing regional and interregional vehicular traffic.	Plan and promote safe, healthy, efficient, coordinated, convenient, energy-conserving transportation to meet existing and reasonably foreseeable travel demand in the region, via efficient transportation modes.	Promote and enhance the use of existing rail rights-of-way for regional and interregional travel.
		Protect and enhance the efficiency of commodity shipment and support the maintenance and development of inter¬modal freight terminals. Develop, contingent upon resource availability, a Regional Freight Advisory Council.
		Promote transit and alternative transportation modes that reduce vehicular congestion.
		Promote and implement regional and interregional rail passenger service when economically and operationally feasible and/or when supported by community interest.
		When feasible, apply technologies, such as Intelligent Transportation Systems (ITS), to enhance the efficiency and safety of existing facilities and integrate these technologies into the planning and programming process, as well as the development of new transportation facilities.
Traffic congestion on the region's roadways will increase unless the proportion of travel by single occupant vehicle is reduced.	Promote transit, vanpooling, ridesharing, bicycling, pedestrian and other alternative transportation modes to reduce single-occupant vehicle travel.	Use existing transportation facilities as efficiently as possible, prior to using limited capital resources for the construction of new facilities.
		In the construction of new facilities and reconstruction of old, integrate methods to enhance multi-modal travel, such as the incorporation of transit stops and shelters, park and ride lots, high-occupancy vehicle lanes, bicycle lanes and storage, shower facilities, sidewalks, curb cuts, and adequate lighting.
		Coordinate transportation demand management services and alternative transportation promotions and special events with local fixed route transit providers, large employers, employer associations, and with such programs in adjoining counties.
		Work with other agencies to increase the potential of combining bicycle travel with other modes of transportation, including the provision of bicycle lanes, storage facilities at transit stops and employment centers and ridesharing staging areas.
		Facilitate the retention, expansion and improvement of transit and non-motorized mode travel to and within activity centers, along travel corridors, in scenic areas, and for special events.
		Promote convenient and efficient transit services for commuting to and from existing and planned work, school, shop-ping, recreational and other activity centers.
		Increase access and mobility opportunities for the elderly and those with disabilities. Develop an Elderly/Disabled Regional Mobility Council.

Issue	Goal	Strategies
Growth in population and jobs may further congest the region's roadways.	Seek consistency between planned growth in population and jobs and the planned capacity growth of the regional and interregional transportation system.	Ensure adequate operation and maintenance of all existing transportation system modes.
		Constrain this transportation plan to those projects and services for which funding is secured or which may be reasonably expected.
		Program the maintenance and expansion of passenger, freight and general aviation services and facilities according to the Regional Airport System Plan, or applicable airport Master Plans.
		Focus attention on jobs/housing balance, opportunities for mixed-use development, infill development adjacent to existing transportation corridors, and other strategies for reducing the impacts of growth on the region's transportation infrastructure.
Operation or improvement of the transportation system may have adverse environmental effects.	Avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system.	Strive to limit plans and programs to those transportation facilities and services which avoid, minimize or mitigate impacts to prime agricultural land, natural wetlands and riparian corridors, coastal dunes, significant scenic corridors, significant natural habitat areas, and/or cultural and historical sites.
		Strive to ensure that any air, water and noise pollution impacts associated with construction or operation of planned facilities or services are avoided, minimized or mitigated to less than significant levels.
		Avoid in residential neighborhoods, where feasible, implementation of transportation projects, with significant, immitigable impacts.
		Give preference to programs and projects which reduce emissions, or which replace conventional vehicles with optional low or zero emission vehicles and/or vehicles with reduced emissions of toxic air contaminants.
		Continue to emphasize funding of Transportation Control Measures in regional air quality plans as well as other emissions reducing projects.

Monterey Bay Area Transportation Goals and Strategies

This MTP Policy Element is intended to address five ongoing transportation issues affecting the Monterey region. These five issues were first defined in the 1994 Monterey Bay Metropolitan Transportation Plan. For each issue a goal to address that issue is adopted, and then one or more strategies are adopted to accomplish that goal. Together, the five goals and associated strategies comprise the Policy Element of this plan.

These five issues are:

1. The Monterey Bay region lacks a unified, geographically-based land use / transportation planning process.
2. Many roadways in the Monterey Bay metropolitan region are becoming congested due to increasing regional and interregional vehicular traffic.
3. Traffic congestion on the region's roadways will increase unless the proportion of travel by single occupant vehicle is reduced.
4. Growth in population and jobs may further congest the region's roadways.
5. There is a need to avoid, minimize or mitigate the environmental impacts caused by operation or improvement of the transportation system.

AMBAG's Policy Element shall, to the maximum extent possible, be consistent with the policy elements of the 2010 Regional Transportation Plans of Monterey, San Benito, and Santa Cruz Counties and both the federal Air Quality Maintenance Plan and state Air Quality Management.

The purpose of this Policy Element is to ensure that the transportation system planned for the Monterey Bay 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.

Strategies to Facilitate the Development of an Integrated Multimodal Transportation System

Due to the unique MPO/RTPA relationship between AMBAG and the three RTPAs, TAMC, SBtCOG, and SCCRTC, AMBAG does not develop projects. As such, AMBAG does not develop specific short and long range strategies to improve integrated multimodal transportation throughout the region. The following summarizes how each RTPA specifically addresses short and long range strategies to facilitate the safe and efficient movement of people and goods given the future transportation demand. These are contained in the RTP policy sections. Please refer to each RTP for specific policies related to each strategy/ objective. The future transportation demand, as modeled, is provided to each RTPA from AMBAG.

Short-Range Strategies

Monterey County (TAMC)

- Design facilities included in TAMC's expenditure plan program of regional transportation projects to operate at LOS C, achieve at least LOS D on the regional roadway network by 2020, and maintain at least LOS D on regional roadways thereafter.
- Continue to update the regional Intelligent Transportation System (ITS) plan in concert with regular updates of the Regional Transportation Plan.
- Increase the number of bicycle facility miles in Monterey County by 10% from 246 miles to 271 miles by the year 2015.
- Increase the number of trips made by bicycle from the existing .8% to 3% by the year 2015.
- Update and distribute a revised copy of the Monterey County Bike Map by 2010.
- Annually administer Monterey County Bike Week, and preserve or increase public and private sponsorships for Bike Week activities.
- Extend commuter rail service to Salinas by 2012.
- Implement fixed-guideway vehicle service on the Monterey Branch Line by 2014 between the former Fort Ord and the City of Monterey while preserving the potential to extend service to Castroville.
- Increase vehicle occupancy on major regional roadways by 2% by 2015 and 5% by 2030.
- Ensure that the RTP meets all applicable state and federal requirements for conformity with the region's adopted air quality plans, including expeditious implementation of transportation control measures.
- As responsible agency, approve an environmental impact report to be prepared in cooperation with, and subsequently certified by the Association of Monterey Bay Area Government, that also includes an analysis of the greenhouse gas emissions associated with implementation of the funding-constrained regional project list.
- Reduce the number of traffic collisions (injury, fatal and property damage) on streets, roads, and highways in the County from 6,582 (1993 to 1997 average) by 5% by year 2012.
- Support regional Blueprint Planning efforts in Monterey County.
- Promote and encourage public involvement in the planning process of all projects. Ensure that the public is properly informed of all projects and incorporated in the decision making process. Provide adequate opportunities for full public input in the evaluation and implementation of transportation system improvements.

San Benito County (SBtCOG)

1. To accommodate short term growth by improving the street and highway system so that it operates at a better level of service during peak travel periods.

2. To serve 200 commuter round trips per weekday of service with express bus service connecting Hollister to Gilroy.

3. To reduce the rate of fatal vehicular accidents throughout San Benito County

4. To develop a recreational trail for pedestrians and bicyclists along the San

Benito River from San Juan Bautista to Hollister.

5. To develop a transportation emergency preparedness and response plan that identifies emergency transportation systems, including emergency corridors and reliever routes.

6. To convert the old Highway 25 corridor in Hollister from use as a state highway to use as a business-oriented main street that includes increased parking, pedestrian, and bicyclist opportunities.

7. To develop a plan for commodities transportation that designates appropriate routes for large trucks throughout San Benito County and protects rural and residential roads and downtown business districts from degradation caused by large trucks.

8. To increase rideshare and intra-county transit operations by 10 percent over current (2005) levels.

9. To improve Hollister Municipal Airport operations by lengthening the main runway, installing an Instrument Landing System, and constructing additional hangars for general aviation use.

Santa Cruz County (SCCRTC)

- Ensure that adequate support is provided to maintain and operate the existing transportation system.
- Continue to provide facilities to accommodate automobile use in recognition that it is the current transportation mode for the majority of people in the county.
- Improve road and transit efficiency by increasing vehicle occupancy and transit ridership, and by providing cost-effective specialized transportation services.
- Minimize vehicular delay and transit travel times through low cost/high benefit operational improvements, with highest priority given to improving transit travel times.
- Preserve existing transportation corridors and facilities for current and future transportation uses.
- Emphasize safety when making decisions about transportation priorities.
- Increase the use of new technology, including information and telecommunication technology to improve traffic operations and traveler information, and to reduce travel demand.
- Increase the security of the transportation system for motorized and non motorized users.
- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks. Long-Range Strategies
- Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor Major Transportation Investment Study program of projects:
    - Widen Highway 1 with High Occupancy Vehicle (HOV) Lanes
    - Bus service improvements
    - Santa Cruz Branch Rail right-of-way acquisition
    - Bicycle/pedestrian path on rail right-of-way
    - Local road improvements
    - Local bicycle projects
    - Electric bicycle subsidy program
- Serve inter-county and intra-county travel needs, including consideration of travel links outside of the county.
- Provide multi-modal access to recreational resources.
- Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.
- Support parking management principles which reduce transportation demand at employer sites and commercial areas without negatively impacting neighborhoods.
- Finance the development and maintenance of the transportation system in a way which shares the costs equitably among responsible jurisdictions and/or users.
- Support increased and/or new transportation revenues for essential improvements.
- Set funding priorities, keeping in mind that the RTC affirms its ongoing commitment to the current formula allocation of Transportation Development funds and support for funding specifically dedicated to bus service. In the case of discretionary and new funds, the RTC affirms that its highest priority is to ensure the progress towards widening Highway 1 in a manner that promotes carpools and buses.
- Ensure that all transportation-related decisions by the RTC, Metro, Caltrans, local jurisdictions, and others are preceded by adequate public information activities.
- Ensure that regional, state and federal public-participation goals are being met, including those in the region's Public Participation Plan.

Monterey County (TAMC)

- Increase the number of bicycle facility miles on the Monterey Bay Sanctuary Scenic Trail from the existing 14 miles to 30 miles, completing the trail by the year 2025.
- Increase ridership on Monterey-Salinas Transit (MST) service routes at a rate as fast or faster than the growth in county licensed drivers.
- Work with Monterey-Salinas Transit to secure increased funding to support the growth in transit ridership and green transportation goals.
- Support Amtrak and the Coast Rail Coordinating Council in the implementation of new intercity service between San Francisco and Los Angeles called the Coast Daylight.
- Encourage safe, efficient and economical transportation of people and commodities by upgrading, consolidating, separating or removing at-grade railroad crossings in Monterey County.
- Increase the number of ADA-compliant transportation facilities, developments, and services through TAMC's project development, development review, and planning work.
- Increase the number of residential units within ¼ mile of fixed-route transit stops, stations, or multi-modal facilities through coordination with county land use jurisdictions through the CEQA development review and land use planning processes.

San Benito County (SBtCOG)

1. To increase the capacity of the street and highway system to accommodate projected long-term growth.

2. To serve 500 commuter round trips per weekday of service with commuter rail and express bus service connecting Hollister to Gilroy.

3. To reduce the rate of fatal vehicular accidents throughout San Benito County.

4. To extend the recreational trail for pedestrians and bicyclists along the San Benito River from Hollister to the Pinnacles National Monument.

5. To increase rideshare and intra-county transit operations by 10 percent over (2010) levels.

Santa Cruz County (SCCRTC)

- Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves a transit ridership goal of 10 percent of all trips.
- Increase percentage of work trips done by bicycle to five percent of all trips and 20 percent of all work trips by 2035; do so by prioritizing bikeway projects based on: 1) increased safety or access; 2) complete gaps in the regional bicycle network; 3) high-demand, high-density areas and commute routes; 4) along popular recreational routes. Develop a program to measure and monitor growth rates.
- Support efficient connections among all transportation modes.
- Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, the Coastal Commission, Caltrans, other transportation agencies, and neighboring counties.
- Reduce auto-dependent development and reduce vehicle miles traveled by emphasizing opportunities to reuse under utilized urban land for housing and compact, mixed-use developments.
- Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.
- Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian, and park-and-ride investments.
- Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency.
- Allow for and anticipate future mobility needs, taking into account projected future demographics.
- Emphasize sustainable transportation modes consistent with regional environmental policies.
- Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.
- Ensure that transportation projects contribute to the protection of biological and scenic resources, open space, and agricultural land.
- Ensure that all transportation project specific environmental review incorporates appropriate avoidance, minimization or mitigation measures, such as Transportation Control Measures.
- Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

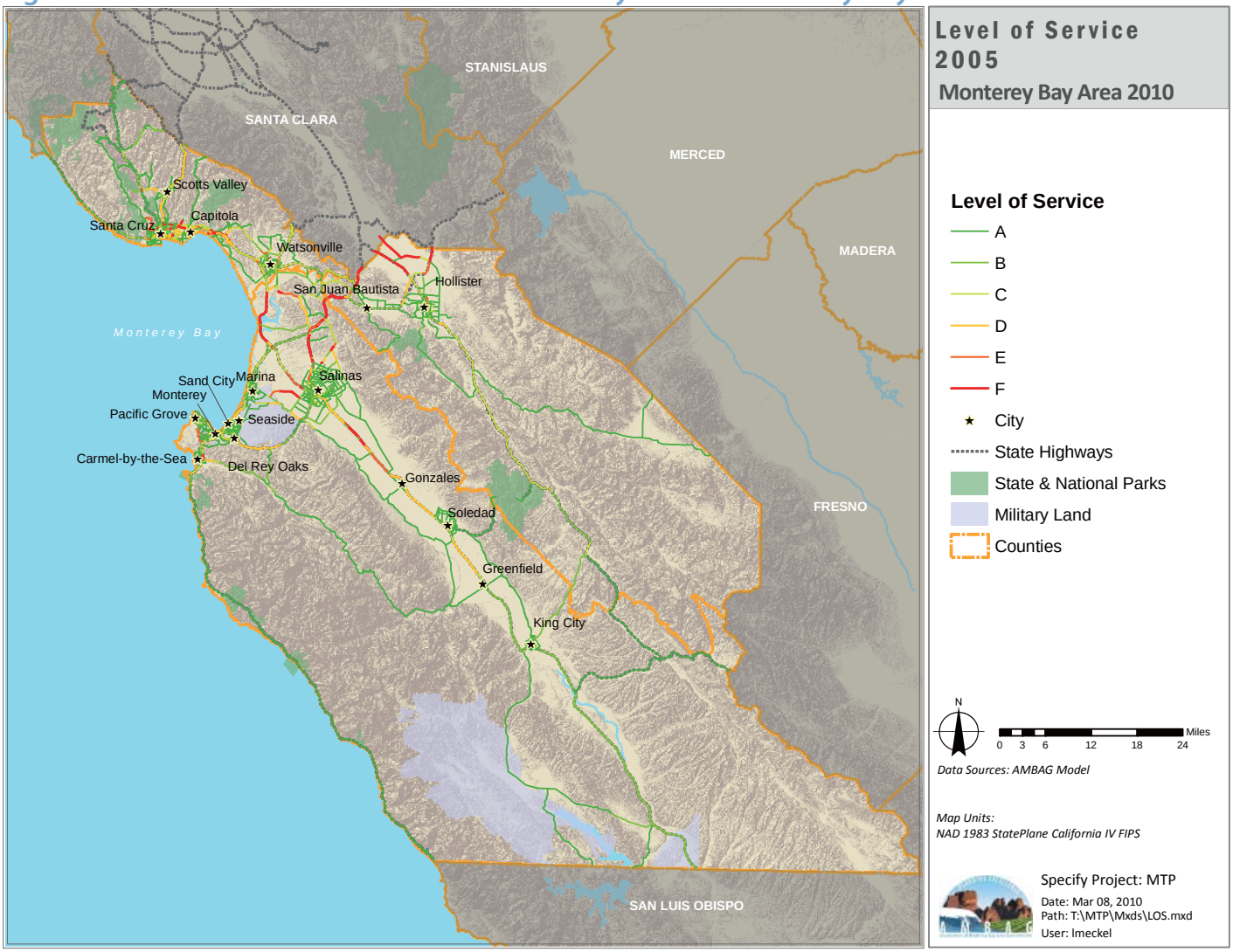
A State of Good Repair?

Transportation System Operation & Management

This chapter details how to improve the performance of existing transportation facilities via operational and management strategies. These strategies will seek to relieve vehicular congestion while maximizing the safety and mobility of people and goods.

The below map indicates the current congestion, and level of service on our existing road network. While most of the roadways have an "A" level of service, key segments of our system do not. Strategies that target these areas will increase the mobility of our system by 2035.

Figure 18. The 2005 Level of Service on Roadways in the Monterey Bay Area.



Operational & Management Strategies

Congestion in Major Regional Highway Corridors

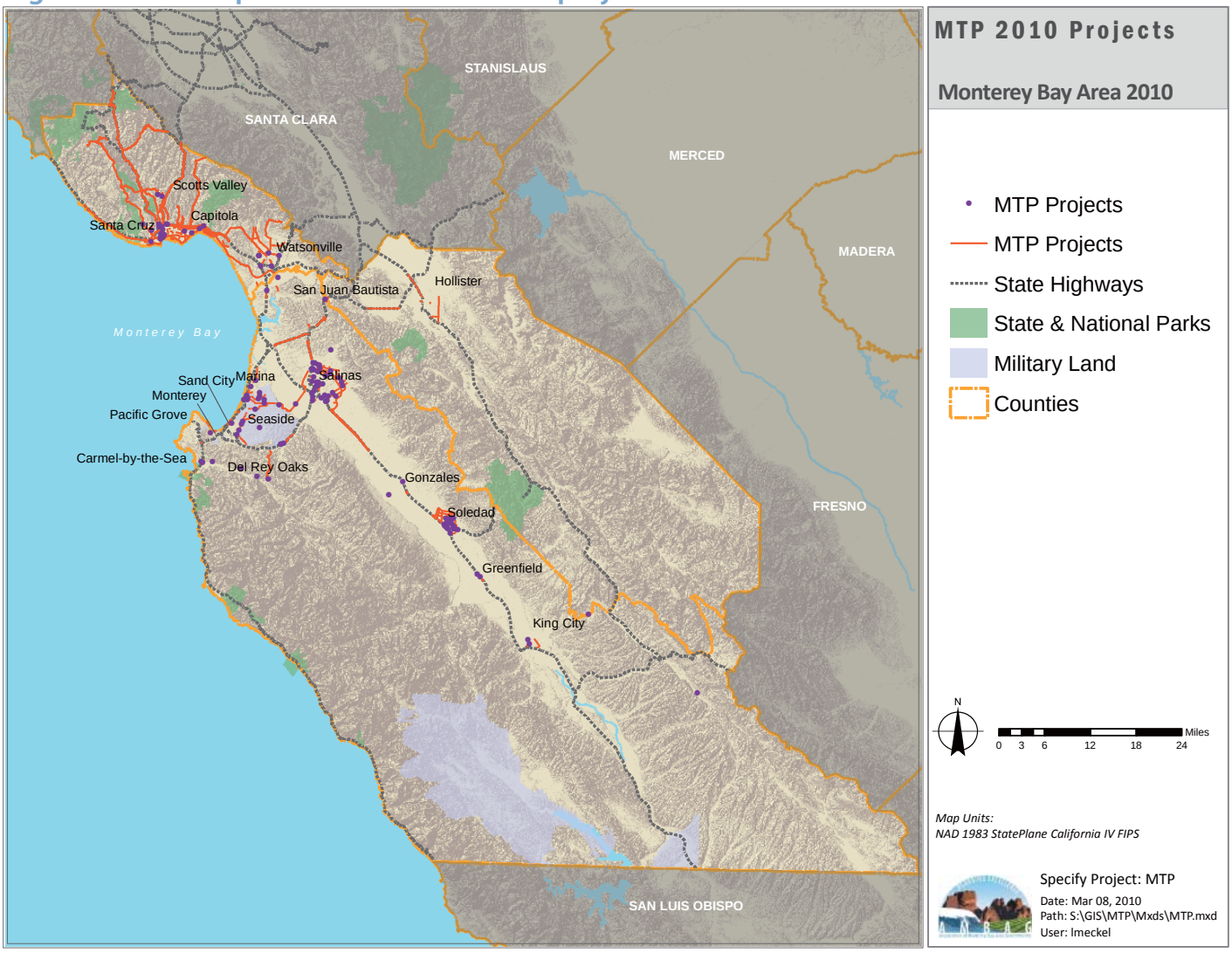
Regional vehicular traffic continues to grow in response to growth in auto ownership, licensed drivers, travel, dispersed housing and the increased travel by single occupant vehicles (SOV). The mean travel time to work in the region has increased both as a result of congestion and new residents tending to locate further from their places of work. This is especially the case in San Benito County where mean travel time increased more than 27 percent in that particular decade. We can only expect to see further increases in travel time due to increased congestion and particularly longer commute distances of Santa Clara County employees living in the Monterey Bay region communities.

The slower travel times result from segments of the roadway network operating at LOS E and F during peak hour, with potentially hazardous conditions occurring due to speeding and/or increasing volumes on narrow roads with substandard shoulders in hilly terrain.

An exception to peak hour congestion occurs as a result of the additional traffic loads generated by tourists and recreational visitors to the region. As a result of this additional traffic, operating conditions at LOS F can occur on weekends, especially on long weekends. Highway 1, SR 9 and 17 in Santa Cruz County and Highway 1, SR 68 in Monterey County and US 101 and SR 156 in Monterey and San Benito Counties are key recreational and tourist routes into and out of the region.

Both funding limitations and unavoidable environmental impacts effectively prevent widening highways. Some research has indicated that efforts to widen highways does not in fact mitigate congestion, but instead may push congestion to other segments in the network. More responsible mitigation seeks to develop other modes within the overall transportation network,

Figure 19. The map below indicates all the projects listed in the 2010 MTP.



which includes Traveler Information and Motorist Aid, including Freeway Service Patrol as Traffic System Management Strategies, as well as auxiliary lanes on highways.

A State of Good Repair

The preservation of the existing system is essential to maintain the current level of service on every mode within the Monterey Bay Area. The following explains where we need to improve our existing system to get to a high level of service by 2035. Maintaining level of service for each transit mode is accomplished in different ways (e.g. road repairs, frequent bus service)

Definition of Level of Service

The capacity of a roadway or intersection is defined as the practical engineering maximum rate of vehicular flow on that roadway in an hour, under prevailing conditions.

Capacity varies with the unique physical and operational characteristics of each network node, and with driver behavior prevailing at each node for the hour in question. For example, commuters drive differently than recreational or tourist drivers.

Transportation facilities, once rated in terms of capacity, should be evaluated based on capacity and the measured vehicle flow.

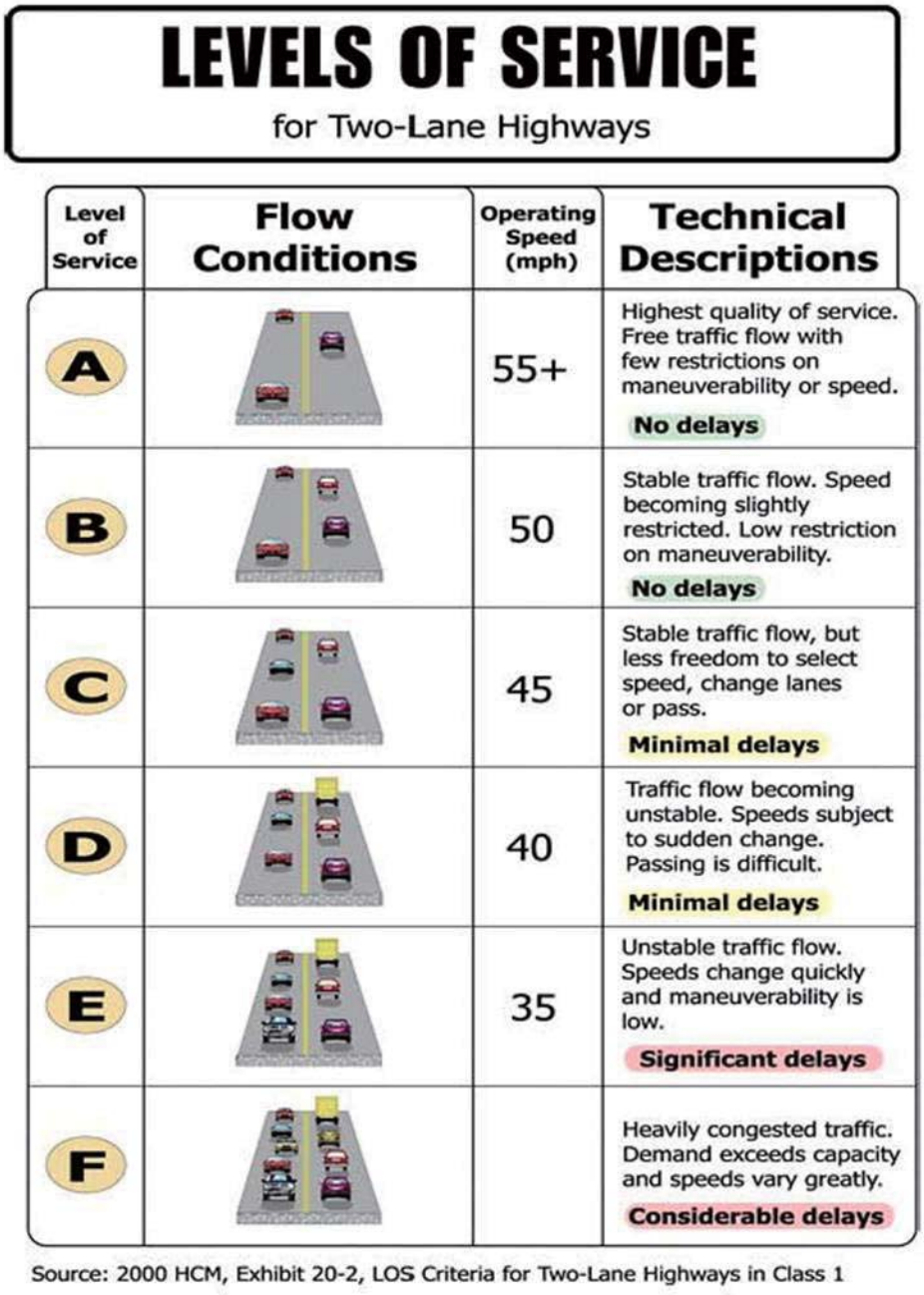


Figure 20. The above info-graphic helps visualize how the flow of a roadway relates to its overall mobility.

The ratio of flow to capacity, tells a great deal about the operating conditions, speed, and exhaust emissions produced by the use of roadways or intersections. The higher the traffic flow in relation to capacity, the slower speeds become. As the volume attempting to use the roadway or intersection begin to exceed capacity, speeds decrease rapidly toward zero, and traffic congestion becomes unacceptably jammed. Under these conditions exhaust emissions also increase.

Level of service (LOS) is a measure of how close the volume of traffic flow is to the capacity. Capacity is defined as a measurable limit of vehicular volume on a roadway or at an intersection. LOS uses actual flow rates in relation to capacity to rank operating conditions on roadways and at intersections. LOS are given as letter designations from A to F with A representing the best possible condition, and F the worst.

Figure 21. The graph above shows how the direct relation between the speed observed on a roadway and the level of congestion leads to the level of service grade.

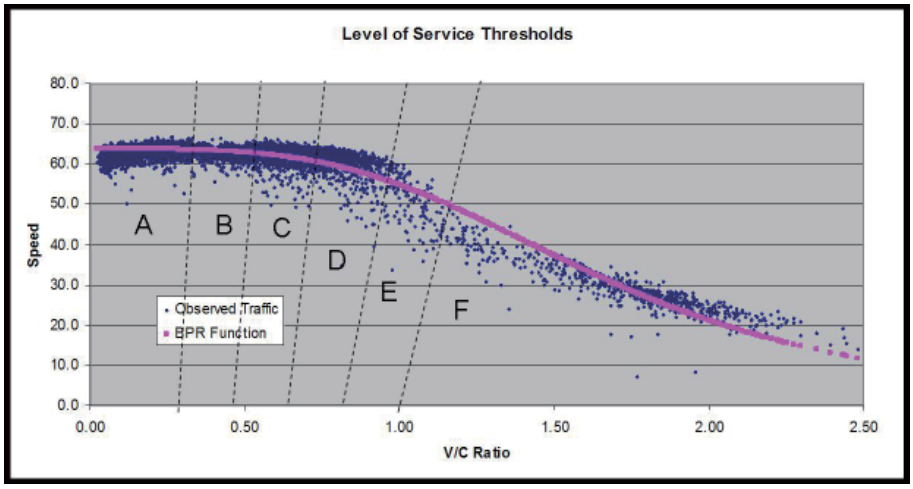


Table 11. Peak Hour Level of Service for Roadways

LOS	Peak Hour Operating Conditions
A	Describes free-flow operations. Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. Motorists are afforded a high level of physical and psychological comfort. The effects of incidents or breakdowns are easily absorbed at this level.
B	Represents reasonably free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Provides flow with speeds at or near the free-flow speed. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	This is the level of service at which speeds begin to decline slightly with increasing flow. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	This level of service describes operation at capacity. Operations at this level are volatile, with virtually no usable gaps in the traffic stream. Traffic flow speeds are somewhat reduced. Freedom to maneuver within the traffic stream is extremely limited and the level of physical and psychological comfort afforded the driver is poor. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave throughout the upstream traffic flow.
F	At this level of service capacity has been exceeded. The traffic volumes on a particular segment, measured in vehicles per hour, actually decrease below the volumes possible at saturation (LOS E). Average hourly speeds are extremely low and frequent stoppages occur. Long queues form. Passing and lane changes become impossible at LOS F. There is a high risk of "fender-bender" accidents caused by driver frustration and/or inattention. When a particular segment reaches F, traffic upstream may worsen to LOS F due to the formation long queues.

Source: Transportation Research Board, Highway Capacity Manual - Special Report 209 (3)

LOS Standards Applicability

Within the Policy Elements of each Regional Transportation Plan (RTP), only TAMC, as the Congestion Management Agency, references LOS roadway standards. TAMC aspires to achieve acceptable LOS for road and highway facilities consistent with the Monterey County Congestion Management Plan (CMP) standards, that provide an integrated approach to land use planning and transportation programming, and Caltrans LOS standards for state highways through the implementation of funding-constrained regional road and highway improvements identified in the RTP.

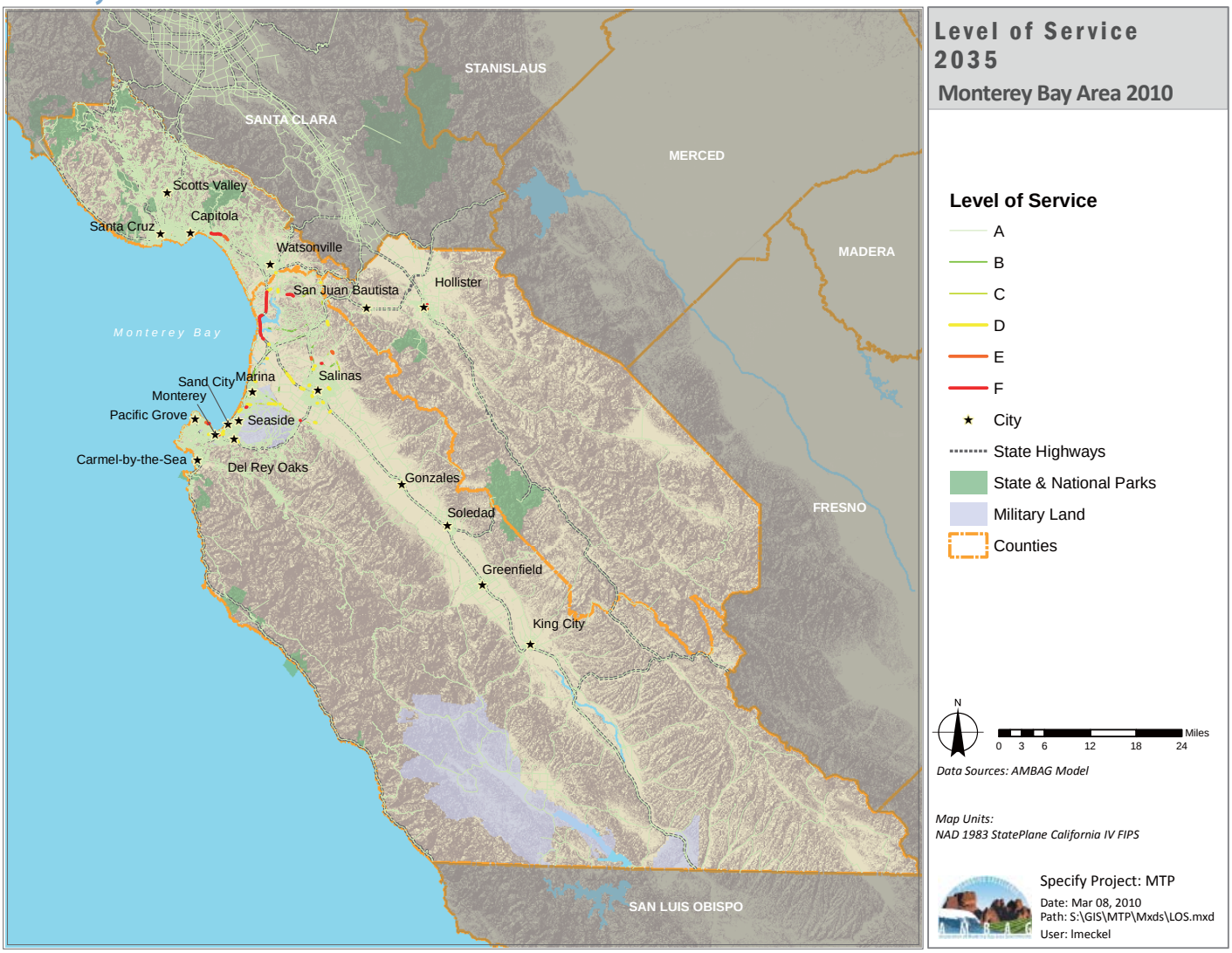
Use of LOS is particularly illustrative when viewing the transportation network and identifying problem areas within the three-county region.

Table 12. Peak Hour Level of Service for Signalized Intersections

LOS	Peak Hour Operating Conditions
A	Describes operations with very low signal delay, up to 10 seconds per vehicle. This level of service occurs when progression is very favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	Describes operations with signal delay, greater than 10 seconds and up to 20 seconds per vehicle. This level of service occurs with good progression. More vehicles stop than with LOS A, causing higher average delay
C	Describes operations with signal delay, greater than 20 seconds and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many will still pass through the intersection without stopping.
D	Describes operations with signal delay, greater than 35 seconds and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Many vehicles stop, and the proportion of vehicles not stopping declines. Substantial delays and queues of vehicles on approaches during short times during the peak hour. However, queues are periodically cleared, thus preventing excessive back-ups
E	Describes operations with signal delay, greater than 55 seconds and up to 80 seconds per vehicle. Capacity is reached at the intersection; volume rises to its maximum flow rate. Long queues of vehicles may form, particularly for short signal cycles. Traffic operations generally described as poor.
F	Describes operations with signal delay, in excess of 80 seconds per vehicle. Jammed conditions. Backups may temporarily stop all exiting movements on one or more approaches, even during green phases.

Source: Transportation Research Board, Highway Capacity Manual - Special Report 209 (3).

Figure 22. With the build out of the 2010 MTP projects, in 2035 the region will enjoy improved mobility.



Transportation Demand Management and Traffic Systems Management

Overview

Transportation Demand Management (TDM) and Traffic Systems Management (TSM) are two types of techniques used to improve the efficiency and effectiveness of the transportation system. In TDM, the focus is on changing peoples' travel behavior; in TSM, administrators focus on system operational and/or service improvements to facilitate traffic flow. When successfully employed, these techniques decrease travel demand and improve operations and/or services prior to committing to significant investment for new supply or new capacity. TDM/TSM approaches the transportation system as an interconnected whole, identifying management and operational changes which may improve overall efficiency before recommending local capacity improvements to address congestion and other transportation system deficiencies.

Traffic engineers, transit and transportation planners and traffic law enforcement officials in the region have employed, or considered, one or more of the following methods to increase the use of the existing transportation capacity:

Traffic Systems Management

- Coordinate traffic signals using progressive timing
- Revise downtown traffic flow to one-way operation to increase capacity on networks or couplets)
- Channelize turning movements at intersections or provide median turn lanes
- Install freeway ramp metering at applicable locations
- Construct acceleration/ deceleration lanes
- Post peak period on-street parking prohibitions on major collectors and arterials
- Provide on- and off-street loading facilities for delivery vehicles
- Coordinate and consistently enforce traffic and parking regulations
- Construct bus pull-outs for transit stops
- Allow bus-only turning movements at key intersections
- Build more park and ride lots at appropriate locations
- Develop intercept parking with bus shuttle service to reduce congestion in activity/ employment centers and/or special events
- Construct connecting bicycle/pedestrian paths and trails
- Construct bicycle/pedestrian bridge crossing facilities
- Convert abandoned rail ROW to bike/pedestrian trails
- Provide bicycle actuation at signals at all major arterial intersections
- Construct pedestrian sidewalks and paths
- Improve and expand pedestrian crosswalks and adjacent sidewalk or median waiting areas
- Provide actuated phases at traffic signals to facilitate pedestrian crossing across high volume roadways

Travel Demand Management

- Promote and publicize ride matching and vanpool formation services
- Encourage employer sponsorship of ridesharing and transit use for work trips
- Encourage ridesharing for school trips
- Provide guaranteed ride home services for employees who travel to work by bus or HOV
- Provide incentives for HOV use
- Promote telecommuting
- Improve and increase transit route coverage and service periods
- Increase transit service frequency on mainlines
- Provide peak period transit express services
- Develop timed transfer points
- Enhance information, security and amenity at transit stops and transit centers
- Improve programs promoting safe bicycle use
- Provide amenities and facilities for bicycle and pedestrian access to bus transit stops and terminals
- Coordinate bus transit routes and schedules with those of intercity rail and bus service
- Develop transit- and pedestrian-oriented design of new development, redevelopment and military base reuse
- Plan higher density transit corridors
- Include alternative mode support amenities in new development
- Plan mixed-use development

Preferential Transit/Carpool Treatment and Equitable Pricing

In general, changing travel mode to reduce congestion on the local network can be aided by combining incentives for alternative travel mode use with the application of equitable pricing. Several incentives are discussed below. Equitable pricing, which takes into account the true cost of all travel modes, including single-occupant vehicle (SOV) use, is discussed after the incentives.

Incentives used by local jurisdictions to entice people to forego their use of SOVs are: preferential parking for carpools or vanpools, subsidized transit passes, use of agency vans for vanpooling and provision of an on-site transportation coordinator. Additionally, as they are able, the regional public transit agencies strive to ensure that major developments within their sphere of service are transit accessible. However, the transit agencies have only limited ability to unilaterally ensure that developments are provided with transit service. Typically, the majority of development mitigation measures have been limited to minor capital improvements such as bus turnouts and shelters rather than the provision of transit service.

Additional preferential treatments of transit and carpool users not currently in place in the region include the construction of high-occupancy vehicle (HOV) lanes and the provision of queue bypass lanes on signalized freeway ramps.

High-occupancy vehicle (HOV) lane construction is being considered for one lane in each direction on Highway 1 between Larkin Valley Road and State Route 17 in Santa Cruz County. Since the preparation of the 2002 MTP, the Santa Cruz County Regional Transportation Commission (SCCRTC) completed a feasibility assessment of designating the proposed HOV lanes as High Occupancy Toll (HOT) lanes whereby users of the extra lane pay a use fee and HOV users pay a reduced fee or no fee at all. Based on the study results and public feedback, the SCCRTC elected to proceed with the Highway 1 Widening Project as an HOV versus HOT project. Upon review and approval of a Caltrans Project Study Report in 2002, the Commission approved state and federal funds for the next step in the project development process for the Highway 1 Widening/HOV Lanes project: preliminary design and environmental review, referred to as the Project Approval/ Environmental Document (PA/ED) phase. In June 2003, the PA/ED phase was initiated under SCCRTC, with oversight provided by Caltrans. For purposes of the environmental study, SCCRTC defined the purpose and need of the project as "reducing congestion, encouraging carpooling and use of alternative transportation modes as means to increase capacity, and improve safety." The PA/ED phase of the Highway 1 Widening/HOV Lane project is intended to satisfy state and federal environmental requirements and involves extensive public participation.

At this time, the AMBAG region has one ramp meter at the intersection of State Route 156 and US 101 northbound in the Prunedale area of Monterey County. This ramp meter is not operated as a queue bypass.

With private automobile use heavily publicly subsidized, equitable pricing of private automobile use could be an effective tool in making people realize the true cost of SOV use and subsequently shifting travel habits to alternatives to the single-occupant vehicle. Although proposed in the past, a vehicle use fee based on the number of annual miles driven has never progressed satisfactorily.

Parking Management

By managing parking, employers and jurisdictions can either provide an incentive or disincentive to single-occupant vehicle use. Favoring parking by short-term users over all-day commuters provides a disincentive to SOV use. Jurisdictions or employers providing park and ride lots along commute corridors, and providing priority parking for high occupancy vehicles, entice their employees to reduce their use of the SOV.

In the AMBAG region, some park and ride lots are located along commute corridors and in key locations where people can easily meet and form their carpool trips. See the map on the next page for the locations of park and ride lots in the AMBAG region.

Santa Cruz County has five formal park and ride lots augmented by one informal lot on Highway 17 in Santa Clara County that is paved, but not signed and four joint use. These shared use facilities lots covering serve both the State Route 1 corridor from Park Avenue State Park Drive to High Street Morrissey and the State Route 17 corridor from Pasatiempo to the Summit.

San Benito County has two formal park and ride lots, one in downtown Hollister at Veterans Memorial Park, one at the intersection of U.S. 101 and SR 156, and one on SR 25 south of Flynn Road.

Monterey County commuters have three formal park and ride lots from which to choose. However, disparately spread throughout the county, the lots are not located particularly close to developed areas or in proximity to residential areas -- the origins of the commute trip. Past research conducted by the Institute of Transportation Studies (Berkeley) indicates that the most utilized lots are located in residential areas and suburbs where commute distances

are 10 to 20 miles one-way. See Appendix J for addresses of the existing Park & Ride facilities.

Region employers expanding or relocating their businesses have found that they are better able to pass environmental review of new work site plans if they address potential circulation problems. Both lead agencies and consultants preparing environmental reviews focus on the role of the employer in alleviating potential congestion. Offering priority parking to employees commuting to work in high occupancy vehicles can be an important option in enticing employees to reduce SOV use.

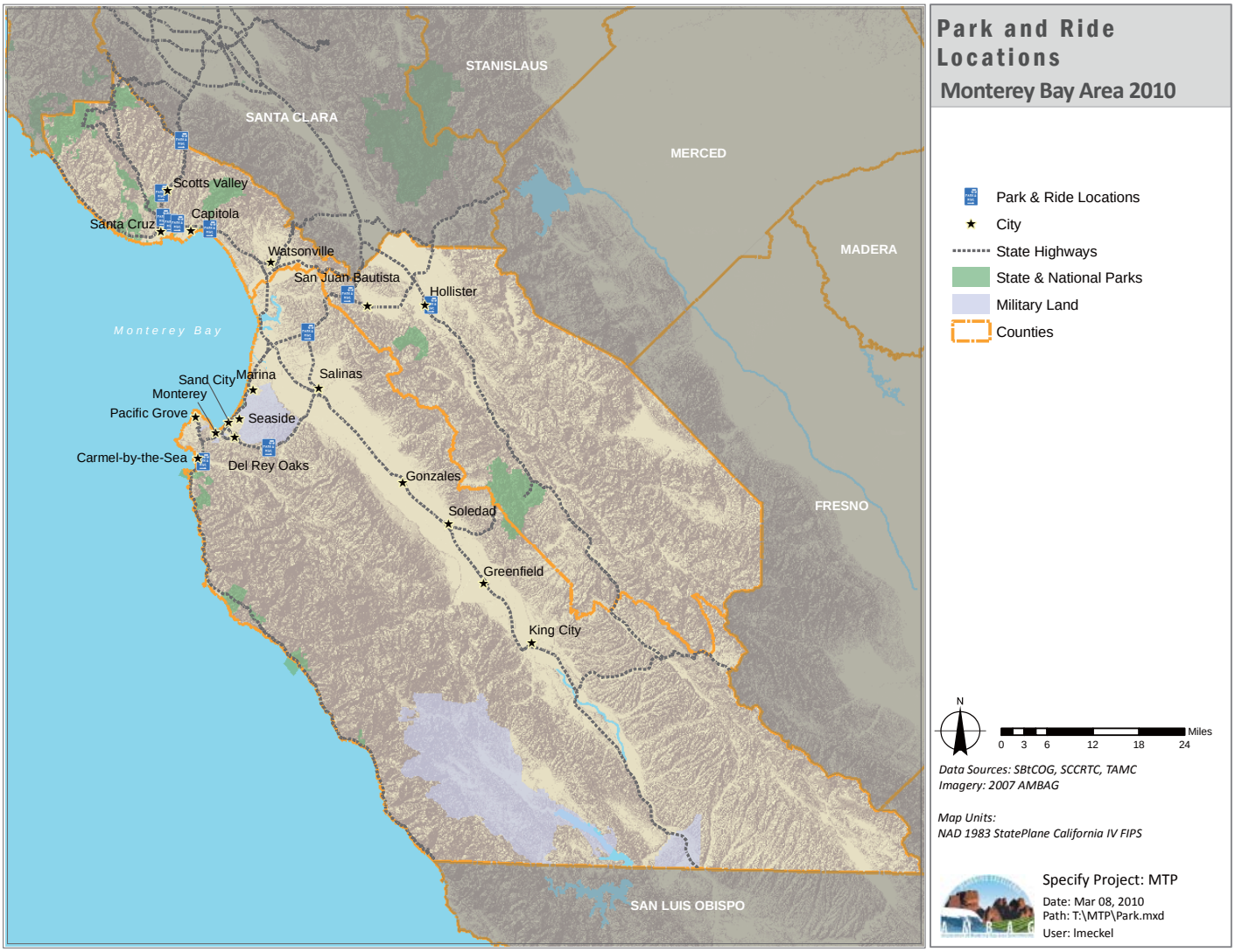
Provide Bicycle and Pedestrian Amenities

When Caltrans and local jurisdictions provide bicycle and pedestrian amenities, they not only are encouraging recreational opportunities but providing an alternative to the single-occupant vehicle for commute purposes. In the region, the Local Transportation Commissions administer the distribution and use of bicycle and pedestrian funds as provided for under the Transportation Development Act (TDA).

One-quarter of one percent of the sales tax is returned to each jurisdiction as TDA funds for public transportation and highway improvements, with 2% dedicated to jurisdictions with existing or planned bicycle and pedestrian facilities. Distribution of these funds is determined by the LTCs annually. Other funding sources include Regional Surface Transportation Program (RSTP), AB 2766 (Vehicle Registration Surcharge Fee) funds, Transportation Enhancement Activities (TEA) funds, city and county funds, Safe Routes to Schools and Bicycle Transportation Account funds.

In Monterey and Santa Cruz Counties, the Transportation Agency for Monterey County and the Santa Cruz County Regional Transportation Commission provide ongoing Bicycle Programs covering facilities planning, policy development, education/

Figure 23. Caltrans Park & Ride lots adjacent to major roads facilitate carpooling in the region.



promotion and staffing the respective county Bicycle Committees. Program efforts are centered on coordination and incorporation of bicycle planning and promotion into all planning activities including general plan development, capital improvement programming, development review, environmental review and other TSM efforts.

Reduce Vehicle Use in Congested Areas

In the Monterey Bay region, local officials and employers employ various methods by which to reduce vehicle use in congested areas. Two common ways to strive to reduce the number of single occupant vehicles is by ridesharing and forming Transportation Management Associations (TMAs).

Ridesharing

Three ridesharing programs are administered in the region to reduce vehicle use. The main goal of Commute Alternatives (Monterey County), Commute Solutions (Santa Cruz County) and San Benito Rideshare is to increase the average vehicle occupancy, thereby decreasing the number of single-occupant vehicle (SOV) trips. Commute Alternatives is administered by the Association of Monterey Bay Area Governments (AMBAG); Commute Solutions is administered by the Santa Cruz County Regional Transportation Commission (SCCRTC); and San Benito Rideshare is administered by the Council of San Benito County Governments (SBtCOG). The programs are generally supported by a combination of federal, state, and local funding or promotional contributions from the Monterey Bay Unified Air Pollution Control District.

Staff of each program provides instant web-based carpool/vanpool matching services which delivers to interested individuals a list of other people traveling to and from the same area as the commuters. The ridesharing programs are voluntary with the commuter deciding whether or not to use the forwarded information to begin a carpool or participate in a vanpool.

In addition to carpool/vanpool matching services, the three rideshare programs also conduct employer outreach campaigns to stimulate awareness of different forms of travel than the single-occupant vehicle (SOV). This includes promoting and facilitating the use of transit or non-motorized modes such as telecommuting, riding bicycles and/or walking to work.

Transportation Management Agencies (TMAs)

Transportation Management Agencies (TMAs) are voluntary associations of employers typically located in the same general vicinity which work together to develop strategy to reduce SOV use among their employees. The transportation system management activities they develop are implemented as a way of reducing vehicle trips.

In Santa Cruz County, SCCRTC assisted both the Santa Cruz Area and the Pajaro Valley Chambers of Commerce to form TMAs. Like TMA's throughout California, the voluntary nature of membership and employer trip reduction efforts make the traditional TMA model difficult to sustain. The Santa Cruz Area TMA merged with the non-profit Ecology Action organization in 2007 and core programs formerly offered through the TMA continue to be offered to employers on a membership basis. The Pajaro Valley TMA which continues to operate under the PV Chamber with a focus on safety and education about sustainable transportation is no longer a membership organization. No other TMAs operate in the Monterey Bay region.

Transit Use and Improvements

In the Monterey Bay region, public transit assists in alleviating congestion as well as serving as the main mobility source for the transit dependent. The region's fixed route transit operators, the Santa Cruz Metropolitan Transit District (Santa Cruz METRO), San Benito County Express and Monterey-Salinas Transit (MST), collectively serve a service area population of over 600,000 persons. While Santa Cruz METRO and MST extensively serve areas of their respective counties, San Benito County's County Express and County Intercity Programs are limited to either fixed route service within Hollister or several trips per day serving Gavilan College and the Gilroy Caltrain station.

For additional background information on Santa Cruz METRO, MST and the County Express, please see the Existing Conditions section.

Transportation Systems Management

Congestion management programs and projects can be divided into four types of supply (capacity) and three types of demand side measures:

Supply Side Measures:

1. New roadway routes
2. Increased roadway capacity on existing routes
3. Intersection improvements
4. Improvements to alternative mode facilities and services

Demand Side Measures:

1. Market based travel control/ management measures
2. Regulatory travel control/ management measures
3. Regulatory growth control/ management measures

Programs and projects in any of the above categories, may be used to address the congested traffic conditions identified in Appendix D. Such programs and projects are adopted in the RTPs. Please refer to the Regional Transportation Plans of the three

Monterey Bay Region RTPAs (SBtCOG, SCCRTC, and TAMC) for a more in-depth discussion of transportation deficiencies and needs analyses. To be included in the MTP, they must be both financially constrained and meet federal requirements regarding their emissions impacts.

These federal requirements necessitate a determination by AMBAG that the emissions that would result from vehicles using the metropolitan roadway network after construction of the metropolitan transportation plan and program conform with the air quality standards set by the State Implementation Plan for meeting the National Ambient Air Quality Standards (NAAQS). Translated, this means that the motor vehicle emissions produced by developing the plan and program projects do not exceed the pollutant budgets for on-road motor vehicle emissions that were established in the 1994 Monterey Bay Region Maintenance Plan.

Once included in the adopted MTP, a program or project becomes eligible for the Metropolitan Transportation Improvement Program (MTIP, a separate document) that identifies funding source and schedule for all federally-funded programs and projects by fiscal year.

Safety

The programs listed in the Transportation Demand Management and Traffic Systems Management sections all aim at reducing collisions and fatalities by improving the overall safety of the system.

Security

By reducing security vulnerabilities throughout the infrastructure in the Monterey Bay Area, the overall strength of the transportation system will be improved.

Through general system upgrades to keep the system in a state of good repair, we will also improve our emergency preparedness.

This section consists of the *Action Element* and the *Financial Element*

Financing the Plan

Action Element

Working within the $9.01 billion of total funds anticipated to be available to the region during the next 25 years, the RTPAs evaluated thousands of potential projects to include in the RTPs, which comprise the MTP.

Total Constrained Project Costs for the 25 year period between FY 2010/11 to FY 2034/35 is estimated to be $8.02 billion.

The following general factors were considered in the RTP development process:

- Immediate needs and identified gaps along major corridors
- Locally identified priorities
- Availability of funding for the project type
- Potential environmental impacts
- Economic implications
- Safety considerations
- Transportation equity considerations

Public Participation

Though transportation projects provide important benefits to county residents and travelers, projects also have the potential to adversely affect certain neighborhoods and population groups in a disproportionate manner. As such, a key component of development and evaluation of the MTP was inclusion and consideration of the entire community. Specific to environmental equity, Caltrans defines environmental equity in terms of transportation projects as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, from the early stages of transportation planning and investment decision making through construction, operations and maintenance." Three fundamental principals of environmental equity are:

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The projects in the MTP increase opportunities for all segments of the population at all income levels by increasing transportation and mobility choices - such as increased transit, bicycle, and pedestrian facilities. Consistent with Title VI of the federal Civil Rights Act of 1964, Section 11135 of the California Government Code, and Executive Order 12898 on Environmental Justice, the MTP is also sensitive to how all residents, particularly low-income communities and communities of color, may be impacted by possible changes identified in the MTP.

Planned regional transportation improvements were evaluated to ensure that combined the projects included in the MTP are not expected to have a disproportionate adverse impact on low income or other under-represented groups, and that minority and low-income populations receive equal benefits, on an equally timely basis, as other populations.

While low-income and other disadvantaged residents may be less able to participate in the transportation planning process because of a language barrier or unfamiliarity with the opportunities for public input, RTPAs makes consistent efforts to include all county residents in the transportation discussions and decisions, and to ensure that plans and implementation of transportation system improvements do not disproportionately benefit or impact any particular community more than others. Member agencies worked with AMBAG to develop a public

participation plan for the region that identifies options and opportunities for outreach. Components of the plan include, but are not limited to:

- Maintenance of a mailing list of community-based groups throughout the county, including neighborhood, health, senior, faith, environmental, low-income, and other social support groups;
- Work with citizen and advisory committees;
- Notifications about public hearings;
- Bulletins to media partners;
- Hard copies of documents are available at local libraries;
- Bilingual translation of materials, as appropriate

Participation by all in development of the 2010 MTP has been encouraged, consistent with the adopted Public Participation Plan.

PROJECT LIST

The roadway, transit, bicycle, pedestrian, safety, and other projects listed in the 2010 MTP are sorted into two groups:

1. Constrained Projects — Priority projects that could be funded over the next 25 years with reasonably foreseeable transportation revenues identified in the MTP. The emphasis of the constrained list is on projects that address ongoing maintenance and operation needs, fill critical gaps in the transportation network, benefit a large number of travelers, address safety, are located on major transportation corridors, and/or specifically address needs identified in the Policy Element. This group includes over 411 projects totaling $8.02 billion, including those that are already programmed and scheduled for construction in the short term, projects that could be funded by a future local half-cent sales tax measure, and other planned projects which could be financially feasible to construct anytime within the 2010 MTP full time line (2010-2035). These 411 plus projects could be funded.
2. Unconstrained Projects — Given the limited amount of funding available for transportation projects and programs, there are over 464 projects totaling over $4.3 billion that cannot be implemented over the next twenty-five years unless there is additional funding available for transportation.

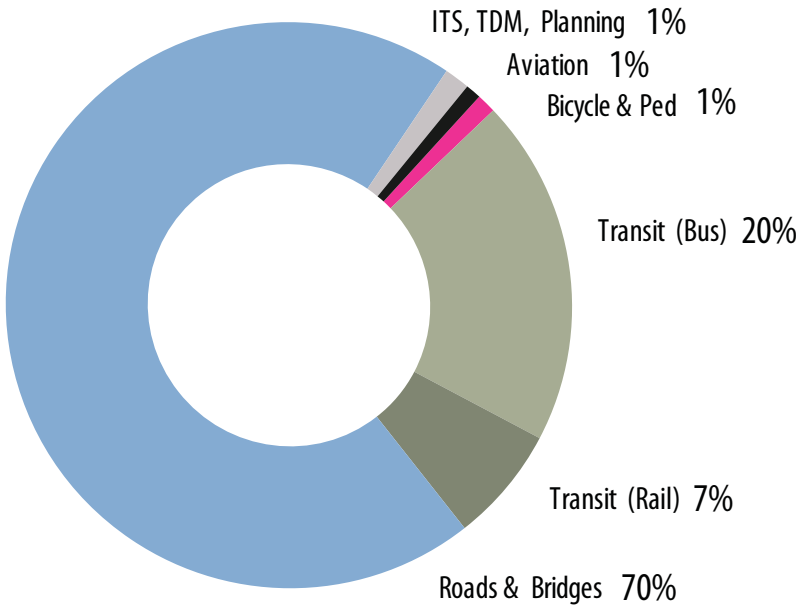
A number of projects are identified as both constrained and unconstrained. For these projects, only a portion of a project could be funded over the next twenty-five years, and it will be necessary to secure and/or generate additional funding sources (beyond those included in the Financial Element) to fulfill all the needs. For some capital projects, if new funds do not become available, a project may have to be scaled back and only a portion of the project built.

When developing the project lists, project sponsors and the RTPAs took into consideration local land-use plans, population projections, regional goals, and project ideas identified by advisory committees and public through forums such as the Transportation Funding Task Force meetings, website outreach and public meetings. Environmental, economic, and social equity issues were also taken into consideration.

Constrained Projects

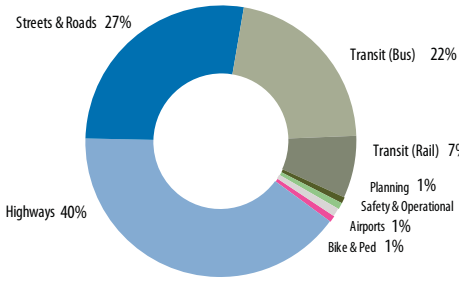
Constrained Project List (Appendix D) consists of transportation projects which can be implemented over the next 25-years, applying the constraints of projected funding sources. This list includes near-term projects that are already slated to receive funds in existing short-range

Figure 24.



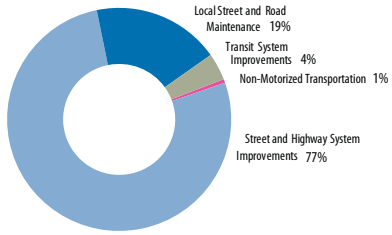
Expenditures by Mode, 2010 to 2035
Monterey Bay Area

Figure 25.



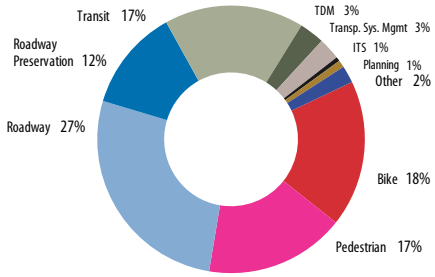
Expenditures by Mode, 2010 to 2035
Monterey County

Figure 26.



Expenditures by Mode, 2010 to 2035
San Benito County

Figure 27.



Expenditures by Mode, 2010 to 2035
Santa Cruz County

transportation funding plans (ex. Regional Transportation Improvement Program, Capital Improvement Programs, lead agencies' budgets); costs to operate and maintain the current transportation system; as well as regionally significant projects identified as high priorities, such as those shown in the table below.

Projects included in the constrained list fill gaps in the transportation network, benefit a large number of people, address safety, are located along major transportation corridors, or specifically address needs identified in the 2010 RTP and MTP Goals and Policies. Many of these projects have uncertain schedules and could be constructed or otherwise implemented at any point in the 2010 MTP's time frame (2010-2035).

Expenditures by mode for all projects are illustrated in the graph. While the large majority of expenditures fall into the "Roads and Bridges" mode, over 30% of the region's planned expenditures will go toward maintaining, improving or expanding transit service. This ranges widely by county, as shown in the graphs to the left.

Regionally Significant Projects

There are a total of 87 regionally significant projects in the Constrained MTP Project List and another 102 in the Unconstrained Project List. The top ten Constrained Projects of regional significance (in terms of estimated costs) are listed in the table below.

It would take at least an additional $2 billion to implement the regionally significant Unconstrained Projects, or $11.1 billion for all Unconstrained Projects. A complete list of regionally significant projects can be found in Appendix D: Project List.

Financial Element

INTRODUCTION & BACKGROUND

This 2010 Monterey Bay Area Metropolitan Transportation Plan describes recommended programs and projects designed to meet transportation needs through the year 2035. In accordance with SAFETEA-LU, this section will document the funding sources reasonably expected to be available to finance the recommended plan.

Federal law requires that the total cost of the constrained project list not exceed total expected revenues over the MTP's 25-year time span. Revenue forecasts are thus a key part of the MTP's development.

The Financial Element identifies, as possible, major Federal, State and local funding sources anticipated being available during the life of the

Table 13. Regionally Significant Projects.

Project Number	Agency	Project Title	Cost Est (in 1000's)
MTD-P10	SCMTD	Local Transit - Continuation of Existing Service Levels 2010-2035	$830,000
RTC 24	SCCRTC	Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	$500,000
CT025	Caltrans	US 101 Prunedale Improvement Project	$181,565
SB01CT01	Caltrans/COG	Highway 25 4-Lane Widening Phase I	$139,295
MST009	MST	Frank J. Lichtanski Operations Center	$129,000
MTD-P10C	SCMTD	ADA Paratransit Service - Continuation of Existing Service	$103,000
CT020	Caltrans	US 101 - San Juan Road Interchange	$85,600
CT-P30	Caltrans	Lump Sum SHOPP: Collision Reduction	$80,000
CT036SB	Caltrans	San Benito Route 156 Improvement Project	$69,611
TAM010	TAMC	Monterey Branch Line Operations	$67,302

plan. A full list of funding sources is included in Appendix I.

Financing for the Monterey Bay metropolitan region constrained Action Element is shown in the Revenue Sources tables. The tables identify revenue sources and financial amounts reasonably expected to be available over the life of the plan. The tables illustrate the total funding reasonably expected to be available over the life of the plan is, on a cumulative fund basis, sufficient to meet the financial claims generated by the MTP Financially Constrained Action Element.

As the MTP is long-range planning document, projects listed in the plan do not represent any specific commitment of funds to any project. Projects are approved by the Regional Transportation Planning Agency for respective federal or state funding sources and then amended into the Metropolitan Transportation Improvement Program (MTIP) prior to funding being dedicated to an individual project. As such, the MTP represents a long-range list of projects through which those programmed funding will be advanced into the MTIP for implementation.

Financial Assumptions

The financial forecasts in this MTP are based on reasonably foreseeable revenues. The projections are calculated using a combination of historical averages, current trends, and/or state and federal actions. Actual revenues will vary from year to year.

The financial projections and estimation methods used in the 2010 MTP were developed collectively with transportation planning agencies in the Monterey Bay Area including AMBAG, TAMC, the Santa Cruz County Regional Transportation Commission, the San Benito County Council of Governments, the California Department of Transportation (Caltrans), Caltrans District 5, the Monterey Bay Unified Air Pollution Control District, Monterey-Salinas Transit, the Santa Cruz County Metro Transit District, the County of Monterey, and Monterey County cities.

The projections are also consistent with those figures shown in the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program Fund Estimate and Federal Transportation Improvement Program (FTIP).

Some federal and state funding sources are discretionary, typically available to a variety of types of projects, and allocated through a competitive grant process. Dedicated funds are restricted for use by specific jurisdictions, agencies or types of projects; or are allocated to agencies according to a set formula. In most instances, base-year figures for formula funding sources (those that the region typically receives every year according to population, road miles, or fixed factors) reflect the amount of funding received FY08/09 or FY09/10.

In other instances, the 2010 MTP uses historical averages to calculate anticipated revenues. For sporadic funding sources, the 2010 MTP's calculations use a fixed percentage of the total statewide amount available for the base-year figure, based on the regional share of the state population.

Projections of State Transportation Improvement Program (STIP) funds for the first five years are consistent with the adopted 2010 STIP Fund Estimate. However, the base-year figure for STIP funds reflects the region's average share of STIP funds over a fourteen year period.

Several funding sources included in the 2005 MTP have been eliminated due to state and federal budget cuts.

A Note on the Limitations of Forecasts

Forecasting the amount of funding that will be available for transportation over the next 25-years can be a challenging and somewhat speculative exercise. The reliability of both short and long term funding projections can be impacted by several factors including: timing and content of the annual federal appropriations bills, changes in national fuel consumption, up and downturns in the local, state, and/or federal economies, and the annual California State Budget.

Some discretionary funds may vary substantially from year to year because they are disseminated statewide by competitive processes. The volatility of the local, state, national and global economy in recent years has significantly impacted both project costs and revenue generation. Federal and State laws, such as the federal transportation act which is scheduled for reauthorization in 2010, could also result in sweeping changes in the way that transportation projects and programs are funded.

In recent years, even Caltrans' short-range projections for the State Transportation Improvement Program (STIP) have proved unreliable, as the State has continually "borrowed" or diverted transportation funds to backfill non-transportation programs in the State General Fund. These diversions have significantly diminished the California Transportation Commission's ability to release funds for planned and programmed projects, resulting in considerable delays to several projects.

Funding availability may also vary positively. For instance, in the last

five years new, one-time revenues that were not anticipated in the 2005 MTP were made available through Proposition 1B bonds, which were approved by voters in 2006, and the federal economic stimulus program of 2009 – the American Recovery and Reinvestment Act (ARRA).

Through 2009 those two programs have funded over $20 million in transportation projects in Santa Cruz County alone that would otherwise have not been possible given the dismal state of traditional transportation funding sources. Several projects approved for Proposition 1B and ARRA funds will be constructed 2010-2012 and are included in the constrained project list.

However, several Proposition 1B projects are on hold because the State of California has not been able to sell sufficient bonds. Additionally, it is unclear how the state will repay those bonds. Some of the state funds typically distributed to transit agencies, regions, and local jurisdictions (and assumed in this MTP to be available for new projects) could be redirected to the State General fund in order to pay the debt service on Proposition 1B, High Speed Rail, and older transportation bonds.

Project costs can be equally unpredictable. For example, while general inflation reflected in the Consumer Price Index (CPI) in the United States was less than 5% for 2003- 2007, steel prices escalated by over 50% because of a global supply-demand imbalance. Also, in years when projects received one or two bids on average, construction costs went up significantly. Whereas in 2009, twelve to sixteen bids were received on many jobs, driving down costs 15% to 50% with increased bidder competition. By the next construction season, bidders may have other work or have been forced out of business which could again increase bid prices.

Year of Expenditure: Escalated Revenues and Project Costs

New for the 2010 MTP, the Federal transportation act SAFETEA-LU requires regions to escalate revenue sources and project costs to reflect "year of expenditure dollars" (YOE). The rationale for this rule is to present a more accurate picture of costs, revenues, and deficits associated with the long-range plan. There are several constraints which make successful implementation of this new rule difficult, as outlined by the Transportation Research Board:

- The MTP is not a budgeting document. Many of the projects identified in the plan have received little more than preliminary scoping. Unlike development of YOE estimates for a major project, the level of detail required to develop YOE estimates for every project is well beyond that what is possible in a long-range plan.
- AMBAG and partner agencies do not control when most projects are funded or constructed. While forecasts can estimate the year that a project is needed, they can not determine when funding will be available for the project. A host of other entities, as well as the economy, govern most funding decisions associated with MTP implementation.
- YOE results can imply greater levels of accuracy than the methodologies and assumptions warrant. Whereas the use of "constant dollars" forecasting traditionally employed in long-range plans conveyed a general sense of magnitude without suggesting undue precision, the listing of projects by year each with its own inflationary factors may do just the opposite. The financial forecasts will change from being generally right to precisely wrong. As projects undergo detailed design, project cost and implementation year estimates will undoubtedly change.

For these reasons, as shown in prior MTPs, project cost estimates in the 2010 MTP were held constant, in current or nominal dollars. While most projects in the MTP are needed in the near term, insufficient funds are available to construct all of the projects as needed.

While both project costs and revenues have dipped recently, a constant annual escalation rate based on historic averages, was applied to fund types and project costs for this Year of Expenditure analysis. Average annual growth for fund sources ranges from 1% to 5%. The State of California uses an average escalation rate of 3% for project costs, though more recently agencies have assumed 1-2% growth rates. While actual escalation rates may vary between projects and revenues, a constant 2.5% was used for this exercise.

REVENUE SOURCES

The major sources of revenue for transportation can be divided into three categories: federal, state, and regional/local. The public and businesses contribute to these funding programs through taxes primarily collected at the gas pump and at cash registers. Truck weight fees and a small portion of automobile registration fees also help fund local transportation projects. Depending on the federal transportation act, annual appropriations bills, the state budget, and the general state of the local and global economy, funding levels for several funding programs change from year to year.

Each of these sources contains several categories designated for specific

transportation uses. In addition, different types of jurisdictions are often eligible for specific types of funds. Projecting from all known federal, state, and regional/local funds, total transportation revenues expected from FY 2010/11 through FY 2034/35 for the Monterey Bay Area total $9,011,781,000. Over half of this is due to local sources as shown in the graph.

Federal Revenues

With the passage of the Intermodal Surface Transportation Efficiency Act in 1991 and its successors , the 1998 Transportation Equity Act for the 21st Century (TEA 21), and Safe Accountable Flexible Transportation Equity Act – a Legacy for Users, nationwide transportation funding stabilized. All federal funding is still subject to the annual budget process and congressional appropriations, however, the federal transportation bills must be reauthorized by Congress to provide a predictable source of federal funding for projects.

SAFETEA-LU expired in 2009 and transportation funding has been authorized through continuing resolutions pending approval of the next federal transportation bill, which is still being developed at the time that the 2010 MTP was released.

Federal revenue sources for the region total $1.4 billion, 15% of the region's total forecast revenue for the 2010-2035 period. The region qualifies for federal revenue from sixteen different programs. However, just two of these programs constitute close to 50% of all federal revenue: the Regional Surface Transportation Program and the Urbanized Area Formula Program (Section 5307).

The major revenue sources are detailed below.

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) represents the most flexible federal fund source available for local uses. Funds can be used for projects on any Federal-aid highway (ranging from national highways to city arterials), rural minor collectors, bridge projects on any public road, transit capital projects, and public bus terminals and facilities.

TEA-21 expanded Regional Surface Transportation Program eligible projects to include environmental provisions, modification of sidewalks to meet Americans with Disabilities Act requirements, and infrastructure-based intelligent transportation systems capital improvements.

The region forecasts over $279 million from this federal program over the course of the next 25 years.

Urbanized Area Formula Program (Section 5307)

Section 5307 is the original federal transit assistance program for transit operators in urbanized area with a population of 50,000 or more. FTA Section 5307 block grants are apportioned annually to urbanized

Figure 28.

Forecasted Revenues, 2010 to 2035
Monterey Bay Area

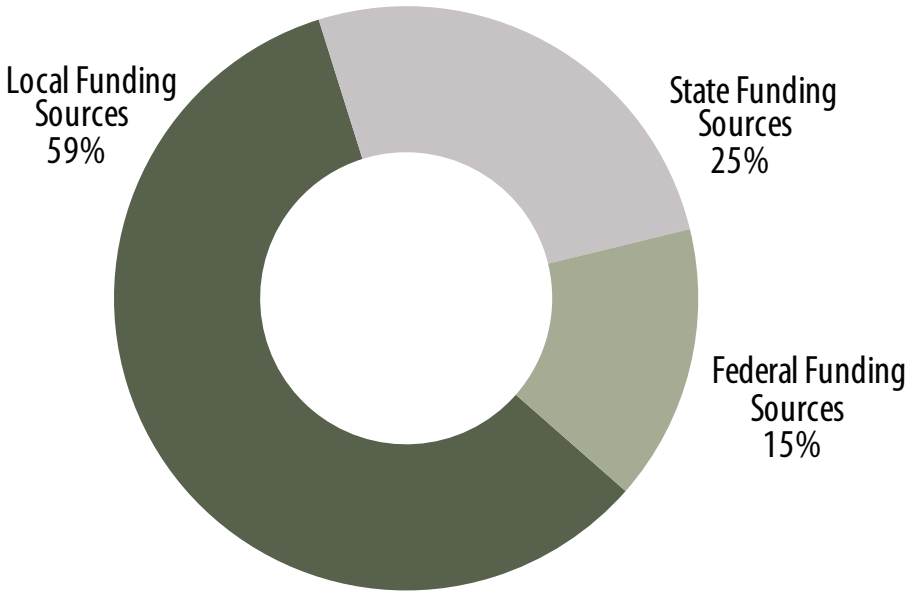


Table 14. Summary of Revenue Sources.

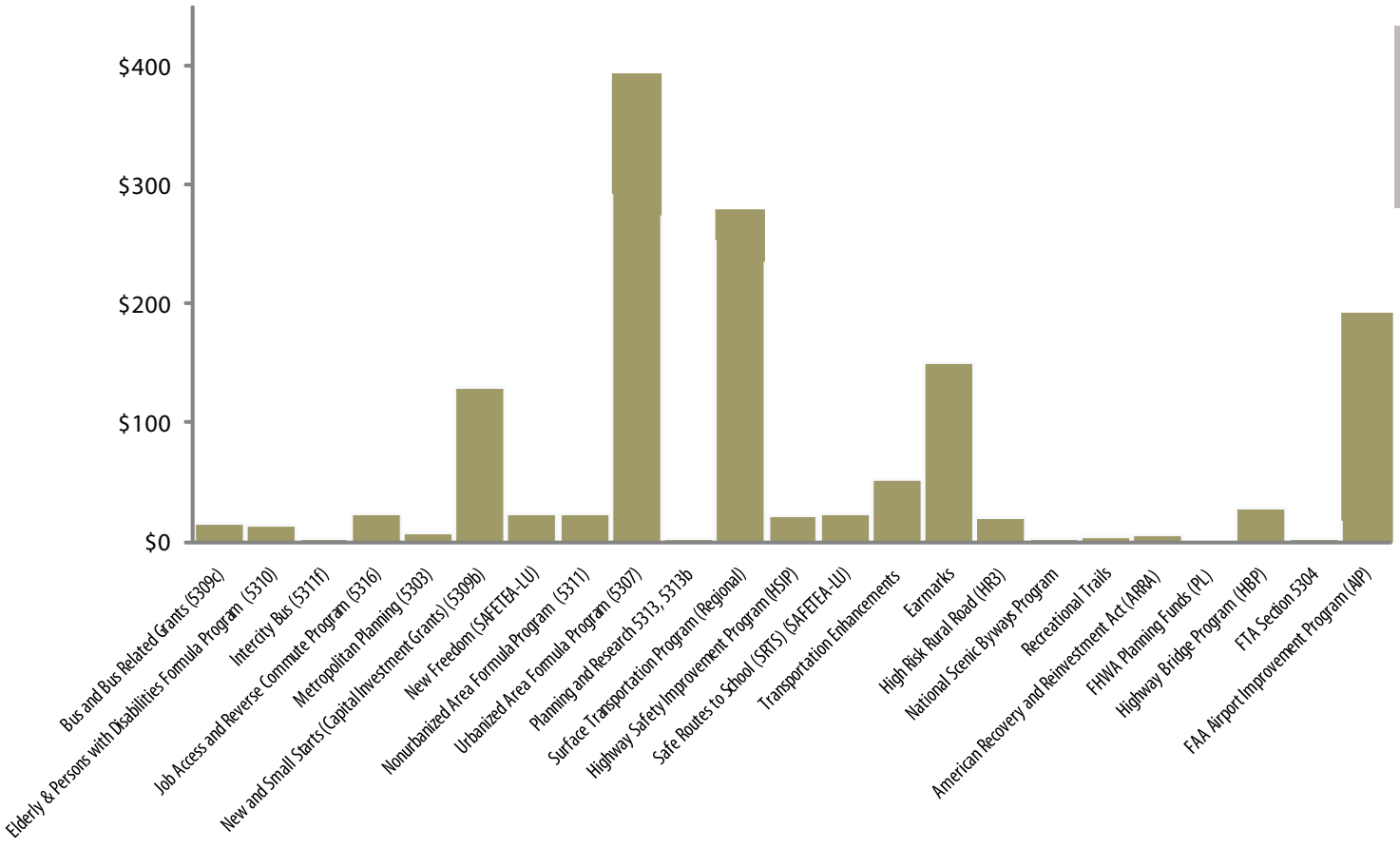
REVENUE SOURCES, *all figures in 1000's*	25 YEAR TOTAL (2010/11-2034/35)				BASE YEAR (2009/10)			
Funding Totals	REGION	SCCRTC	TAMC	SBt COG	REGION	SCCRTC	TAMC	SBt COG
Local Funding Sources	**$5,273,594**	$2,311,830	$2,635,295	$326,469	**$169,185**	$16,990	$78,194	$15,940
State Funding Sources	**$2,339,844**	$673,500	$1,542,565	$123,779	**$56,235**	$61,602	$42,451	$563
Federal Funding Sources	**$1,398,343**	$455,467	$909,087	$33,789	**$44,565**	$22,003	$24,873	$838
TOTALS	**$9,011,781**	**$3,440,797**	**$5,086,947**	**$484,037**	**$269,985**	**$100,595**	**$145,517**	**$17,341**

Table 15. Federal Funding Resources

REVENUE SOURCES, *all figures in 1000's*	**25 YEAR TOTAL (2010/11-2034/35)**				**BASE YEAR (2009/10)**			
Federal Funding Sources	REGION	SCCRTC	TAMC	SBt COG	REGION	SCCRTC	TAMC	SBt COG
Federal Transit								
Bus and Bus Related Grants (5309c)	**$14,565**	$0	$14,565	$0	**$416**	$0	$416	$0
Elderly & Persons with Disabilities Formula Program (5310)	**$12,411**	$5,124	$6,547	$740	**$349**	$0	$187	$0
Intercity Bus (5311f)	**$2,206**	$0	$2,206	$0	**$63**	$0	$63	$0
Job Access and Reverse Commute Program (5316)	**$23,276**	$7,856	$15,389	$30	**$1,048**	$0	$800	$0
Metropolitan Planning (5303)	**$7,344**	$7,344	$0	$0	**$232**	$0	$0	$0
New and Small Starts (Capital Investment Grants) (5309b)	**$129,411**	$0	$129,411	$0	**$3,130**	$0	$2,900	$230
New Freedom (SAFETEA-LU)	**$22,510**	$5,465	$17,045	$0	**$672**	$0	$500	$0
Nonurbanized Area Formula Program (5311)	**$22,228**	$5,636	$8,539	$8,053	**$428**	$0	$250	$0
Urbanized Area Formula Program (5307)	**$392,370**	$160,541	$231,829	$0	**$11,848**	$0	$6,787	$0
Planning and Research 5313, 5313b	**$1,190**	$0	$1,190	$0	**$34**	$0	$34	
Federal Highway								
Surface Transportation Program (Regional)	**$279,081**	$99,525	$158,557	$20,999	**$7,726**	$2,920	$4,590	$0
Highway Safety Improvement Program (HSIP)	**$20,640**	$14,175	$6,306	$158	**$447**	$0	$0	$0
Safe Routes to School (SRTS) (SAFETEA-LU)	**$22,186**	$10,247	$11,939	$0	**$664**	$0	$341	$0
Transportation Enhancements	**$51,909**	$22,850	$25,294	$3,765	**$5,374**	$0	$0	$0
Earmarks	**$149,195**	$44,405	$104,790	$0	**$4,393**	$0	$2,993	$0
High Risk Rural Road (HR3)	**$19,743**	$4,618	$15,125	$0	**$578**	$0	$432	$0
National Scenic Byways Program	**$1,155**	$0	$1,155	$0	**$33**	$0	$33	$0
Recreational Trails	**$3,156**	$1,196	$1,961	$0	**$94**	$0	$56	$0
American Recovery and Reinvestment Act (ARRA)	**$5,000**	$5,000	$0	$0	**$0**	$0	$0	$0
FHWA Planning Funds (PL)	**$0**	$0	$0	$0	**$0**	$0	$0	$0
Highway Bridge Program (HBP)	**$27,326**	$27,326	$0	$0	**$862**	$19,083	$0	$0
FTA Section 5304	**$44**	$0	$0	$44	**$608**	$0	$0	$608
Federal Aviation								
FAA Airport Improvement Program (AIP)	**$191.395**	$34,158	$157,238	$0	**$5,568**	$0	$4,491	$0

Figure 29.

Federal Revenue Sources, Regional, 2010 to 2035 (in millions)



areas through a complex formula weighted by 2000 population, population density and revenue vehicle miles, or rail miles, if applicable.

For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. Local match requirements very depending on the use of 5307 funds.

Operations require a 50% federal, 50% local match; and capital acquisitions and associated capital maintenance items are allowed at a 80% federal, 20% local match rate. If they choose, operators can use Section 5307 funds for planning purposes.

The region forecasts over $392 million from this federal program over the course of the next 25 years.

State Revenues

State revenue sources total $2.3 billion, or 25% of the region's total forecast revenue for the 2010-2035 period. Over 70% of this funding comes from two programs – SHOPP funding and the Regional Share State Transportation Improvement Program (STIP).

The major revenue sources are detailed below.

State Highways Operation and Protection Program (SHOPP)

The State Highways Operation and Protection Program includes state highway rehabilitation, traffic safety, seismic safety, and traffic operational improvements. The SHOPP, a four-year program, is adopted separately from the State Transportation Improvement Program. The Rehabilitation and Safety and Other Highway Construction elements previously included under the STIP are incorporated under the SHOPP.

New projects for the SHOPP are given priority and programmed according to rehabilitation, safety and operational needs. No new project is programmed unless Caltrans has a completed project study report (PSR) or equivalent document identifying a specific project scope and estimated cost.

Funding from this source is forecast to total over $1.2 billion for the 2010-2035 period.

STIP Programming

The State Transportation Improvement Program (STIP) was significantly changed with the enactment of Senate Bill 45 in 1997. Senate Bill 45 simplifies the transportation programming process by combining seven previous funding categories (Flexible Congestion Relief, Transit Capital Improvement Program, Commuter and Urban Rail Transit Program, Mass Transit Guideway Program, Traffic Systems Management Program, Intercity Rail Corridors Program, and the State-Local Transportation Program) into one pot of funds which is then divided into two categories.

Prior to its division, however, Caltrans support, planning and maintenance and rehabilitation needs are taken from the total. The remaining funding is then divided into the two categories: Regional Improvement Program (RIP) and Interregional Transportation Improvement Program (ITIP). Of funds available for programming in the State Transportation Improvement Program, 75% is allocated to regional transportation planning agencies for the selection of projects of regional significance in the RTIP. The 25% remaining interregional share is limited to State highway, intercity passenger rail, mass transit guideway, or grade separation projects that facilitate the interregional movement of people and goods.

At least 60% of the interregional share (15% of the STIP) must be programmed for projects on the interregional system. At least 15% of that 60% (9% of the interregional program; 2.25% of the STIP) must be for intercity rail. The 40% is designated for interregional movement of people and goods.

The Monterey Bay Area forecasts over $450 million in revenue from the Regional Share STIP category and close to $235 million in revenue from the Interregional Share STIP.

Local Revenues

At $5.3 billion, local revenues constitute 59% of all transportation funding for the Monterey Bay Area for the 2010-2035 time period. The Transportation Development Act (15%), the Highway User Tax/Gas Tax (14%), city/county developer fees (14%) and Transit Fares (10%) constitute over half of all local revenues.

Other significant revenue sources include: Transit Sales Tax (8%), Regional Developer Fees (9%), Proposition 42 (9%), and City/County General Funds (7%).

The remaining categories comprise less than 5% of total local revenue sources (Fort Ord Reuse Authority CIP Fees, City Sales Taxes for Capitola and Santa Cruz, Watsonville Airport Revenues, AB 2766).

The major revenue sources are detailed below.

Transportation Development Act/Local Transportation Fund

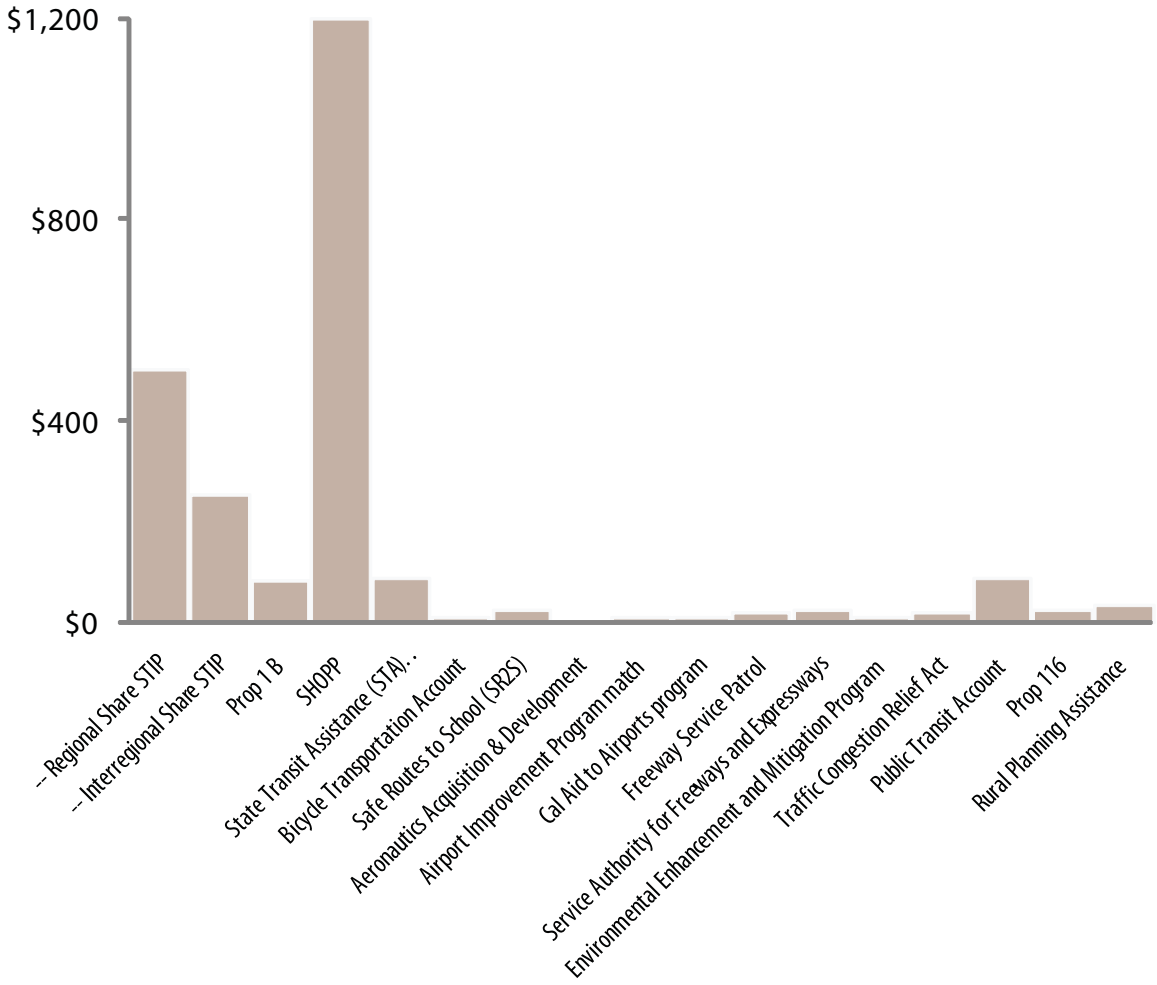
The Transportation Development Act (TDA) of 1971 extended sales tax to gasoline purchases and earmarked 1/4 of one cent of all sales tax proceeds for public transit improvements in the county where the revenue was generated. Jurisdictions may use these Local

Table 16. State Funding Resources

REVENUE SOURCES, *all figures in 1000's*	25 YEAR TOTAL (2010/11-2034/35)				BASE YEAR (2009/10)			
State Funding Sources	REGION	SCCRTC	TAMC	SBt COG	REGION	SCCRTC	TAMC	SBt COG
STIP								
-- Regional Share STIP	**$502,081**	$157,043	$292,130	$52,908	**$9,677**	$0	$9,527	$0
-- Interregional Share STIP	**$249,042**	$49,016	$150,026	$50,000	**$24,250**	$0	$24,250	$0
Prop 1 B	**$81,325**	$53,000	$28,325	$0	**$2,466**	$0	$2,203	$263
SHOPP	**$1,201,838**	$273,262	$916,838	$11,738	**$8,615**	$61,522	$0	$0
State Transit Assistance (STA)	**$83,673**	$83,673	$0	$0	**$2,627**	$0	$0	$0
Bicycle Transportation Account	**$6,449**	$3,416	$3,011	$22	**$194**	$0	$86	$0
Safe Routes to School (SR2S)	**$21,522**	$10,247	$9,663	$1,611	**$599**	$0	$276	$0
Aeronautics Acquisition & Development	**$0**	$0	$0	$0	**$0**	$0	$0	$0
Airport Improvement Program match	**$2,443**	$1,708	$735	$0	**$75**	$0	$21	$0
Cal Aid to Airports program	**$1,250**	$250	$750	$250	**$50**	$10	$30	$10
Freeway Service Patrol	**$14,744**	$6,490	$8,254	$0	**$440**	$0	$236	$0
Service Authority for Freeways and Expressways	**$19,914**	$7,856	$12,058	$0	**$592**	$0	$344	$0
Environmental Enhancement and Mitigation Program	**$4,950**	$1,750	$2,825	$375	**$198**	$70	$113	$15
Traffic Congestion Relief Act	**$14,742**	$0	$14,742	$0	**$4,258**	$0	$4,258	
Public Transit Account	**$83,130**	$0	$83,130	$0	**$0**	$0	$0	$0
Prop 116	**$21,277**	$15,029	$6,248	$0	**$1,186**	$0	$712	$0
Rural Planning Assistance	**$31,464**	$10,760	$13,830	$6,875	**$1,009**	$0	$395	$275

Figure 30.

State Revenue Sources , Regional , 2010 to 2035 (in millions)



Transportation Fund (LTF) amounts for street and road purposes if a finding is made by the jurisdiction involved that there are "no unmet transit needs that are reasonable to meet". The reasonableness criteria is defined by each Regional Transportation Planning Agency administering the funds.

The Monterey Bay Area forecasts over $774 million from the TDA/LTF category.

Gas Tax/Highway User Tax (HUT)

The gas tax funds that are apportioned from the state to cities and counties are to be used exclusively for local roadway projects. Gas tax revenues are dependent upon the amount of gasoline consumed since the tax is assessed on a per gallon basis rather than on the cost of gasoline. As discussed above under the STIP section, any unobligated balance in these funds is transferred to the State Highway Account.

The region is forecast to receive over $880 million in HUT revenues over the next 25 years.

Transit Fares

All the public transit operators in the Monterey Bay metropolitan region charge a user fee (fare) for persons to ride their service. Although the intent is for the users of the service to contribute a small portion of the cost to operate the system, it is also to ensure that each operator can meet pre-established farebox recovery ratio standards for the continued receipt of Transportation Development Act LTF funds.

Farebox recovery ratio means the amount collected from passenger fares divided by the cost of providing the service. In the Monterey Bay metropolitan region, this amount ranges from 10% (the minimum without otherwise stipulating a waiver – usually the general public transit and paratransit programs have low farebox recovery ratios) to up to 40 - 50% (the Highway 17 Express Service operated between Santa Cruz and Santa Clara counties by the Santa Cruz Metropolitan Transit District).

Transit Fares will constitute nearly $558 million of revenue for the Monterey Bay Region in the next 25 years.

City/County Developer Fees

An additional source of funding which is used in many places throughout the Monterey Bay region is traffic impact fees. A traffic mitigation impact fee distributes the costs of transportation improvements among all new developments based on the size of a proposed development or estimates of a project's trip generation capacity.

Caltrans notes that fair-share, per-unit fees for new development that have a direct nexus to mitigating the impacts of additional trips created, are appropriate. In that vein, San Benito County has implemented an impact fee program within the County and the City of Hollister for some years. In Monterey County, the Cities of Greenfield, King City, Salinas, and Soledad have impact fee programs. The Fort Ord Reuse Authority also collects fees to fund transportation improvements needed to accommodate redevelopment of the former Fort Ord. Additional information on impact fees is provided below.

In addition to several cities' stand-alone traffic impact fee programs in Monterey County, the Transportation Agency for Monterey County has developed a countywide regional traffic impact fee program, describing its potential implementation as one of the County's needed funding sources in order to move transportation projects forward. This alternative was pursued based on a recommendation from the Monterey County Congestion Management Program. Monterey County's regional development impact fee is proposed for enactment in conjunction with the transportation sales tax.

For San Benito County, in order to mitigate the impact of development on transportation infrastructure the City of Hollister and County of San Benito have established traffic impact fees. These fees are based on a computer generated traffic model that projects improvement needs given proposed land use scenarios.

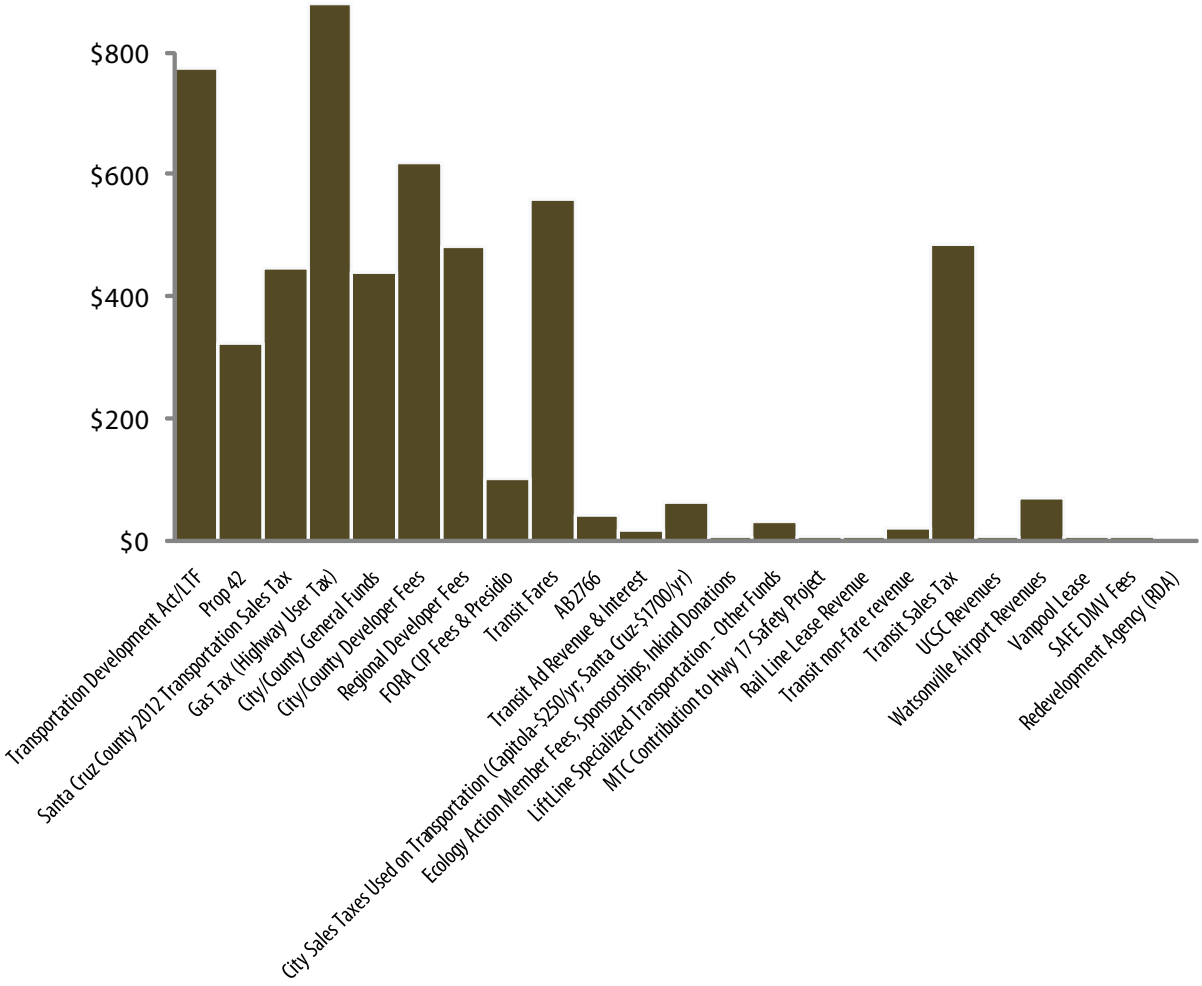
According to the Council of San Benito County Governments (SBtCOG) staff, the forecasts of future demand on the transportation infrastructure in the study area are prepared using the San Benito/Hollister travel demand model. This computer model uses widely accepted transportation planning algorithms to convert forecasts of future land use into forecasts of the number and distribution of vehicle trips that will be made in the future. These vehicle trips are then assigned to paths along the highway system, which ultimately result in forecasts of the future traffic volumes on the highway network. These forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments or intersections where a prescribed level of service will be exceeded.

Using this methodology, a list of recommended improvements to the highway system was prepared. This set of recommended roadway improvements should allow the proposed development to occur without creating unacceptable levels of traffic congestion on the local and regional highways. SBtCOG staff notes that they are moving forward, with consultant assistance, to update the 2001 Impact Fee Program.

Table 17. Local Funding Resources

REVENUE SOURCES, *all figures in 1000's*	25 YEAR TOTAL (2010/11-2034/35)				BASE YEAR (2009/10)			
Local Funding Sources	REGION	SCCRTC	TAMC	SBt COG	REGION	SCCRTC	TAMC	SBt COG
Sales Tax								
Transportation Development Act/LTF	**$774,018**	$247,644	$467,733	$48,641	**$19,007**	$7,360	$10,000	$1,200
Prop 42	**$320,951**	$0	$267,387	$46,420	**$8,389**	$0	$7,144	$1,245
Santa Cruz County 2012 Transportation Sales Tax	**$447,130**	$447,130	$0	$0	**$15,234**	$0	$0	$0
Gas Tax (Highway User Tax)	**$880,762**	$379,151	$423,465	$65,480	**$25,818**	$0	$12,665	$1,822
Other Local Funds	**$0**	$0		$0		$0		$0
City/County General Funds	**$438,265**	$245,936	$186,934	$0	**$13,149**	$7,200	$5,395	$0
City/County Developer Fees	**$618,673**	$0	$601,974	$0	**$18,521**	$0	$16,699	$0
Regional Developer Fees	**$480,878**	$0	$320,023	$154,994	**$5,861**	$0	$5,861	$11,071
FORA CIP Fees & Presidio	**$99,515**	$0	$86,003	$0	**$13,511**	$0	$13,511	$160
Transit Fares	**$558,223**	$297,173	$249,612	$5,602	**$15,205**	$0	$5,836	$92
AB2766	**$38,986**	$16,396	$18,500	$3,407	**$1,200**	$480	$683	$25
Transit Ad Revenue & Interest	**$14,063**	$0	$13,663	$0	**$400**	$0	$400	$52
City Sales Taxes Used on Transportation (Capitola-$250/yr; Santa Cruz-	**$61,385**	$61,385	$0	$0	**$2,100**	$1,950	$0	$0
Ecology Action Member Fees, Sponsorships, Inkind Donations	**$3,928**	$3,928	$0	$0	**$124**	$0	$0	$0
LiftLine Specialized Transportation - Other Funds	**$29,034**	$29,034	$0	$0	**$915**	$0	$0	$0
MTC Contribution to Hwy 17 Safety Project	**$1,708**	$1,708	$0	$0	**$54**	$0	$0	$0
Rail Line Lease Revenue	**$5,124**	$5,124	$0	$0	**$162**	$0	$0	$0
Transit non-fare revenue	**$20,495**	$20,495	$0	$0	**$646**	$0	$0	$0
Transit Sales Tax	**$483,561**	$483,561	$0	$0	**$15,234**	$0	$0	$263
UCSC Revenues	**$4,850**	$4,850	$0	$0	**$178**	$0	$0	$0
Watsonville Airport Revenues	**$68,316**	$68,316	$0	$0	**$2,154**	$0	$0	$0
Vanpool Lease	**$625**	$0	$0	$625	**$11,071**	$0	$0	$0
SAFE DMV Fees	**$1,300**	$0	$0	$1,300	**$160**	$0	$0	$10
Redevelopment Agency (RDA)	**$0**	$0	$0	$0	**$92**	$0	$0	$0

Figure 31.
Local Revenue Sources , Regional, 2010 to 2035 (in millions)



In Santa Cruz County, the Santa Cruz County Regional Transportation Commission is not currently proposing the implementation of county-wide development impact fees.

In total, the region forecasts to collect over $618 million in City/County Developer Fees.

Santa Cruz County Transportation Sales Tax

The new Transportation Sales Tax is identified as a revenue source for Santa Cruz County. Based on numerous surveys, the work of the Transportation Funding Task Force and the successes in other regions of the state representing over 80% of the state's population, the 2010 MTP assumes that voters in Santa Cruz County will approve a new local revenue source, equivalent to a half-cent sales tax, by 2012 thereby including an anticipated revenue of approximately $447 million in current year dollars. While not an existing revenue source, it is reasonable to include revenues from a new local source such as a sales tax in the 2010 SCC RTP for several reasons:

- A local transportation sales tax is one of the more feasible funding sources to adopt logistically, as state law already authorizes voters to raise such taxes. While current state law requires that two-thirds of the voters approve any new local sales tax which includes a specific list of projects, legislative efforts are underway to reduce the two-thirds (66.7%) vote requirement for special taxes to a 55% majority.
- The Transportation Funding Task Force (TFTF) process resulted in a list of projects for a half-cent sales tax that received significantly more than a 2/3 majority support from the broad based task force. The economic recession has temporarily efforts to place a sales tax measure on the ballot.
- Greenhouse Gas (GHG) reduction targets will require that we expand transportation alternatives (transit, carpool, vanpool, bicycle, pedestrian, etc.) and revenues will be needed to build the infrastructure and expand services.
- As fewer state and federal dollars are going towards transportation, local communities are increasingly supportive of local transportation funding initiatives. For instance, several counties and cities in the state approved transportation sales tax measures in 2008.
- 33% of counties in California representing 84% of the population are self help counties benefiting from increased transportation revenues and those that are not continue efforts to become self help counties; therefore, it is reasonable to assume that this trend will continue over the next 25 years.

Santa Cruz County expects to pull in over $480 million from the Transit Sales Tax over the next 25 years.

Consistency Statement between first 4 years of the fund estimate and the 4-year STIP fund estimate (2006 STIP Guidelines)

Projections of State Transportation Improvement Program (STIP) and FTIP funds for the first four years are consistent with the total revenue forecasts for that period of time as illustrated in the table below.

Consistency Statement between RTP and ITIP (2006 STIP Guidelines)

The Metropolitan Transportation Improvement Plan incorporates the requirements of the ITIP, the FTIP and the STIP for the Monterey Bay Area.

The RTP/MTP project lists were analyzed against the MTIP to ensure consistency. Funding to carry out FY 2009/10 through FY 20011/12 projects has already been programmed in the FY 2008/09 to FY 2011/12 Metropolitan Transportation Improvement Program (MTIP) prepared by AMBAG to be consistent with this plan. Only programs and projects that are consistent with those that appear in the Action Element or Unconstrained Alternative of this plan are eligible for inclusion in the MTIP. The MTIP is also subject to applicable

Table 18. Consistency with the STIP Fund.

(all figures in 1000's)	Current Year	Next FTIP Cycle			
	2009/10	2010/11	2011/12	2012/13	2013/14
Local Funding Sources	$115,822	$174,814	$215,741	$168,204	$167,988
State Funding Sources	$113,017	$193,829	$25,153	$71,013	$69,153
Federal Funding Sources	$47,714	$58,391	$86,236	$38,802	$74,056

financial constraint and conformity criteria in federal regulations.

As such, the ITIP, FTIP and STIP for the Monterey Bay Area are fully consistent with the RTP/MTP.

How do we know if we are successful?

System Monitoring & Benchmarks

System monitoring against regional benchmarks is an important tool for the continual tracking and evaluation of the costs and benefits of transportation investments. While individual projects are subjected to close analysis for the yield of benefits to travelers on a marginal analysis basis, it is important to track investments against the background of the total productivity and efficiency of the regional transportation system itself. Even as the three RTPAs use many of the following measures in their own system monitoring, AMBAG uses several measures to track the overall performance of the system.

As noted in the Vision for 2035, the regional goals Mobility 2035 seeks to address are as follows:

A. Support Economic Vitality of the Monterey Bay Area, by enabling global competitiveness, productivity and efficiency

B. Increase the Accessibility and Mobility of People and Goods

C. Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns

D. Enhance the Modal Integration and Connectivity of the Transportation System for People and Goods

E. Promote Efficient System Management and Operation

F. Preserve the Existing System

G. Increase the Safety of the Transportation System for Motorized and Non-motorized Users, and

H. Increase the Security of the Transportation System for Motorized and Non-motorized Users

As these goals are broad, there is a need to frame specific indicators that benchmark these goals in terms commensurate with mobility measures, consistent with the intent of the metropolitan planning process. Ahead of identifying specific metrics (observable data points), we need to identify how we measure success or failure for each Goal.

Because each Goal is broad while model output is narrow in focus, measures to benchmark each Goal only reflect some aspect of each Goal. For Economic Vitality, for example, we measure daily vehicle of hours of delay—a relatively small level of hours of delay indicates that the transportation contributes to the economic vitality of the region, while many hours of delay hurt the region's economic vitality. While there are other potential measures of economic vitality, such as labor productivity, the Regional Travel Demand Model does not forecast that metric. The Regional Travel Demand Model does, however, calculate hours of delay.

A measure of the overall level of mobility is total annual person trips. There are other potential metrics, but only a few that can be extracted from the travel demand model are relevant.

No single measure could possibly benchmark the need to protect the Environment, promote Energy Conservation, improve the Quality of Life, and promote consistency between transportation improvements and state and Local Planned Growth and Economic Development Patterns.

Instead of a specific metric, for Goal C, AMBAG continually monitors plan updates and coordinates with local agencies with regard to local and regional plans. Since there is no model output that matches all of these issues, AMBAG's continuing approach to these issues will be qualitative and will focus on providing continuous feedback to AMBAG's land use modeling.

Since AMBAG is not an implementing agency, it is in a position to recommend performance measures

to implementing agencies that track the effectiveness in programming projects in protecting endangered species, wildlife and wetland habitat, and open space. While these issues are routinely handled in project level EIRs, potential benchmarks include statistics on collisions with animals and acres of land that are developed for transportation uses that result in unmitigatable environmental impacts.

While there are many potential indicators that can be identified through these general goals, the framework within which AMBAG operates, with a narrow focus on indicators that can be meaningfully extracted from forecasting and Regional Travel Demand Model outputs, means that we select just one metric for goals A, B, D, and E, each.

Goal F, preserving the existing system, is best measured through the deployment of ITS instead of adding to the system. As with Goal C, this Goal requires ongoing monitoring of the adoption of ITS technologies to the system.

While Goals G and H can be quantitatively measured, through data on accident rates and on crime/terrorism, respectively, AMBAG's Regional Travel Demand Model does not predict or provide benchmarks for related statistics. Instead, AMBAG and its partners must periodically gather data from law enforcement agencies and consider the effect of investment or the lack thereof in the transportation system as indicators of the success of improving safety and improving security.

Region wide Transportation Performance Measures

In preparing this 2010 Monterey Bay MTP, AMBAG staff also prepared some regional traffic comparisons of present conditions and those expected in 2035 based on model forecast volumes and trip modes.

Table 19. SAFETEA-LU Goals & Monterey Bay Area Measures & Metrics

Goal	Measure	Metric
A. Economic Vitality	Productivity lost in congestion	Daily vehicle hours of delay
B. Access/Mobility Goods & People	Trips taken within the region	Total daily person trips
C. Consistency with plans	Various	Jobs/Housing balance, acres of land urbanized, size of commute shed
D. Enhance Modal Connectivity	Use of alternative modes	Modal split tables
E. Efficient Systems Management	System improving with rising demand	Average travel speeds
F. Preserve Existing System	Utilization of ITS, state of good repair	N/A
G. Increase Safety	Accident Rate	CHP statistics*
H. Increase Security	Crime and terrorism incidents	CHP statistics*

*California Highway Patrol does not produce accident, crime or terrorism forecasts through 2035. Instead, these indicators must be measured periodically through the comprehensive, continuing and coordinated planning process built into the ongoing update process of the MTP and related documents.

A. Goal: Economic Vitality

Table 20. Daily Vehicle Hours of Delay.

		Daily Vehicle Hours of Delay			
	Scenario	Freeway	Multilane	Two Lane	Total
Monterey County	2005	857	9,153	9,657	19,667
	2035 No Build	70,463	55,931	93,632	220,026
	2035 Build MTP	4,666	20,918	19,995	45,579
San Benito County	2005	1,697	290	1,342	3,329
	2035 No Build	14,236	7,062	83,688	104,986
	2035 Build MTP	6,047	1,283	4,814	12,144
Santa Cruz County	2005	14,174	3,040	9,520	26,734
	2035 No Build	66,265	13,323	106,540	186,128
	2035 Build MTP	29,239	3,496	19,367	52,102
AMBAG Region	2005	16,728	12,483	20,519	49,730
	2035 No Build	150,965	76,316	283,861	511,141
	2035 Build MTP	39,951	25,696	44,177	109,824

Daily Vehicle Hours of Delay

As described to the left, the table summarizes by county total vehicle hours of delay by road type. The Highway Capacity Manual defines delay as "the additional travel time experienced by a driver, passenger, or pedestrian." Delay is thus the difference between an "ideal" travel time and the actual travel time.

B. Goal: Access & Mobility of Goods and People

Table 21. Total Daily Person Trips.

Daily Person Trips by purpose, Change from 2005 to 2035 (all trips from County of Origin)			
Place	**Monterey County**		
Year	2005	2035	**% Change**
Work Trips	269,740	331,421	19%
All Trips	1,713,340	2,090,158	18%
Place	**San Benito County**		
Year	2005	2035	**% Change**
Work Trips	36,796	50,808	28%
All Trips	207,419	282,392	27%
Place	**Santa Cruz County**		
Year	2005	2035	**% Change**
Work Trips	178,468	195,110	9%
All Trips	1,233,534	1,421,136	13%
Place	**AMBAG Region**		
Year	2005	2035	**% Change**
Work Trips	482,914	577,338	16%
All Trips	3,154,292	3,793,686	17%

Total Daily Person Trips

The following table summarizes change between 2005 and 2035 in total annual person trips. This is a useful measure of total activity within the region, reflecting economic and social conditions.

C. Goal: Consistency with plans

Plan Consistency

Plan consistency actually covers a wide range of potential measures. AMBAG is committed to the "3-C" process of ongoing coordinated, continuing and comprehensive planning to ensure that factors immediately outside the scope of a transportation plan continue to be considered in monitoring transportation investments and their impact on mobility and accessibility in the Monterey Bay region.

D. Goal: Enhance Modal Connectivity

Modal Split

The following table summarizes by county the percentage of trips by mode in both 2005 and 2035

Figure 32. Modal Split - Work Trips.

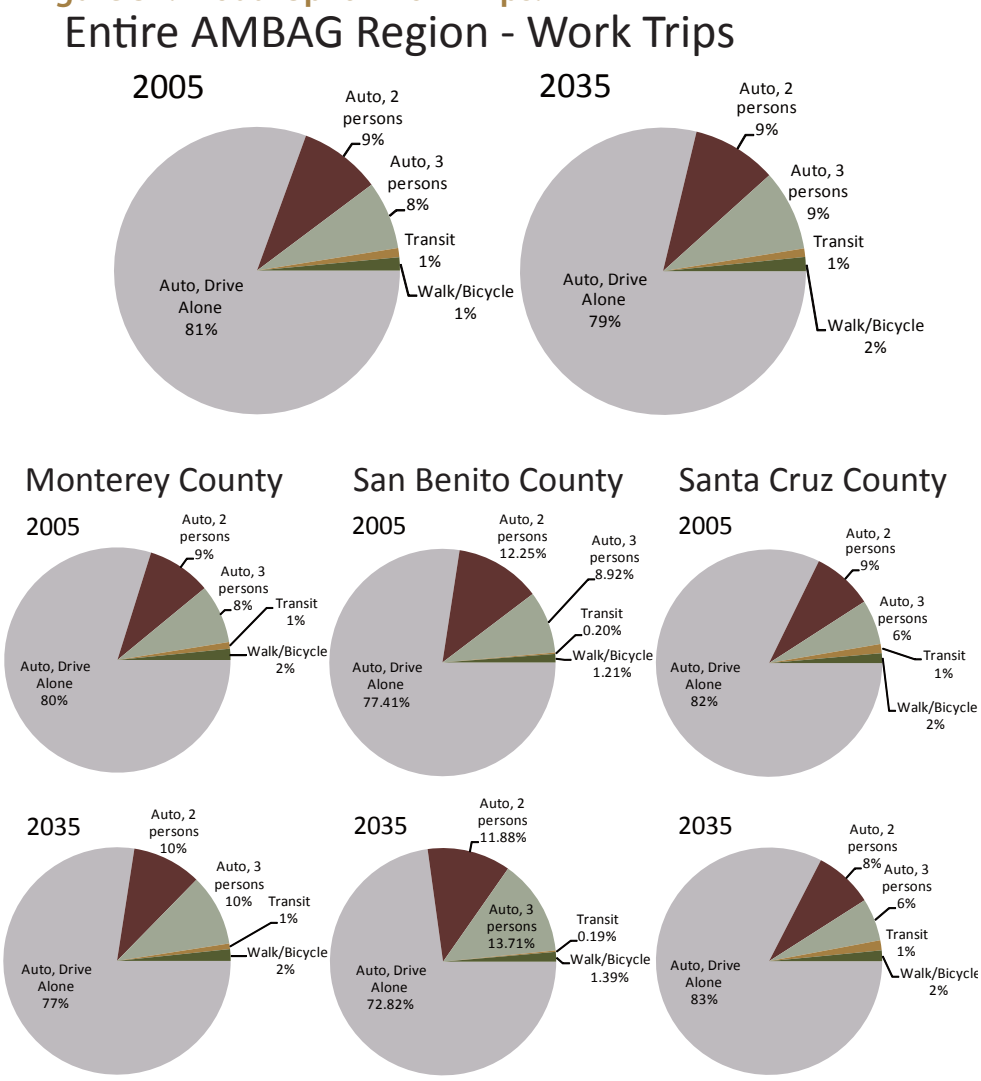
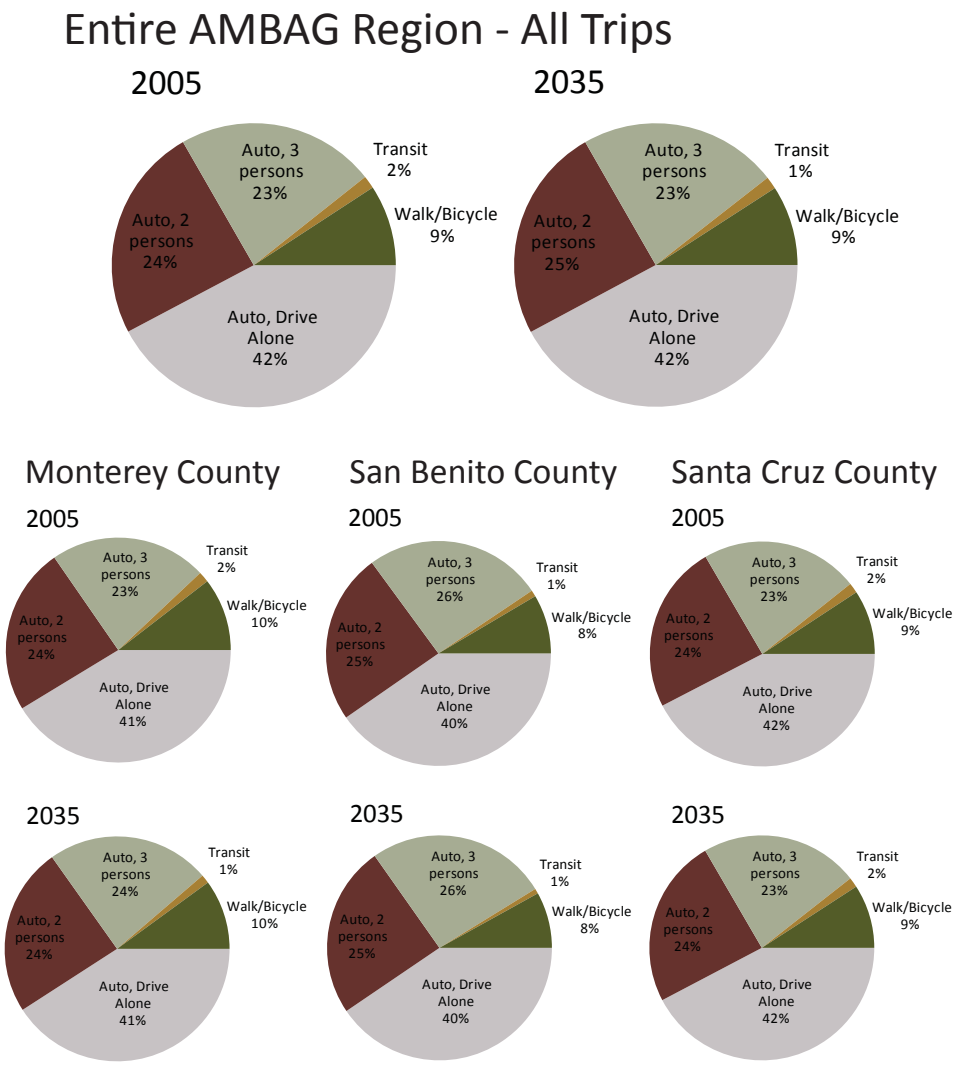


Table 22. Modal Split.

	Monterey County		San Benito County		Santa Cruz County		AMBAG Region	
Mode	2005	2035	2005	2035	2005	2035	2005	2035
Auto, Drive Alone	41%	41%	40%	41%	42%	42%	42%	41%
Auto, 2 persons	24%	24%	25%	25%	24%	24%	24%	24%
Auto, 3 persons	23%	24%	26%	26%	23%	23%	23%	23%
Transit	2%	1%	1%	1%	1%	1%	1%	1%
Walk/Bicycle	10%	10%	9%	8%	9%	9%	10%	10%

Figure 33. Modal Split - All Trips.



E. Goal: Efficient Systems Management

Average Travel Speeds

The following table summarizes average vehicle speed for major road types for 2005, 2035 without planned improvements, and 2035 with planned improvements.

Table 23. Average Vehicle Speeds.

		Average Vehicle Speed (MPH)			
	Scenario	Freeway	Multilane	Two Lane	Total
Monterey County	2005	56.8	34.7	32.7	40.3
	2035 No Build	31.8	23.8	18.7	24.5
	2035 Build MTP	54.5	33.7	30.6	39.3
San Benito County	2005	45.3	60.7	42.9	46.3
	2035 No Build	26.3	34.5	14.4	18.3
	2035 Build MTP	36.8	52.1	41.1	42.3
Santa Cruz County	2005	40.2	25.4	23.8	30.7
	2035 No Build	22.0	18.4	9.9	15.2
	2035 Build MTP	35.0	26.4	21.4	28.0

F. Goal: Preserve the Existing System

Preserving the existing system means extracting more travel productivity - average travel speeds, throughput, fewer hours of delay - without expanding the road network. Instead, ITS is first deployed. Because ITS is a technological resource, measuring deployment would require ongoing coordination with agencies involved in transportation management, and continued spending on operations and maintenance.

In addition, ensuring the system maintains a state of good repair through maintenance and repairs will bolster the ITS operation techniques.

G. Goal: Increase the Safety of the Transportation System

As described in the beginning of this section, the Regional Travel Demand Model does not forecast accidents. Instead, through continued coordination, safety statistics from law enforcement agencies will be monitored. In addition, monitoring funds spent by SHOPP will also be used to evaluate the safety of the transportation system.

H. Goal: Increase the Security of the Transportation System

As described in the beginning of this section, the Regional Travel Demand Model does not forecast threats to transportation security. Instead, through continued coordination, security statistics from law enforcement agencies will be monitored. In addition, monitoring funds spent by SHOPP and transit security funds will also be used to evaluate the overall security of the transportation system.

“Planning is bringing the future into the present so that you can do something about it now.”

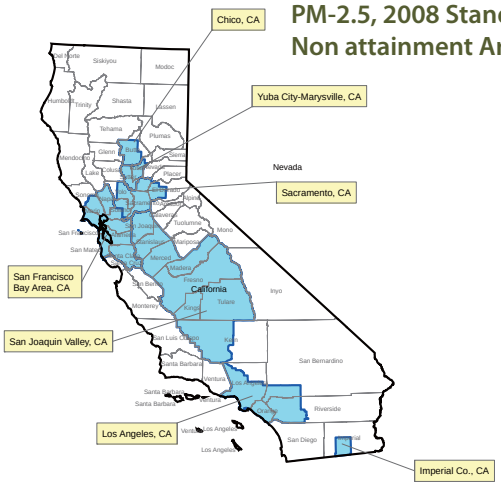
- Alan Lakein

Air Quality Conformity

Conformity with SIP/Consistency with AQMP

Conformity with the federally-mandated regional air quality plan (part of the State Implementation Plan) is required for Metropolitan Transportation Plans under the "conformity" requirements of the Clean Air Act Amendments. As the designated Metropolitan Planning Organization within the region, the Association of Monterey Bay Area Governments (AMBAG) is responsible for conformity findings for transportation plans.

Air quality planning and regional planning through growth projections are interdependent processes. AMBAG provides regional growth data to the local air district, MBUAPCD. The air district regularly updates the Air Quality Management Plan, based in part upon those regional projections. In the three-county Monterey Bay Area, the region is an attainment area for ozone precursors. As the conformity requirements are based on federal ozone standards, the region is in conformity with the State Implementation Plan. Therefore, AMBAG is exempt from a conformity analysis.



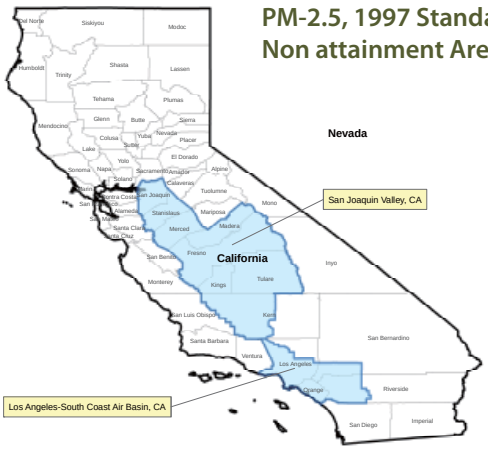
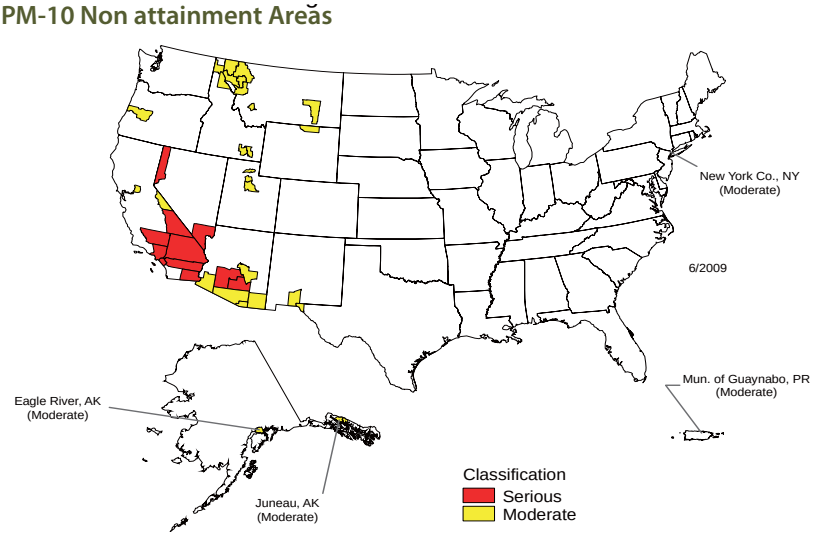


Figure 34. EPA Maps. The AMBAG region is in attainment with all EPA standards.



Source: US EPA, 1997, 2008.

“A few miles south of Soledad, the Salinas River drops in close to the hillside bank and runs deep and green. The water is warm too, for it has slipped twinkling over the yellow sands in the sunlight before reaching the narrow pool.”

- John Steinbeck

Mitigation Land Banking

The purpose of this section is to summarize potential conservation and mitigation banking options for AMBAG 2010 MTP transportation projects in Monterey, San Benito and Santa Cruz Counties, and for potential future losses of natural resources that could occur as the result of implementation of these projects. Public and private entities, including land trusts, environmental groups, community organizations, private mitigation banks and resource agencies have been consulted in developing these options. Ideally, a county-wide or multi-county Habitat Conservation Plan could serve this purpose, but in the absence of such a plan, this paper provides other long-term solutions for consideration.

CONSERVATION/MITIGATION BANKS DEFINED

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting the land, the bank operator is allowed to sell credits to developers or government agencies that need to satisfy legal requirements for compensating environmental impacts of development projects (California Department of Fish and Game [CDFG]. 2009. Conservation and Mitigation Banking, September 30)

A conservation bank generally protects threatened and endangered species habitat. Mitigation banking is the same concept as conservation banking, but is specifically for wetland restoration, creation, enhancement, and in exceptional circumstances, preservation. Banking is undertaken by a government agency, corporation, nonprofit organization, or other entity under a formal agreement with a regulatory agency expressly for the purpose of compensating for unavoidable habitat/wetland losses in advance of development actions, when such compensation cannot be achieved on-site or would not be as environmentally beneficial (U.S. Army Corps of Engineers [USACE]. 1995. Federal Guidance for the Establishment, Use and Operation of Mitigation Banks. 60 Fed. Reg. 228, 58605-58614, November 28)

Conservation and Mitigation banks have four distinct components:

1. Bank site: the physical acreage restored, established, enhanced, or preserved;
2. Bank instrument: the formal agreement between the bank owners and regulators establishing liability, performance standards, management and monitoring requirements, and the terms of bank credit approval;
3. Interagency Review Team (IRT): the interagency team that provides regulatory review, approval, and oversight of the bank; and
4. Service area: the geographic area in which permitted impacts can be compensated for at a given bank

The value of a bank is defined in "compensatory mitigation credits." A bank's instrument identifies the number of credits available for sale and requires the use of ecological assessment techniques to certify that those credits provide the required ecological functions. Banks are a form of "third-party" compensatory mitigation, in which the responsibility for compensatory mitigation implementation and success is assumed by a party other than the permittee. This transfer of liability has been a very attractive feature for Section 404 permit-holders, who would otherwise be responsible for the design, construction, monitoring, ecological success, and long-term protection of the site (3 U.S. Environmental Protection Agency [U.S. EPA]. 2009. Mitigation Banking Fact sheet, January 12).

EXISTING CONSERVATION/MITIGATION BANKS IN THE TRI-COUNTY REGION

This figure on this page (Existing Conservation/Mitigation Banks in the Region) and the next (Existing Roadways in the Region) provide visuals for this section. The following descriptions of existing banks are based on research conducted by PMC and may not be comprehensive.

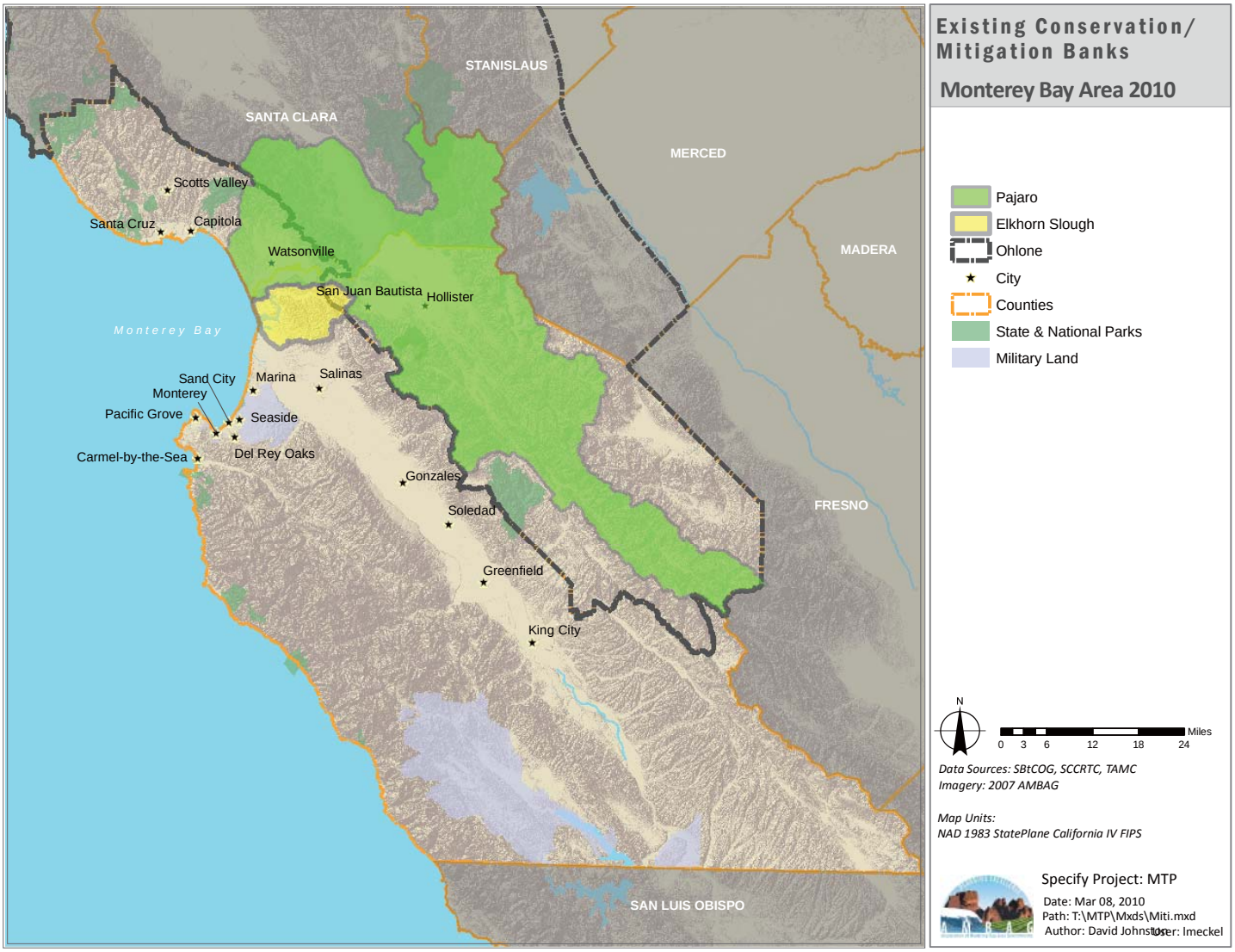
MONTEREY COUNTY

Elkhorn Slough Mitigation Bank

The Elkhorn Slough Early Mitigation Partnership (ESEMP) is a Caltrans-sponsored interagency effort to provide early mitigation for a series of future transportation improvement projects within the Elkhorn Slough Watershed. The bank aims to protect resources such as wetlands, endangered species and agriculture. On January 28, 2009, the Transportation Agency for Monterey County [TAMC] awarded the ESEMP the 2008 Transportation Excellence Award.

The ESEMP builds on statewide efforts already underway to consider mitigation on a regional or watershed level. Using a GIS tool being developed statewide, and analyses, conducted by UC Davis's Information Center for the Environment (ICE), in the Elkhorn Slough watershed as part of a pilot project, this project will match an inventory of specific habitat types projected to be impacted by future transportation projects with suitable properties that would be available for compensatory mitigation. ESEMP invests in collaborative planning and negotiations with appropriate resource, regulatory and planning organizations, relying on the best available science to develop mitigation agreements that meet the needs for transportation mitigation and promote resource conservation.

Figure 35. Existing Regional Conservation/Mitigation Banks.



The overall objective of this effort is to help facilitate the development of early mitigation planning that will incorporate regional-scale mitigation which could be implemented prior to traditional transportation project milestones. Through this collaborative process, by investigating methods to allow for the early implementation of biological mitigation, the ESEMP may provide more cost effective, collaborative resource conservation on a watershed level while also achieving transportation objectives.

Caltrans District 5 is currently undergoing the process to establish a formal Mitigation Bank at Elkhorn Slough under the Elkhorn Slough Early Mitigation Partnership.

SAN BENITO COUNTY

Pajaro River Mitigation Bank

The Pajaro River Mitigation Bank, constructed by Wildlands, Inc., and sponsored by Santa Cruz and Monterey Counties, consists of 273 acres, includes nearly 150 acres of created seasonal wetland credits which can be tapped to offset the impact of development elsewhere in the 1,300-square-mile Pajaro River Watershed that covers portions of Santa Cruz, San Benito, Santa Clara or Monterey counties. The 150 acres of wetlands were created to complement the existing 6.73 acres of wetlands that are also being preserved. The Bank offers wetland mitigation credits to the development community and public sector to fulfill permit obligations of the United States Army Corps of Engineers under the Clean Water Act in order to fulfill the goals of the federal "no net loss" wetlands policy.

Ohlone Preserve Conservation Bank

The Ohlone Preserve Conservation Bank is approved to sell California red-legged frog (RLF), Alameda whipsnake and California tiger salamander (CTS) credits. The bank is owned by Fletcher Conservation Properties and consists of 640 acres, serving San Benito County as well as Alameda, Contra Costa, Marin, Merced, Napa, San Joaquin, San Mateo, Santa Clara and Stanislaus Counties. The service area covering San Benito County only provides credits for CTS, and not RLF or the whipsnake.

SANTA CRUZ COUNTY

Zayante Sandhills Conservation Bank

The Zayante Sandhills Conservation Bank is a private venture run by California Limited Liability Company, LLC (PCO, LLC). The USFWS initially authorized the Bank to sell a total of 56.77 conservation acre credits based on the habitat value of a 22.78-acre sandhills parcel located in Ben Lomond. This parcel is known as the Ben Lomond Sandhills Preserve, and must be managed in perpetuity according to a management plan prepared by sandhills experts and approved by USFWS. Moreover, PCO and the Center for Natural Lands Management have entered into a conservation easement on the parcel to ensure that it is preserved and managed according to the approved plan. The County of Santa Cruz is a third party beneficiary of the Conservation Easement and, as such, is entitled to enforce compliance with the easement in accordance with its terms and conditions.

The cost of acquiring and managing the preserve is being financed through an endowment, funded from the sale of conservation credits. The endowment is being established over time, with a full funding amount of approximately $1 million. This amount will generate sufficient revenue annually to manage the preserve. In the mean time, PCO has established an interim management account in the amount of $66,000 to ensure that one years' worth of management funds for the preserve are always available. This amount cannot be depleted without USFWS consent, in which case it would be immediately replenished. Once the endowment reaches full funding, the funds in the interim account will be transferred to the endowment fund. While USFWS issues conservation credits in terms of acre credits, they are sold in square-foot units. The current price of a conservation credit is $7.50 per square foot of habitat disturbed. The proposed operating agreement ties future increases in the cost of credits to the Bay Area Consumer Price Index ($326,700/acre).

MAIN HABITATS AND SPECIES OF CONCERN IN THE TRI-COUNTY REGION

Within Monterey, San Benito and Santa Cruz Counties, there exists a wide range of habitats and species of concern. To name just a few, Monterey County is home to species of concern such as the Brown Pelican, California Red-legged Frog (RLF), California Sea Otter, California Tiger Salamander (CTS), Monterey Spineflower, Santa Cruz Tarplant and the Western Snowy Plover; San Benito to the American Kestrel, RLF, Red-tailed Hawk, Yellow Warbler and Yellow-breasted Chat; and Santa Cruz to the Ben Lomond Buckwheat, Spineflower, and Wallflower, Mount Hermon June Beetle, Santa Cruz Cypress and Wallflower and the Silverleaf Manzanita. Habitats in the region include, but are not limited

to, Coastal Oak Woodland, Coastal Scrub, Estuarine, Wetland and Cropland. Potential future losses of these natural resources, among others, could occur as the result of implementation of the 2010 MTP transportation projects. As such, all banking options would have to address the need to mitigate for potential future losses of the range of natural resources found in this diverse region.

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations reflect research and findings for AMBAG and the tri-county region RTPA's to have mechanism options to consider for addressing potential future natural resource impacts that could occur as the result of implementation of the 2010 MTP transportation projects.

OPTION 1: RELY ON PURCHASE OF EXISTING BANK CREDITS

There are several existing mitigation and conservation banks in the region, as outlined in the above section. For AMBAG's purposes, the Zayante Sandhills Conservation Bank is geographically limited in its applications and most likely would not be available for credit purchase. However, the remaining banks would provide purchasing options for AMBAG.

This option is the least intensive, as there are no up front or administrative costs and no management tasks associated other than credit purchase. However, it does have a downside: uncertainty. There is no guarantee that each roadway project in the future will be able to purchase credits from these banks, as it is up to the provider which projects qualify, and they will eventually run out of credits. In addition, these banks are open to all forms of development mitigation, including residential, commercial, etc.; and therefore, there would be more projects vying for credits as opposed to the creation of a new bank geared expressly towards roadway project mitigation.

OPTION 2: CREATE "AMBAG AREA" UMBRELLA CONSERVATION/MITIGATION BANK

An umbrella bank is a regional banking program with multiple bank sites sponsored by a single entity. It is a programmatic bank; it is characterized by having one mitigation banking instrument that lays out the general requirements of the program and allows for the authorization of future additional bank sites. The banking instrument generally describes the supplemental site-specific information (e.g., individual site plans) that is required to bring a new site on-line.

There is currently no mitigation banking instrument like this in the area. An example of a transportation-related umbrella bank is Maine Dot's "Umbrella Mitigation Bank for Transportation" or "UMBT". Recently, the Maine DOT has submitted a proposal for a statewide mitigation banking instrument, with their first deposit being an island to be used for recreation, education and conservation facilities. The bank will be used for transportation related projects involving compensatory mitigation for unavoidable impacts to waters of the U.S. Maine DOT will be responsible for long-term preservation and management of the project area, implementing restoration, creation, enhancement and preservation of aquatic resources and upland buffers for the purpose of generating compensation credits.

While this option is preferred among responsible agencies, it can be one of the most challenging due to up front costs, bank siting and effectiveness, long-term administration and site maintenance. Restoration is the preferred "first choice" in the banking field. Wetland restoration should take precedence over enhancement and creation as a mitigation method, preservation is only acceptable in "exceptional circumstances," and wetland creation is expressly discouraged.

The region's land trusts (Santa Cruz County, Ag Land Trust, Big Sur Land Trust) are always looking for new sites to conserve. Currently, the Santa Cruz County Land Trust is in the process of prioritizing possible conservation sites in the region that could be available for banking, partnering with local land trusts could provide a beneficial relationship for both AMBAG and the trusts. There are weaknesses in multi-agency partnerships; however, including responsibilities, monitoring, follow-through and coordination. Many of these issues can be dealt with from the beginning through adoption of an Operating Agreement [OA]. An OA would outline working responsibilities, terms and conditions, project requirements for credit purchasing, among other critical components.

Another difficult aspect of this option is how to garner the often hefty up front costs associated with purchasing lands and setting up the banking instrument. Funding often comes from multiple sources, such as grants, in-kind and monetary donations, fund raisers, government funding, and multiple agency commitments. On-site issues to be aware of include habitat and wetland success rates. Restoration typically has much higher success rates than preservation or creation, as the "foundations" for success are already in place.

OPTION 3: DEVELOP HABITAT CONSERVATION/ MANAGEMENT PLAN

(IN-LIEU FEE MITIGATION PROGRAM)

Implementation of Habitat Conservation Plans (HCPs) or Habitat Management Plans (HMPs) is one of the most common forms of compensatory mitigation. Approval of an HCP/HMP results in an associated take permit, usually with a limit on habitat acreage. Most HCPs/HMPs are considered a form of "in-lieu fee mitigation". In other words, as development takes place under an HCP/HMP, developers pay a per-acre fee to a local government entity that then uses the fees to acquire and manage other lands for compensatory conservation purposes.

The key differences between banking and in-lieu fee arrangements; therefore, are that before a bank can sell credits, the site must be protected, a banking instrument must be in place, and the banker is required to have secured appropriate financial assurances. In-lieu fee mitigation programs, on the other hand, generally accept payments with only the promise of offsetting impacts before the mitigation sites are secured or the site-specific mitigation plan has been approved. It is generally conducted after permitted impacts have occurred in circumstances where a permittee provides funds to an in-lieu fee sponsor instead of either completing project-specific mitigation or purchasing credits form a wetland mitigation bank approved under the Banking Guidance.

Banks have generally been preferred over the use of in-lieu fee mitigation programs, as stated in the 1995 Banking Guidance, since there has historically been a lack of regulation over these programs. But as of the 2000 release of "Federal Guidance on the Use of In-Lieu-Fee Arrangements," in-lieu programs have become more detailed and similar to banking instruments; making them more transparent and accountable to a standard. HCPs/HMPs generally work very effectively once established; however, it can take several years of planning and negotiation before they are approved.

Other Recommendations: Create a Regional Mitigation Strategy

The US EPA recommends the development of a more comprehensive Regional Mitigation Strategy. The Regional Mitigation Strategy should also establish the foundation for innovative regional mitigation solutions which could include:

- how available environmental information is used to inform avoidance and minimization and of environmental conflicts in the transportation decision-making.
- where mitigation would be the most successful, and identifying activities that "may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- using watershed, conservation, and recovery plans to identify important environmental considerations for the AMBAG region, such as critical wildlife corridors,
- incorporating concepts such as 100 to 200 foot buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- using parcel maps to identify larger, undivided parcels for ease of acquisition and preservation, and designate areas as potential future mitigation sites.
- identify financial mechanisms to fund mitigation, such as development fees, sales tax , or the use of funds from alternative methods to identify and protect critical resource areas.
- Establish conservation easements that connect to and expand existing conservation areas.
- Describe locally-developed measures such as county/city designation of open space, measures requiring development set-backs near streams, etc.

On April 10, 2008 , EPA issued revised regulations, entitled "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule" (Mitigation Rule) (40 CFR 230). This document provides information for compensatory mitigation for impacts to wetlands, streams, and other waters of the U.S. under Section 404 of the Clean Water Act.

AMBAG hopes to partner with EPA in the creation of a Regional Mitigation Strategy for inclusion in the 2012 update to the Metropolitan Transportation Plan.

Appendices

Appendix A: Reason for the MTP Update

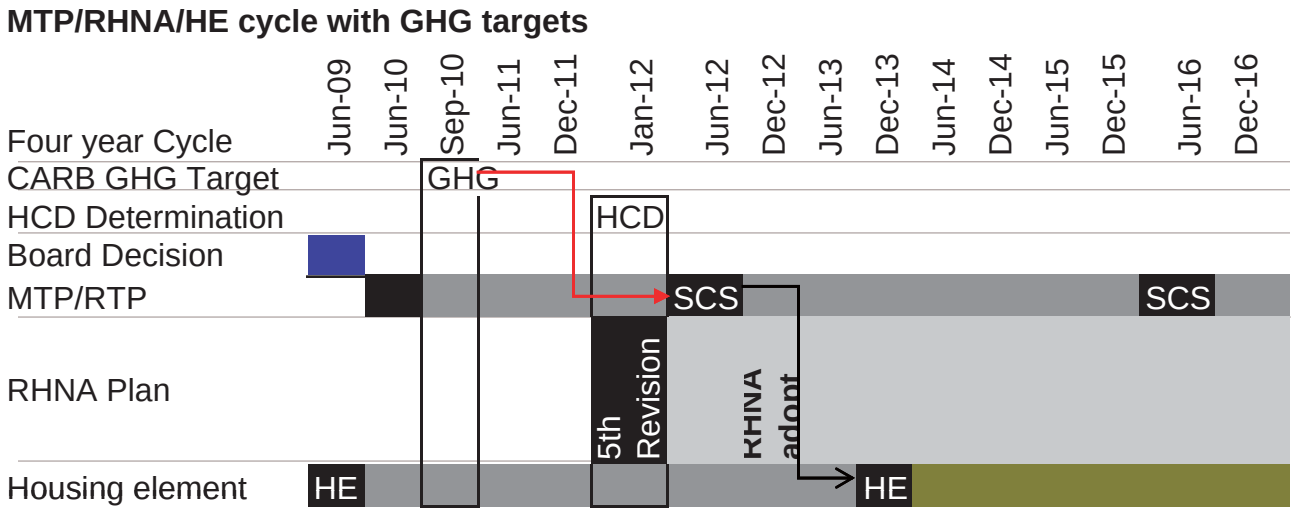
Why Update the MTP?

SAFTEA-LU requires updates to the MTP. For MPOs in Air Quality attainment areas, like AMBAG, this must occur every five years. This 2010 update of the MTP is the five year update to the 2005 MTP.

Pursuant to SB375, regions wishing to take advantage of a coordinated Regional Housing Allocation planning cycle must shift to a four year update cycle, the same as required for MPOs in non-attainment areas by SAFTEA-LU.

Due to specific requirements of SB375, AMBAG must update the MTP in 2012 and will remain on a four year cycle.

Figure 36. Update Cycle from 2009 - 2016



Appendix B: AMBAG Overview

AMBAG's Role and Responsibilities

Regional transportation planning is a cooperative process between AMBAG; Caltrans; two Local Transportation Commissions (LTCs - the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County) and one Council of Governments (COG - Council of San Benito County Governments) acting as Regional Transportation Planning Agencies (RTPAs); two fixed-route, mass transit operators (Monterey-Salinas Transit and the Santa Cruz Metropolitan Transit District); and the local air pollution control district (Monterey Bay Unified Air Pollution Control District).

In the Monterey Bay metropolitan region, only the Transportation Agency for Monterey County is a designated Congestion Management Agency and may opt out of the designation if its member jurisdictions decide to pursue that course. Please refer to the 2010 Monterey County RTP for more specific information on TAMC's Congestion Management Program. AMBAG shares responsibility for regional air quality planning with the Monterey Bay Unified Air Pollution Control District. In addition, AMBAG is directly involved in the land use forecasting for transportation planning through the preparation and update of its land use and socioeconomic forecasts by small geographic areas for Monterey, San Benito and Santa Cruz Counties, and in its development and maintenance of the AMBAG travel demand forecast model.

AMBAG is a general-purpose Council of Governments, with responsibilities in areas other than transportation. With respect to transportation and air quality planning AMBAG, as the designated Metropolitan Planning Organization (MPO), must prepare and periodically update a long-range transportation plan (MTP) for the Monterey Bay metropolitan region. The MTP is the principal federal planning document for the roadways, transit, multimodal and intermodal facilities and services that together constitute the Monterey Bay region's transportation system.

AMBAG, in cooperation with the agencies described above, is responsible for carrying out the metropolitan transportation planning process. In order for transportation agencies within the AMBAG region to receive federal capital or operating assistance, their programs and projects must be part of this metropolitan planning process. As MPO, AMBAG is responsible for preparing the following planning and programming documents:

- Metropolitan Transportation Plan (MTP): This long-range planning document is based on the Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties.
- Overall Work Program (OWP): This is an annual program for all expenditures by AMBAG and the RTPAs of federal, state and local transportation planning funds.

Metropolitan Transportation Improvement Program (MTIP, also known as Federal Transportation Improvement Program): This document lists transportation programs and projects programmed for implementation for a minimum of three years in the region. Although Caltrans, the RTPAs, and the transit operators are responsible for selecting the projects and programs for incorporation into the MTIP, AMBAG has oversight and coordination responsibility for this program of federally-funded transportation investment by all state and local agencies in the region. Projects and programs within the MTIP are from the three RTPA's Regional Transportation Improvement Programs and from the transit operators Short Range Transit Plans.

Regional Aviation System Plan (RASP). AMBAG is responsible for preparing this long-range plan covering all aviation facilities and services in Monterey, San Benito and Santa Cruz Counties.

In the development of these regional planning and programming documents for the three counties of the region, AMBAG addresses regional factors that are not addressed at the county-wide level such as air quality consistency and conformity of the plans and programs with the State and Federal Air Quality plans as well as environmental issues potentially not addressed at the countywide level. To support some of these functions and the consistency of regional plans and local and regional traffic analyses, AMBAG has developed and uses a transportation model for planning analyses in the region. With the 2010 update of the MTP, an updated version of the RTDM will be released.

As the MPO, AMBAG prepares population and employment projections for the region. These forecasts are widely used for planning and environmental impact studies and forecasts of other regional characteristics, such as traffic and mobile source emissions.

AMBAG is also the Regional Census Data Center. AMBAG compiles and maintains regional socioeconomic data from the decennial Censuses for distribution to member jurisdictions, transportation planning agencies, and other organizations and agencies as required.

Another role AMBAG subsumes is the Regional Clearinghouse for the metropolitan region (Per Executive Order 12372). As such, all highway and public transportation projects which require federal financial assistance are subject to review by the State and Regional Clearinghouses per Office of Planning and Research procedures in addition to other various projects/programs within the three-county area undergoing review.

AMBAG also, per its Transportation Memorandum of Understanding, performs special studies as time, funding and Board of Directors endorsement permits.

Role of Other Agencies

Regional Transportation Planning Agencies (RTPAs)

The three RTPAs in the region are the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC) and the Transportation Agency for Monterey County (TAMC). Every four to five years, they prepare state-mandated Regional Transportation Plans (RTPs) and every two years Regional Transportation Improvement Plans (RTIPs) outlining their selected transportation projects and/or programs within each county. In this RTP Update, the RTPAs elected to join with AMBAG and prepare coordinated updates to their long-range plans to achieve economies of scale in environmental review, document preparation, and the like.

RTPAs are also responsible for ensuring adequate citizen involvement within the regional transportation planning process. Local Transportation Funds, which are returned at the rate of one-quarter of one percent of the state sales tax are passed through the RTPAs for transportation planning, public transit and other transportation uses (California Transportation Commission, Regional Transportation Plan Guidelines, December 1999). All three counties have designated themselves SAFE counties for the implementation and maintenance of an emergency, roadside system.

As an urbanized county, Monterey County has elected to designate and maintain its RTPA as a Congestion Management Agency (CMA). A CMA is established to design a cooperative process of transportation, air quality and land use planning at the local level for the purpose of reducing congestion and improving air quality through an adopted Congestion Management Program (CMP). The CMA determines whether local jurisdictions are in conformity with the CMP (Congestion Management Program Resource Handbook, November, 1990). More information on the Transportation Agency for Monterey County's (TAMC's) CMP is included in the 2010 Monterey County Regional Transportation Plan.

Public Transit Operators

Fixed Route Transit Operators

In the AMBAG region, there are three operators providing fixed route services: Monterey-Salinas Transit (MST), San Benito County Express and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO).

MST is publicly owned and operated by a joint powers agency composed of the cities of Carmel-by-the-Sea, Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Seaside and the County of Monterey. MST, with 34 routes, serves an approximately 275 square-mile area of northern Monterey County, southern Monterey County, southern Santa Cruz County (Watsonville Transit Center) and southern Santa Clara County (Gilroy Caltrain Station). MST provides transit to an estimated 350,000 service area population, primarily in the Monterey Peninsula cities and in the City of Salinas. MST also provides summer seasonal service to Big Sur, Caltrain connection service to Gilroy and service along the US 101 corridor providing transit to South Monterey County jurisdictions.

In San Benito County, SBtCOG operates the County Express, an accessible transportation operator providing: five fixed-route bus lines within the City of Hollister. County Express served 76,107 passengers in FY 2003/04. To improve mobility out of San Benito County, County Express also provides Inter-county service to the City of Gilroy. County Express meets the Caltrain commuter service that operates out of Gilroy, and serves the Greyhound Bus Station and Gavilan Community College. In FY 2003/04, County Express provided 37,986 rides on its Inter-county services.

Santa Cruz METRO is the fixed-route public transit operator in Santa Cruz County with 49 routes in a service area population of 255,602 (2000 U.S. Census). Santa Cruz METRO provides service within Santa Cruz County on 39 cumulative intercity, urban local-feeder and rural routes

and to downtown San Jose locations on the Highway 17 Express Bus. In the spring of 2004, METRO began operating the AMTRAK feeder service between Santa Cruz and the San Jose Diridon Station. Santa Cruz METRO carried 6,026,920 passenger trips in FY 2008/09 with a peak pullout of 87 buses.

Demand-Responsive Transit Services

In south Monterey County, the Cities of Greenfield, King City and Soledad offer general public, demand-responsive transportation services to their citizens on weekdays. On the Monterey Peninsula, MST provides a Demand Access Responsive Transit (DART) service for on-call, neighborhood-based service for lifeline service to low density areas.

Paratransit Services

In Monterey County, the RIDES program operated by Monterey-Salinas Transit (MST) is the supplier of public paratransit services for persons with disabilities. RIDES provides transportation on an appointment basis for those persons unable to ride MST. In addition, the MST RIDES Program also offers reimbursed taxi program as well as out-of-county transportation for persons with disabilities to specialized medical appointments once a week.

In San Benito County, specialized transportation services are provided by three entities: SBtCOG, Jovenes de Antaño and the American Cancer Society. County Express Transit System provides wheelchair accessible, general public, demand-responsive transportation to northern San Benito County and complementary ADA Paratransit Service. Jovenes de Antaño, under contract to SBtCOG, provides Senior Nutrition, out-of-county medical programs service, and medical and shopping assistance program. The American Cancer Society provides trips for cancer-related appointments using volunteers and private vehicles.

In Santa Cruz County there are currently three private non-profit providers of specialized transportation services primarily responsible for providing essential transportation service to senior and disabled residents: Lift Line (Community Bridges), American Red Cross, and Volunteer Center. Lift Line provides transportation services for Elderday, the Stroke Center, Senior Dining Centers and the Multipurpose Senior Services Program. Lift Line also contracts out some rides to private taxi operators.

In November 2004, METRO began in-house operation of the Americans with Disabilities Act (ADA) Complementary Paratransit service called Para Cruz that it had previously provided under contract to private operators. In FY 2003/04, METRO provided 91,704 Complementary ADA Paratransit trips. METRO additionally contracts a small percentage of ADA paratransit rides to private taxi operators.

Other Local Agencies

AMBAG and other providers of transportation planning services regularly meet and consult with representatives from other local transportation planning and public works agencies to ensure that the transportation needs of their jurisdictions are being adequately served. This is accomplished through the Technical Advisory and other designated advisory committees to the RTPAs. Special local transportation studies are conducted by cities, with assistance from AMBAG and the Regional Transportation Planning Agencies.

Additionally, other local agencies are responsible for documenting their transportation needs in order to obtain state and federal funding. They report programs and projects to the Regional Transportation Planning Agencies for review and adoption in Regional Transportation Plans and Improvement Programs which, in turn, are fed into the Metropolitan Transportation Plan and the MTIP.

California Department of Transportation (Caltrans) / California Transportation Commission (CTC)

The California Department of Transportation (Caltrans) oversees transportation planning and development of the State Highway and intercity rail system. One Caltrans District, District 5, oversees Caltrans' activities in the Monterey Bay metropolitan region. Since the enactment of SB 45 in 1998, the RTPAs join Caltrans in providing financial support (via the state highway account) for all highway and street facilities within their regional jurisdiction. Of funds available for programming in the State Transportation Improvement Program (STIP), 75% is allocated to RTPAs for the selection of projects of regional significance in the Regional Improvement Program. The 25% remaining interregional share is limited to State highway, intercity passenger rail, mass transit guideway, or grade separation projects that facilitate the interregional movement of people and goods. At least 60% of the interregional share (15% of the STIP) must be programmed for projects on the interregional system. At least 15% of that 60% (9% of the interregional program; 2.25% of the STIP) must be for intercity rail. The 40% is designated for interregional movement of people and goods. If found feasible in the next few years, the extension of rail passenger services in Monterey County will be overseen by Caltrans, Division of Rail. Caltrans also oversees

the interregional bus program (FTA Section 5311), is engaged in aeronautics planning, and provides a bicycle map for cyclists in District 5. Funding for Caltrans' activities comes from a variety of state, federal and local formula and discretionary sources.

The California Transportation Commission (CTC) is the policy-making body, appointed by the Governor, responsible for overall management of the state highway and transit system. The CTC guidelines for regional transportation planning require that Regional Transportation Plans (RTPs) be prepared to coordinate transportation activities and investments. The Regional Transportation Improvement Program (RTIP), prepared by each RTPA, is submitted to the California Transportation Commission. The CTC subsequently decides what projects will be put into the State Transportation Improvement Program (STIP). Highway projects, as well as rail projects using state funds, must be included in the STIP.

Air Quality Oversight Agencies

Air Resources Board (ARB)

The California Air Resources Board (ARB) is the state agency responsible for coordinating both state and federal air pollution control programs in California. A key function of the ARB is to approve local and regional air quality management plans to address attainment and maintenance of state ambient air quality standards pursuant to the requirements of the California Clean Air Act of 1988. The ARB also approves the State Implementation Plan (SIP) for submittal to the EPA. Regional and local air quality planning efforts which eventually become part of the SIP are coordinated and guided by the ARB.

The ARB undertakes research, sets state ambient air quality standards, provides technical assistance to local districts, compiles emission inventories, develops suggested stationary source control measures and exercises an oversight function of district stationary source control programs.

The ARB also has primary statutory authority to establish and enforce standards to limit pollutant emissions from motor vehicles. The Clean Air Act enables California to adopt more stringent vehicle emission standards than the rest of the nation due to the severity of the air pollution problem in California.

Monterey Bay Unified Air Pollution Control District (MBUAPCD)

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) shares responsibility with the ARB for ensuring that all state and federal ambient air quality standards are achieved and maintained within the North Central Coast Air Basin. AMBAG shares responsibility with MBUAPCD for planning and implementation of local actions required to achieve attainment of the federal ambient air quality standards.

State law assigns to local air pollution control districts the primary responsibility for control of air pollution from stationary sources while reserving to the ARB an oversight function. Generally, local districts must meet minimum program requirements as specified by the state and EPA; districts in most instances may implement more stringent regulations. The district is responsible for the development of regulations governing emissions of air pollution, permitting and inspecting stationary sources of air pollution, monitoring of ambient air quality, and air quality planning activities including adoption and implementation of transportation control measures developed by AMBAG in consultation with the region's transportation planning partners.

Every three years, the MBUAPCD is required to update the state-mandated Air Quality Management Plan (AQMP) for the North Central Coast Air Basin. The last version of this plan (2008) was approved September 2008. In 1994, MBUAPCD and AMBAG prepared the 1994 Federal Maintenance Plan which was subsequently approved in 1997 by EPA, which officially re-designated the North Central Coast Air Basin from air quality non attainment for the federal ozone pollutant standard to attainment.

In 2004, federal non attainment areas for the new 8-hour ozone averaging standard were announced. Based on the 2001-2003 data years, the Monterey Bay region was found in attainment for this more stringent federal pollutant standard. On June 15, 2005, under currently promulgated U.S. EPA guidance, the Monterey Bay region federal 1-hour ozone maintenance designation was rescinded. As such, the Monterey Bay region is no longer be beholden to the performance of air quality conformity of its plans and programs. Thus, detailed air quality emissions analyses of the impact of the federal transportation plans and programs will no longer need to be developed. The downside of this turn of events is that under current distribution formulas under the Transportation Equity Act for the 21st Century, the Monterey Bay region will no longer be eligible for the receipt of approximately $5M annually under the Congestion Mitigation and Air Quality Improvement Program.

Federal Agencies

Federal Highway Administration (FHWA)

An agency of the U.S. Department of Transportation (USDOT), the Federal Highway Administration administers the planning and development of the nation's highway and road system. It performs this function primarily as a regulatory, oversight and funding agency for State Departments of Transportation, e.g. for Caltrans in California. The FHWA also performs these functions for AMBAG, which administers Federal Highway transportation planning funds for the Monterey Bay region.

Federal Transit Administration (FTA)

FTA funds public transportation facilities and services in the region. Fixed route bus transit in the region is supported by FTA subsidies. It also performs regulatory oversight functions for the planning and funding of public transit operators. FTA provides metropolitan planning funds to AMBAG, as the MPO, to conduct metropolitan transit planning in the region.

Federal Aviation Administration (FAA)

FAA funds and oversees the planning, management and operations of airports in the region, and funds regional and airport master planning and programming of improvements to aviation facilities and services at airports throughout the region. FAA funds a Regional Aviation System Plan (RASP) prepared by AMBAG which is a long-range airport directional plan for the two-county region. AMBAG prepared a 2005 RASP Update.

Memoranda of Understanding/ Agreement

To minimize duplication of effort in planning the intermodal transportation system in the Monterey Bay region, a Memorandum of Understanding (MOU) is in effect between the Santa Cruz and Monterey Counties RTPAs, Caltrans, both fixed route bus operators and AMBAG. This 1987, pre-ISTEA MOU defines the roles and responsibilities of these six agencies regarding transportation planning and programming in the region. An April 2003 MOU update was developed by all the partner agencies; however, when the time came to sign the MOU, Caltrans HQ would not allow Caltrans District 5 to sign the MOU as Caltrans does not purportedly have a relationship with transit operators. In June 2005 AMBAG signed an MOU with Caltrans.

In addition to this MOU, a Memorandum of Agreement (MOA) is also in effect between the MBUAPCD and AMBAG which defines their respective roles and responsibilities, and establishes procedures for inter-agency coordination in transportation and air quality planning and program management.

After the passage of the 1990 federal Clean Air Act Amendments and the 1991 federal transportation act (ISTEA), another MOU was executed between the Council of San Benito County Governments and AMBAG which incorporates San Benito County and its cities within the metropolitan region for purposes of meeting state and federal transportation and air quality regulations. This MOU defines the roles and responsibilities of the two parties with regard to preparation of this MTP, the MTIP and AMBAG's air quality conformity determinations.

Transportation planning MOU covering Monterey and Santa Cruz Counties signed in 1987 by Caltrans, AMBAG, Monterey-Salinas Transit, the Santa Cruz County Regional Transportation Commission, the Santa Cruz Metropolitan Transit District, and the Transportation Agency for Monterey County. 2003 MOU update, including ISTEA revisions, signed and approved by all partners with the exception of Caltrans. Air Quality MOA between AMBAG and the Monterey Bay Unified Air Pollution Control District signed in 1997. MOU between Caltrans, AMBAG and the Council of San Benito County Governments signed in 1993, and updated in 1997, to incorporate San Benito County into the metropolitan transportation planning process.

Appendix C: MTP Planning Process

MTP Planning Process Overview

DEVELOPMENT OF THE 2010 MTP: Monterey Bay Area Mobility 2035

Development of the 2010 long-range transportation plan began by evaluating the existing regional transportation system and reviewing the current planning for priority projects. The overarching goals and policies from the 2005 MTP have been reaffirmed for 2010.

Transportation Funding estimates were developed for the anticipated available funding sources. The transportation needs for the region were subsequently developed.

Each RTPA subsequently developed an individual Regional Transportation Plan. These three plans are coordinated in the MTP.

Project ideas from the public and the various RTPA advisory committees were forwarded to potential project sponsors, and the project lists from the 2005 MTP were reevaluated. The projects for the 2010 MTP are separated into two funding scenarios—"Constrained" and "Unconstrained".

Specific measurement criteria are used to evaluate the region's overall transportation plan. These measures are approved by the RTPA advisory committees, members of the public and partner agencies (Transportation Agency for Monterey County [TAMC], and San Benito Council of Governments [SBCOG]).

Public Participation

Monterey County

Public input has been sought throughout the development of the 2010 plan, with a particular emphasis on the list of projects to be prioritized for funding. Public input for the 2010 plan update was solicited by the Agency in a number of ways described below.

Regional Development Impact Fee program and regional expenditure plan:

Updates to the regional plan were developed through preparation of the regional fee program and expenditure plan, developed between 2006 and 2008, in additional to direct outreach to county jurisdictions regarding transportation improvements included in the regional plan. The Agency solicited input on the program from a broad range of stakeholders, including local jurisdictions and elected officials, representatives from county industries and business groups and the public. It is important to note that individual projects included in the plan are also subject to project-specific environmental review and outreach to the public.

TAMC Advisory Committees:
The planning process includes systematic public participation and input from advisory committees to the Agency. The purpose of the advisory committees is to provide technical assistance, advice, and recommendations to staff and to the Board of Directors in fulfilling its responsibilities for a coordinated transportation planning process within Monterey County. Assistance and input for preparation of the 2010 Regional Transportation Plan has been provided by the following TAMC advisory committees:

- The Technical Advisory Committee (TAC), meeting on the 1st Thursday of every month, is composed of professional (primarily Public Works department) staff from TAMC's member agencies, including ex-officio members like Caltrans District 5. The TAC reviews and provides input on transportation planning studies including the Regional Transportation Plan, the Congestion Management Program, the Regional Transportation Improvement Program, and other transportation studies.
- The Social Services Transportation Advisory Council (SSTAC), which meets in the months of February, April, June, August, October, and December, advises TAMC on the transit needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The functions and duties of the SSTAC include the annual assessment of unmet transit needs, and review specialized transportation planning and other related studies. The committee membership is specified in the Transportation Development Act (TDA) statutes.
- The Bicycle and Pedestrian Facilities Advisory Committee (BPC), which convenes on the first Thursday of every month, assists with bicycle and pedestrian issues including the development of a countywide bikeways plan. Members are nominated by each TAMC member agency as well as Fort Ord Reuse Authority, Cal State Monterey Bay, and the Velo Cycling

Club and appointed by TAMC. The BPC meets monthly to discuss ways to improve the bicycle network and how to improve access and safety for bicyclists and pedestrians in Monterey County.

- The Rail Policy Committee, which meets on the first Monday of each month, is composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, and Supervisorial Districts 1,4 and 5. The committee advises TAMC on issues related to the agency's efforts to bring passenger rail service to Monterey County.

TAMC public outreach program efforts: TAMC's public outreach program, as adopted in 2003, is included as Appendix B of the 2010 RTP.

Beyond the TAMC advisory committees, TAMC encourages public participation through an ongoing public outreach program. In 2003, the TAMC Board of Directors voted to dissolve its Citizens Advisory Committee in order to obtain more broad based community input on the Agency's regional planning efforts and improve the dissemination of information on TAMC's planning activities to the public and private sector groups. TAMC's expanded public outreach program includes: the regular issuing of press releases, hosting public transportation forums on transportation topics of relevance to Monterey County, the creation of ad-hoc advisory committees to gain stakeholder input on focused transportation issues, targeted presentations to community groups and local jurisdictions, dissemination of information on the Agency and Agency programs in coordination with a public outreach consultant, and participation in media events that focus on transportation issues. In 2005, TAMC staff initiated a monthly radio series on Monterey County transportation issues through local radio station KNRY.

TAMC has also worked with its public outreach consultant to prepare and disseminate a TAMC public outreach brochure (Figure 1-1) describing TAMC activities and projects included in the Regional Transportation Plan. Production of the brochure has coordinated with the ongoing improvement and maintenance of the TAMC website. The TAMC website can be accessed at www.tamcmonterey.org and contains information on all TAMC activities, links to meeting agendas and materials, and TAMC documents including the Regional Transportation Plan.

California Environmental Quality Act Coordinated Environmental Review:
As described in Chapter 5, the program-level CEQA environmental review required for the transportation plan provides an opportunity for additional review and consultation with state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic resources. Federal land management agencies are involved in reviewing the plan, projects and environmental analysis as part of this state-mandated process. Environmental review of the plan included a consistency analysis with land use and natural resources plans.

Environmental Justice
Environmental justice, as defined by the federal government, considers the potential impacts of governmental activities on minority and low-income populations. In regional transportation planning, this would mean evaluation of the potential negative and positive impacts associated with any transportation-related activity. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. Executive Order 12898 was signed in 1994 and specifically calls attention to the protection of minority groups and expands the focus to low-income populations.

The United States Department of Transportation (DOT) recognizes that transportation programs and policies may disproportionately burden low-income and minority communities. Hence, the U.S. DOT has issued its own order, 5680.2, to clarify and reinforce environmental justice policies for minorities and low-income populations. The Federal Highway Administration (FHWA), a branch of the DOT, requires environmental justice analyses in its transportation programs and activities. All federally funded transportation plans and decisions must involve an environmental justice assessment process that explicitly considers adverse effects or the potential of adverse effects on minority and low-income the populations.

As a federally designated transportation planning organization, TAMC is required to comply with rules and policies set forth by FHWA. TAMC is required to explicitly consider the service needs of minority populations and low-income populations, and the effects of transportation improvement activities on these groups. This could include establishing procedures or providing meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs. TAMC is also required to provide public access

to public information concerning the human health or environmental impacts of programs, policies, and activities.

The three main elements to the FHWA environmental justice policy are:

1. Avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects, including social and economic effects on minority populations, and low-income populations;
2. Ensure full and fair participation by all potentially affected communities in the transportation decision making process;
3. Prevent denial of reduction in, or significant delay in, the receipt of benefits by minority populations and low income groups.

During the planning process, planners must:

1. Determine the benefits to and potential negative impacts on minority populations and low income populations from proposed investment or actions.
2. Quantify the expected effects (total, positive, and negative).
3. Determine the appropriate course of action whether avoidance, minimize, or mitigation.

Under Executive Order 12898, minority populations include:

- Hispanics (persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Blacks (persons having origins in any of the black racial groups of Africa);
- Asian Americans (persons having origins in any of the original peoples of the Far East, Southeast Asia, and the Indian Subcontinent, or the Pacific Islands);
- American Indians (persons having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition).

Low Income populations are defined as those households earning a combined income at or below the current U.S. Department of Health and Human Services poverty guidelines. In general, the minority and low-income populations in Monterey County are located in parts of North County, parts of Salinas, and throughout the Salinas Valley communities.

TAMC and AMBAG will continue to work with their partner agencies to develop and implement some unified means by which to integrate environmental justice into the Monterey Bay region transportation planning and programming process.

TAMC has taken care in the development of its long-range plan to reach out to diverse communities to gain their input. As part of their ongoing efforts to address environmental justice, TAMC staff and the TAMC Board attempted to include all county residents in their outreach and planning efforts. In Monterey County, such outreach has included presentations of subsets of the plan and the projects to a range of community groups and in each of the twelve cities and the incorporated areas of the County. This activity has taken place most notably in the development of the 14-year investment plan, which makes up the first portion of the Monterey County regional transportation plan. Significant outreach to low income and minority communities has also taken place, and is planned, for the development of passenger rail service along both the Peninsula and Salinas corridors. Additionally, The Draft RTP and its EIR were widely circulated throughout the county, with ample opportunity for all Monterey County citizens to participate in the process.

San Benito County

Providing opportunities for public participation in the Regional Transportation Plan is important to the Council of San Benito County Governments. Early and frequent public involvement is necessary in developing a Plan that addresses the needs of the San Benito County community. The Council of Governments prepared a participation program specifically aimed at increasing public input in the development of the Regional Transportation Plan. The Council of Governments considered an array of options for public participation, especially for those of under served or underrepresented minorities, low income, elderly, and disabled populations within San Benito County. The Council of Governments sought public participation on the 2010 Regional Transportation Plan development through various forms. This input helped provide direction on regional priorities for the Regional Transportation Plan's policy element and influenced the list of projects that are included in the Plan. The public participation findings helped to identify issues that require more study outside the Regional Transportation Plan.

PUBLIC PARTICIPATION & OUTREACH

In efforts to boost public participation, the Council of Governments conducted the following public outreach strategies:

Public Workshop

The purpose of the Public Workshop was to present information and obtain input from the public on transportation issues, policies,

programs, plans, and/or projects. The Council of Governments conducted the Public Workshop on Tuesday, July 28, 2009 at the Veterans Memorial Building in Hollister. A bilingual interpreter was available at the public workshop.

Involving Other Government Agencies

In the development of the Regional Transportation Plan, some interested agencies have met with affected stakeholders to gain their perspective and insights on the study subject, such as the Technical Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Social Services Transportation Advisory Council (SSTAC). Community Organizations

The Council of San Benito County Governments met with public and private community organizations to gather input on transportation needs facing San Benito County. Organizations included the Economic Development Corporation, Hollister Downtown Association, Hollister Downtown Association Economic Restructuring Committee, and Farm Bureau. The 2010 Regional Transportation Plan Public Survey was sent to the Hollister Chamber of Commerce for their transportation ideas and concerns. These organizations were also notified of the Public Hearing for the Supplemental Environmental Impact Report.

Website

The Council of Governments maintains an internet website that provides information about the agency its programs, and special projects. Meeting notices and Agendas with Minutes and Staff Reports are also posted and available for downloading and/or review. The Regional Transportation Plan Public Workshop Notice of Preparation, and Public Hearing meetings were posted in the "What's New" section of the website. The information was intended to provide the public with updates on the development and environmental review of the Regional Transportation Plan. The 2010 Regional Transportation Plan Public Survey was also posted on the website and was intended to garner additional input from the public.

2010 Regional Transportation Plan Public Survey

A 2010 Regional Transportation Plan Public Survey was developed to gather input on the transportation policies and projects most important to the community. The 2010 Public Survey was published in The Pinnacle Newspaper, on the Council of Governments website, and distributed to various locations and to community groups. A total of 78 people responded to the 2010 Regional Transportation Plan Public Survey.

Santa Cruz County

PUBLIC INPUT AND THE 2010 RTP

One of the RTC's primary goals is to foster broad public discussion about transportation issues in the community. This serves to deepen public understanding about the complexity of transportation issues and assists the public in providing informed input to the 2010 RTP. Public input is also important in order to ensure that the RTP accurately reflects the transportation issues that are of highest concern to the residents of Santa Cruz County. The RTC works to engage the public in an informed dialogue and to solicit input from a broad cross-section of the population. Public input is solicited at key stages of the RTP's development.

Public input regarding the project lists is an important part of the process. Hundreds of project ideas submitted as part of the Transportation Funding Task Force public workshops were forwarded to potential project sponsors for their consideration. In addition, the preliminary draft project lists were reviewed by each of the RTC's advisory committees, posted on the RTC website and evaluated by the RTC at one of its televised meetings. The project lists are also available for public review during circulation of the Draft 2010 RTP. The final RTP will be approved following a televised public hearing. The RTC makes all decisions related to transportation planning and policy in open, noticed meetings, according to the Brown Act (California Code sections 54950-54960.5). A summary and examples of public outreach for the 2010 RTP can be found in Appendix E of the SCCRTC RTP.

Appendix D: Projects by County

Table 24. Revenue Constrained Project List

Projects are sorted by County, Regional Significance, and then cost.

*SAFETEA-LU requires projects to also be shown by YOE. Please refer to the RTPs prepared by San Benito COG, SCCRTC and TAMC.

Project Number	County	Project	Constrained Costs	Regionally Significant?
CT025	Monterey	US 101 Prunedale Improvement Project	$181,565	Yes
MST009	Monterey	Frank J. Lichtanski Operations Center	$129,000	Yes
CT020	Monterey	US 101 - San Juan Road Interchange	$85,600	Yes
TAM010	Monterey	Monterey Branch Line Operations	$67,302	Yes
MYC129	Monterey	Marina - Salinas Corridor - A (Regional Fee - Greater Salinas)	$66,164	Yes
TAM007	Monterey	Commuter Rail Operations	$62,600	Yes
TAM011	Monterey	Monterey Branch Line stations and grade crossing improvements	$56,928	Yes
CT021	Monterey	SR 156 Widening Phase 1 (Regional Fee - North County)	$54,578	Yes
TAM018	Monterey	Commuter Rail Capital Improvements	$53,304	Yes
MAR061	Monterey	Marina-Salinas Corridor-B (Regional Fee - Peninsula/South Coast)	$42,515	Yes
GON013	Monterey	US 101/Gloria Road Interchange (Regional Fee - South County)	$37,684	Yes
TAM013	Monterey	Monterey Branch Line Vehicles	$32,800	Yes
GRN019	Monterey	US 101 - Walnut Avenue Interchange (Regional Fee - South County)	$32,213	Yes
MST008	Monterey	New Starts - Bus Rapid Transit	$32,000	Yes
CT018	Monterey	US 101 - Harris Road/Eastside Connector (Regional Fee - Greater Salinas)	$30,000	Yes
CT019	Monterey	US 101 - South County Frontage Roads (Regional Fee - South County)	$29,997	Yes
SOL024	Monterey	US 101 - South Interchange (Regional Fee - South County)	$21,467	Yes
KCY013	Monterey	US 101 - 1st Street Interchange (Regional Fee - South County)	$21,078	Yes
SOL023	Monterey	US 101- North Soledad Interechange (Regional Fee - South County)	$19,959	Yes
MRY019	Monterey	Del Monte-Lighthouse Corridor (Regional Fee - Monterey Peninsula/South Coast)	$19,160	Yes
CT014	Monterey	US 101 - Airport Blvd. I/C East	$15,408	Yes
CT010	Monterey	SR 1 - Sand City Corridor (Regional Fee - Monterey Peninsula/South Coast)	$12,735	Yes
CT008	Monterey	SR 1 - Salinas Rd Interchange	$12,000	Yes
MYC124	Monterey	Westside Bypass (Regional Fee - Greater Salinas)	$11,406	Yes
MST004	Monterey	Bus Support Equipment and Facilities/Intelligent Transportation Systsems (ITS)	$9,500	Yes
TAM015	Monterey	Commuter rail vehicles	$8,800	Yes
MYC146	Monterey	G12 - North (Regional Fee - North County)	$7,394	Yes
MYC044	Monterey	SR 1 - SR 183 Merritt Street/Artichoke Ave Improvements (Phase I)	$7,000	Yes
TAM017	Monterey	Monterey Branch Line ROW Purchase	$4,810	Yes
MYC130	Monterey	SR 68 at San Benancio Road	$4,284	Yes
CT013	Monterey	SR 68 (Holman Highway) Widening (Regional Fee - Monterey Peninsula/South Coast)	$3,808	Yes
CT009	Monterey	SR 1 - Monterey Rd Interchange	$3,130	Yes
MYC131	Monterey	SR 68 at Corral de Tierra Road	$2,420	Yes
MYC145	Monterey	G12 - South (Regional Fee - North County)	$1,943	Yes
CT024	Monterey	State Highway Safety and Rehab.	$916,838	No
MST010	Monterey	Transit Operations	$430,000	No
MST006	Monterey	Preventative Maintenance	$77,000	No
MST001	Monterey	Bus Rolling Stock	$76,848	No
MST003	Monterey	Bus Station/Stops	$52,000	No
CT004	Monterey	SR 1 - Big Sur Pitkin's Curve	$29,500	No
KCY014	Monterey	San Antonio Rd extension	$27,000	No
SOL038	Monterey	New Arterial 1	$25,742	No
SOL044	Monterey	Frontage Road	$18,000	No
SOL033	Monterey	Front Street Extension	$17,297	No
MYC115	Monterey	Eastside Road	$15,718	No
SOL036	Monterey	Camphora Gloria Road	$12,925	No
MST007	Monterey	Safety and Security	$12,000	No
SOL025	Monterey	US 101 - Camphoria Interchange	$10,500	No

Project Number	County	Project	Constrained Costs	Regionally Significant?
SOL030	Monterey	Gabilan Drive Extension	$10,045	No
SOL035	Monterey	Bryant Canyon Road (N-S)	$9,814	No
MYC121	Monterey	Thorne Road Bridge at Arroyo Seco Bridge	$8,500	No
SNS072	Monterey	Williams Russell Collector	$8,115	No
MPA050	Monterey	New Terminal Building	$8,000	No
MST005	Monterey	Communication/ Radio Equipment	$7,500	No
SOL037	Monterey	New Collector 1	$7,250	No
MST002	Monterey	Real Estate - Right of Way	$7,000	No
SNS076	Monterey	Bernal Drive Extension	$6,976	No
SNS071	Monterey	Sanborn Road Extension	$6,895	No
SEA023	Monterey	Gigling Roadway Improvements	$6,775	No
MYC118	Monterey	Schulte Road Bridge #501	$5,800	No
SNS055	Monterey	Main Street (North) Widening	$5,520	No
SOL029	Monterey	San Vicente Road	$5,500	No
CT017	Monterey	US 101 Improvements through Salinas (Salinas Impact Fee)	$5,495	No
MAR054	Monterey	8th Street	$5,441	No
SEA021	Monterey	Eucalyptus Road	$5,319	No
GRN018	Monterey	Thorne Road roadway realignment at US 101	$5,300	No
SNS073	Monterey	Alisal Street Extension	$5,119	No
GRN017	Monterey	Oak Road Bridge over US 101	$5,000	No
SOL026	Monterey	SR 146 - Bypass to US 101	$5,000	No
MAR063	Monterey	Del Monte Blvd. widening	$5,000	No
MAR064	Monterey	Imjin Parkway full widening	$5,000	No
MYC116	Monterey	Inter-Garrison Road	$4,824	No
MYC134	Monterey	Nacimiento Lake Dr Bridge No. 449	$4,710	No
SOL034	Monterey	Orchard Lane	$4,603	No
SNS065	Monterey	Williams Road Widening	$4,473	No
MPA039	Monterey	Terminal Modernization	$4,300	No
GRN023	Monterey	Pine Avenue Overcrossing at US-101	$4,000	No
SOL028	Monterey	San Vicente Road	$4,000	No
MPA012	Monterey	Garden Rd. property acquisition	$4,000	No
SNS061	Monterey	San Juan Grade Widening	$3,821	No
MAR057	Monterey	Salinas Avenue	$3,809	No
SNS081	Monterey	McKinnon Street Extension	$3,710	No
SOL027	Monterey	Front Street Extension	$3,635	No
SNS067	Monterey	San Juan - Natividad Collector	$3,635	No
MYC137	Monterey	SR 1 Climbing Lane Carmel Vly Rd/Rio Rd	$3,600	No
SNS077	Monterey	Constitution Boulevard Extension	$3,403	No
SNS074	Monterey	Moffett Street Extension	$3,336	No
MYC135	Monterey	Lonoak Rd Bridge #402 Replacement	$3,215	No
SOL039	Monterey	New Arterial 2	$3,203	No
GON012	Monterey	US 101 5th St. Bridge Widening	$3,000	No
MPA049	Monterey	Land Acquisition Environmental Mitigation	$3,000	No
SNS078	Monterey	Williams Road Widening	$2,975	No
SNS079	Monterey	Alisal Street Widening	$2,908	No
DRO003	Monterey	S. Boundary Road Upgrade	$2,687	No
MST012	Monterey	Smart Fairboxes	$2,651	No
MYC133	Monterey	Peach Tree Rd Bridge #412 Replacement	$2,484	No
SNS080	Monterey	Laurel Drive Widening	$2,161	No
MAR058	Monterey	2nd Avenue Phase 2	$2,000	No
MAR059	Monterey	2nd Avenue Phase 3	$2,000	No
MPA045	Monterey	Residential Soundproofing Phase 8	$2,000	No
MPA046	Monterey	Residential Soundproofing Phase 9	$2,000	No
MPA047	Monterey	Residential Soundproofing Phase 10	$2,000	No
MPA048	Monterey	Residential Soundproofing Phase 11	$2,000	No
SOL042	Monterey	Crest Street	$1,953	No
MYC123	Monterey	Natividad Rd widening	$1,800	No
SNS059	Monterey	Russell Rd Widening	$1,700	No
SNS053	Monterey	Laurel Drive West Widening	$1,687	No
SOL043	Monterey	S Street	$1,500	No
SNS051	Monterey	Elvee Drive	$1,407	No
SNS068	Monterey	Independence Boulevard Extension	$1,374	No

Project Number	County	Project	Constrained Costs	Regionally Significant?
SNS075	Monterey	Rossi Street Widening	$1,231	No
SNS058	Monterey	Romie Lane Widening	$1,218	No
SNS084	Monterey	Salinas ITC Station Improvements	$1,200	No
MAR056	Monterey	Crescent Avenue Extension to Abrams	$1,137	No
MYC136	Monterey	Gonzales River Rd Bridge Superstructure Replace	$1,000	No
MRY021	Monterey	York Road Improvements	$1,000	No
SNS083	Monterey	Salinas Freight Building	$1,000	No
MPA005	Monterey	Airport Road extension Phase II	$1,000	No
MPA028	Monterey	Sky Park - Fred Kane Drive connection	$1,000	No
MPA041	Monterey	Terminal Road Circulation Improvements	$1,000	No
MAR055	Monterey	Abrams Road	$952	No
MAA020	Monterey	Taxiway A, B, C, D Lighting and Signage Improvements	$814	No
MAA021	Monterey	Taxiway A, B, D, D overlay and markings	$680	No
MRY022	Monterey	Multi-modal WAVE ITS	$670	No
MRY020	Monterey	Munras Abrego - Webster Improvements	$650	No
MAA013	Monterey	Runway Ends	$516	No
MDR005	Monterey	Overlay Runway	$500	No
MPA001	Monterey	10L28R Runway Extension BA/EA	$500	No
SNS082	Monterey	MST Oldtown Salinas Trolley	$426	No
MDR008	Monterey	Lighting and Fencing	$400	No
MPA013	Monterey	Maintenance Department	$400	No
MPA003	Monterey	28L service road - BA/EA	$375	No
MPA014	Monterey	North airport road extension BA/EA	$375	No
MPA018	Monterey	Passenger lift	$350	No
MPA015	Monterey	On-Airport Road Projects	$300	No
MPA034	Monterey	Terminal Elevator	$300	No
SAP004	Monterey	T-Hangar Taxiways (Phase I)	$300	No
MDR006	Monterey	Pave tie down apron area	$250	No
MPA017	Monterey	Parking lot #3 expansion	$250	No
SNS045	Monterey	Airport Boulevard Improvements	$245	No
SNS048	Monterey	Boronda - Main Intersection Improvements	$231	No
SAP008	Monterey	North T-Hangar Taxiway Reconstruction (Phase II)	$203	No
GON008	Monterey	Alta Street	$200	No
MDR003	Monterey	East apron overlay	$200	No
MDR002	Monterey	East apron drainage system	$175	No
SAP010	Monterey	Airport Gate/Fencing Upgrades (Phase III)	$163	No
MST011	Monterey	211 Program	$156	No
MAA002	Monterey	Airport Land Use Plan	$150	No
MAA006	Monterey	Environmental Assessment	$150	No
MDR004	Monterey	Overlay east TW	$150	No
MPA043	Monterey	Vegetation/wildlife management plan	$150	No
SAP009	Monterey	North T-Hangar Utilities Reconstruction (Phase II)	$120	No
MPA038	Monterey	Terminal Painting	$100	No
MDR009	Monterey	Service Road, Clear Zone	$90	No
MAA025	Monterey	West T-Hangar Drainage Improvements	$80	No
MAA018	Monterey	Segmented circle and windsock	$70	No
SAP002	Monterey	Miscellaneous	$52	No
SAP005	Monterey	North -Hangar Twy Reconstruction (Phase I)	$47	No
SAP007	Monterey	Airport Gate/Fencing Upgrades (Phase II)	$36	No
MAA005	Monterey	Comprehensive Land Use Plan	$35	No
MDR001	Monterey	Airport Master Plan	$35	No
SAP003	Monterey	Avigation Easement Acquisition; RPZ	$30	No
SAP006	Monterey	North T-Hangar Utilities Reconstruction (Phase I)	$25	No
MYC132	Monterey	Oak Hills Subdivision Access Improvement	$14	No
MDR007	Monterey	Pavement management	$10	No
CT005	Monterey	SR 1 - Big Sur Vista Pt	$6	No
MAA007	Monterey	Exhibit "A" Update	$3	No
SB01CT01	San Benito	Highway 25 4-Lane Widening Phase I	$139,295	yes
CT036SB	San Benito	San Benito Route 156 Improvement Project	$69,611	yes
HollSJB-1	San Benito	Local Street Maintenance (2010-2020 Estimate)	$46,710	no
SBC-1	San Benito	Fairview Road Widening	$34,204	no
SBC-7	San Benito	Local Road Maintenance (2010-2020 Estimate)	$31,140	no

Project Number	County	Project	Constrained Costs	Regionally Significant?
SBCT03SB	San Benito	Transit Service Operations	$16,500	no
CT035SB	San Benito	SHOPP Grouped Project Listing	$16,068	no
SBCO11SB	San Benito	Union Road Bridge	$15,500	no
SBC011SB	San Benito	Hospital Road Bridge	$13,842	no
Holl-5	San Benito	Union Road (formerly Crestview Drive) Construction	$9,659	no
Holl-1	San Benito	North Street Extension	$8,551	no
Holl-8	San Benito	Westside Boulevard Extension	$7,601	no
SBCOG-2	San Benito	Bikeway and Pedestrian Master Plan Implementation	$6,064	no
Holl-2	San Benito	Memorial Drive Construction-Meridian to Santa Ana	$4,830	no
SBCT04SB	San Benito	Transit Vehicle Replacement	$4,080	no
Holl-9	San Benito	New Traffic Signals (Various Locations)	$4,000	no
SBC-10	San Benito	San Juan Highway Bike Lane Construction	$2,171	no
SBC-8	San Benito	Cienega Road Realignment	$1,898	no
SBCSAFE-1	San Benito	Emergency Call Box Program	$795	no
SBCOG-1	San Benito	Regional Vanpool Program	$560	no
SBCLTA-1	San Benito	Transit Technology Infrastructure Improvements	$275	no
SBCLTA-2	San Benito	Transit Facility Improvements	$100	no
SBCOG13SB	San Benito	Rideshare Program	$65	no
SBCLTA-3	San Benito	Guaranteed Ride Home Program	$60	no
SBCOG16SB	San Benito	Transit Design Manual	$54	no
MTD-P10	Santa Cruz	Local Transit - Continuation of Existing Service Levels 2010-2035	$830,000	Yes
RTC 24	Santa Cruz	Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	$500,000	Yes
MTD-P10C	Santa Cruz	ADA Paratransit Service - Continuation of Existing Service	$103,000	Yes
MTD-P10B	Santa Cruz	Hwy 17 Express Service - Cont. of Existing Service Levels	$52,000	Yes
CT-P30	Santa Cruz	Lump Sum SHOPP: Collision Reduction	$50,000	Yes
CT-P29	Santa Cruz	Lump Sum SHOPP: Roadway Preservation on State Hwys	$40,000	Yes
CTSA-P01	Santa Cruz	Countywide Specialized Transportation	$35,000	Yes
CT-P30b	Santa Cruz	Lump Sum SHOPP: Legal Mandates	$31,875	Yes
MTD 01B	Santa Cruz	MetroBase - Operations Facility	$28,000	Yes
RTC 03	Santa Cruz	SC Branch Rail Line Acquisition, Corridor Preservation and Improve	$23,000	Yes
RTC 28	Santa Cruz	Hwy 1 Auxiliary Lanes: Soquel Ave. to Morrissey Blvd.	$22,100	Yes
WAT 01	Santa Cruz	Hwy 1/ Harkins Slough Road Interchange	$10,000	Yes
CT-P09d	Santa Cruz	Hwy 9 San Lorenzo River Source Control	$6,800	Yes
RTC 27	Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network	$6,500	Yes
RTC 01	Santa Cruz	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	$5,750	Yes
RTC 04	Santa Cruz	Planning, Programming & Monitoring (PPM) - SB45	$5,750	Yes
CT-P06	Santa Cruz	Hwy 1 Intelligent Transportation System (ITS) Deployment	$5,100	Yes
MC-P1	Santa Cruz	Pajaro Rail Station Design and Construct	$5,000	Yes
CT-P06a	Santa Cruz	Hwy 1 ITS: CCTV & Signs	$4,520	Yes
RTC-P01	Santa Cruz	SAFE: Call Box System Along Hwys	$4,375	Yes
CT-P09a	Santa Cruz	Hwy 9 Safety Improvements: Ben Lomond near Holiday Lane	$4,325	Yes
SC 25	Santa Cruz	Hwy 1/9 Intersection Modifications	$4,000	Yes
WAT-P11	Santa Cruz	Freedom Blvd Improvements (Green Valley to Compton Terrace)	$4,000	Yes
SC 07	Santa Cruz	Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Path)	$3,700	Yes
RTC 26	Santa Cruz	Bike To Work/School Program	$3,500	Yes
CO-P46	Santa Cruz	San Lorenzo River Valley Trail	$3,000	Yes
CTSA-P04	Santa Cruz	Medically Fragile Specialized Transportation	$3,000	Yes
CHP-P01	Santa Cruz	Hwy 17 Safety Program	$2,500	Yes
MTD-P04	Santa Cruz	Metro Bus Replacements	$2,500	Yes
MTD 18	Santa Cruz	Replacement Transit Fareboxes	$2,300	Yes
MTD 13	Santa Cruz	Santa Cruz Metro Center/Pacific Station Renovation	$2,100	Yes
CT 03B	Santa Cruz	Hwy 1/17 Merge Lanes - Landscaping	$1,775	Yes
MTD 02	Santa Cruz	ADA Paratransit Bus Replacements	$1,750	Yes
RTC 02	Santa Cruz	Commute Solutions Rideshare Program	$1,750	Yes
WAT-P28	Santa Cruz	Airport Boulevard Improvements	$1,500	Yes
MTD-P06	Santa Cruz	Transit Technological Improvements	$1,365	Yes
RTC 31	Santa Cruz	Park and Ride Lot Development	$1,000	Yes
MTD-P35	Santa Cruz	Transit System Technology Improvements	$980	Yes
MTD-P33	Santa Cruz	Transit Security and Surveillance Systems	$860	Yes
MTD-P09	Santa Cruz	Bus Stop Improvements	$600	Yes
MTD 15	Santa Cruz	Bus Trip Planner - Advanced Traveler Information System	$585	Yes
SC 38	Santa Cruz	Hwy 1/San Lorenzo Bridge Widening	$500	Yes

Project Number	County	Project	Constrained Costs	Regionally Significant?
RTC 17	Santa Cruz	Ecology Action Transportation Program	$435	Yes
RTC 16	Santa Cruz	Bike Parking Subsidy Program	$250	Yes
MTD-P36	Santa Cruz	Metro facilities repair/upgrades	$155	Yes
MTD-P30	Santa Cruz	ParaCruz Scheduling Software; Mobile Data Terminals; Radios	$137	Yes
CHP-P03	Santa Cruz	Hwy 129 Safety Program	$100	Yes
MTD-P43	Santa Cruz	Deviated Fixed-Route Pilot Program	$100	Yes
RTC 32	Santa Cruz	Bicycle Route Signage	$100	Yes
RTC-P43	Santa Cruz	Senior Employment Ride Reimbursement	$100	Yes
WAT 08	Santa Cruz	Pajaro Valley Transportation Management Association (TMA)	$100	Yes
RTC 33	Santa Cruz	Go Green Cabrillo College	$75	Yes
CO-P35	Santa Cruz	Countywide General Road Maintenance and Operations	$185,000	No
SC-P07	Santa Cruz	Citywide Operations and Maintenance	$75,000	No
AIR-P02	Santa Cruz	Watsonville Airport Operations	$50,000	No
WAT-P06	Santa Cruz	Citywide General Maintenance and Operations	$37,500	No
WAT-P24	Santa Cruz	Citywide Transportation Projects	$30,000	No
SC-P104	Santa Cruz	Measure H Road Projects	$29,000	No
AIR-P01	Santa Cruz	Lump Sum Watsonville Airport Capital Projects	$26,500	No
VAR-P14	Santa Cruz	Lump Sum Bridge Preservation	$15,450	No
RTC-P08	Santa Cruz	SCCRTC Planning	$15,000	No
RTC-P07	Santa Cruz	SCCRTC Administration (TDA)	$13,750	No
VAR-P13	Santa Cruz	Lump Sum Emergency Response	$13,600	No
CT-P10a	Santa Cruz	Hwy 17 Safety Project: Santa's Village Rd-Crescent Dr.	$11,760	No
SC 37	Santa Cruz	Murray St Bridge Replacement	$11,070	No
CAP-P06	Santa Cruz	Citywide General Maintenance and Operations	$10,000	No
SV-P27	Santa Cruz	Citywide General Maintenance and Operations	$10,000	No
RTC 30	Santa Cruz	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	$7,550	No
CO 02	Santa Cruz	Graham Hill Road Improvements near Roaring Camp	$5,000	No
CO-P09	Santa Cruz	East Cliff Drive Improvements (41st Ave to Harbor)	$4,600	No
SC-P09	Santa Cruz	Sidewalk Program	$4,000	No
SC-P77	Santa Cruz	Bay Street Corridor Modifications	$4,000	No
CO-P19	Santa Cruz	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	$3,800	No
CO 50	Santa Cruz	Community Traffic Safety Coalition	$3,750	No
RTC-P03	Santa Cruz	Rail Line Management	$3,750	No
SC-P31	Santa Cruz	San Lorenzo River Bike/Ped Path at RR Bridge	$3,225	No
SC 44	Santa Cruz	Lump Sum Pavement Repairs - Citywide (Phase 2 ARRA)	$3,000	No
WAT-P19	Santa Cruz	Lump Sum Bicycle Projects	$3,000	No
SC 43	Santa Cruz	Beach Area Roundabout	$2,750	No
CO-P41	Santa Cruz	Countywide Sidewalks	$2,500	No
SV-P05	Santa Cruz	Citywide Sidewalk Program	$2,500	No
CO 17B	Santa Cruz	Calabasas Rd widening, bike lanes and sidewalks	$2,400	No
CO 36	Santa Cruz	State Park Drive/Seacliff Village Improvements	$2,400	No
CO-P46b	Santa Cruz	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewa	$2,400	No
CO-P46a	Santa Cruz	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Si	$2,200	No
WAT 36	Santa Cruz	Green Valley Road Rehab-Phase 2	$2,150	No
CAP-P24	Santa Cruz	Pacific Cove Expansion for Park-N-Ride Lot	$2,000	No
RTC 24b	Santa Cruz	Hwy 1 Construction Authority (HCA)	$2,000	No
SC-P35	Santa Cruz	San Lorenzo River Levee Path Connection	$2,000	No
SC-P73	Santa Cruz	Neighborhood Traffic Management Improvements	$2,000	No
SC-P75	Santa Cruz	Lump Sum Bike Projects	$2,000	No
SV-P13	Santa Cruz	Mt Hermon, Lockewood, Springs Lake widening	$2,000	No
CO-P30n	Santa Cruz	Rio Del Mar Blvd. Improvements (Esplanade to State Hwy 1)	$1,900	No
VC-P1	Santa Cruz	Volunteer Center Transportation Program	$1,875	No
WAT-P15	Santa Cruz	Citywide Pedestrian Facilities	$1,875	No
CO-P27e	Santa Cruz	Main St Improvements (Porter St to Cherryvale Ave)	$1,700	No
CO-P27j	Santa Cruz	Seacliff Dr Improvements (entire length)	$1,700	No
CO-P30e	Santa Cruz	Eaton St Improvements (Lake Ave to 9th Ave)	$1,700	No
CO-P50	Santa Cruz	East Cliff Drive Pedestrian Pathway (5th-12th Ave)	$1,700	No
SC 23	Santa Cruz	West Cliff Path Widening (Bay-Swanton)	$1,600	No
CO-P69	Santa Cruz	Hwy 152/Hollohan/College Road Intersection Improvements	$1,500	No
SC-P34	Santa Cruz	Branciforte Creek Bike/Ped Crossing	$1,500	No
SV-P41	Santa Cruz	Citywide Bike Lanes	$1,500	No
WAT-P01	Santa Cruz	Freedom Blvd Reconstruction (Lincoln to Alta Vista)	$1,500	No

Project Number	County	Project	Constrained Costs	Regionally Significant?
CO-P26p	Santa Cruz	Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	$1,400	No
WAT 27a	Santa Cruz	Main St. (Hwy 152)/Freedom Blvd Roundabout	$1,250	No
CO-P02	Santa Cruz	Airport Blvd Improvements (City limits to Green Valley Rd)	$1,200	No
CO-P18	Santa Cruz	Soquel Ave Improvements (City of SC to Gross Rd)	$1,200	No
CO-P22	Santa Cruz	Paul Sweet Road Improvements (Soquel Dr to end)	$1,200	No
CO-P27h	Santa Cruz	Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	$1,200	No
CO-P29f	Santa Cruz	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	$1,200	No
CO-P33c	Santa Cruz	Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehea	$1,200	No
CO-P33d	Santa Cruz	Harper St Improvements (entire length-El Dorado Ave to end)	$1,200	No
CO-P28i	Santa Cruz	Varni Rd Improvements (Corralitos Rd to Green Valley Rd)	$1,200	No
CAP-P04b	Santa Cruz	Capitola Village Multimodal Enhancements - Phase 2/3	$1,000	No
CO 16b	Santa Cruz	Wilder Ranch Bike/Pedestrian Path: Phase 2	$1,000	No
CO 24	Santa Cruz	East Cliff Dr. Bike/Ped Path: 32nd-41st	$1,000	No
CO-P10	Santa Cruz	Empire Grade Improvements	$1,000	No
CO-P11	Santa Cruz	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Wats	$1,000	No
CO-P12	Santa Cruz	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	$1,000	No
CO-P13	Santa Cruz	Green Valley Road Improvements	$1,000	No
CO-P14	Santa Cruz	La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley	$1,000	No
CO-P26m	Santa Cruz	Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Vall	$1,000	No
CO-P26q	Santa Cruz	Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	$1,000	No
CO-P28g	Santa Cruz	Soquel-Wharf Rd Improvements (Robertson St to Porter St)	$1,000	No
CO-P36	Santa Cruz	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	$1,000	No
SC-P103	Santa Cruz	East Cliff Dr Bike/Ped Connection	$1,000	No
SC-P66	Santa Cruz	Ocean Street Bike Lanes (Soquel-Barson)	$1,000	No
SV-P29	Santa Cruz	Glen Canyon Rd. Bike Lanes	$1,000	No
SV-P43	Santa Cruz	Mt. Hermon Rd./Scotts Valley Dr. Intersection Operations Improver	$1,000	No
UC-P23	Santa Cruz	Transit Vehicles	$1,000	No
VAR-P04	Santa Cruz	Mobility Management Center	$1,000	No
VAR-P08	Santa Cruz	Safe Paths of Travel	$1,000	No
CO-P27i	Santa Cruz	Pinehurst Dr Improvements (entire length)	$850	No
CO 58	Santa Cruz	Soquel Drive Overlay	$805	No
CO-P04	Santa Cruz	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	$800	No
CO 59	Santa Cruz	Empire Grade Road Overlay	$782	No
CO 57	Santa Cruz	Soquel-San Jose Rd Overlay	$760	No
CO-P29e	Santa Cruz	Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	$700	No
SV 18A	Santa Cruz	Green Hills Road Bike Lanes	$700	No
SV-P37	Santa Cruz	Lockhart Gulch Rd Bike Lanes	$700	No
CO 51	Santa Cruz	Corralitos Rd Left Turn Lane (Bradley Elementary School)	$650	No
CO 56	Santa Cruz	Bear Creek Rd Overlay	$600	No
CO-P08	Santa Cruz	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames	$600	No
CO-P26a	Santa Cruz	41st Ave Improvements (Hwy 1 Interchange to Soquel Dr)	$600	No
CO-P26h	Santa Cruz	Center Ave/Seacliff Dr Improvements (State Park Dr to Aptos Beach	$600	No
CO-P26i	Santa Cruz	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	$600	No
CO-P28c	Santa Cruz	Commercial Way Improvements (Mission Dr. to Soquel Dr.)	$600	No
CO-P30d	Santa Cruz	Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church	$600	No
CO-P31g	Santa Cruz	Opal Cliff Dr. Improvements (41st Av to Portola Dr)	$600	No
SC 40	Santa Cruz	West Cliff Drive Path Repairs	$550	No
UC-P01	Santa Cruz	UCSC Main Entrance Improvements	$540	No
CAP-P04	Santa Cruz	Park Avenue Sidewalks	$500	No
CAP-P16	Santa Cruz	Clares Street Pedestrian Crossing west of 40th Ave	$500	No
CO 46	Santa Cruz	Mt. Hermon Rd. Rehab: Zayante Bridge to 1 mi. E of Graham Hill	$500	No
CO-P03	Santa Cruz	Amesti Road Multimodal Improvements (Green Valley to Brown Val	$500	No
CO-P17	Santa Cruz	Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	$500	No
CO-P20	Santa Cruz	State Park Drive Improvements Phase 2	$500	No
CO-P27a	Santa Cruz	38th Ave Improvements (UPRR to E. Cliff Dr)	$500	No
CO-P27k	Santa Cruz	Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	$500	No
CO-P27l	Santa Cruz	Winkle Ave Improvements (entire length from Soquel Dr)	$500	No
CO-P28d	Santa Cruz	Felton Empire Road Improvements (entire length to State Hwy 9)	$500	No
CO-P28h	Santa Cruz	Thurber Ln Improvements (entire length)	$500	No
CO-P54	Santa Cruz	Graham Hill Rd Left Turn Lane (Lockewood Ln)	$500	No
SC-P59	Santa Cruz	King Street Bike Lanes (entire length)	$500	No
SC-P79	Santa Cruz	Market St/Goss Avenue and Branciforte/Goss Intersection Modifica	$500	No

Project Number	County	Project	Constrained Costs	Regionally Significant?
UC-P44	Santa Cruz	UCSC Pedestrian/Transit Zone	$500	No
UC-P53	Santa Cruz	West Entrance Signalization: Empire Grade/Heller Intersection	$500	No
SV-P30A	Santa Cruz	Mt. Hermon Road Sidewalk Connections	$500	No
SC-P69	Santa Cruz	Seabright Avenue Bike Lanes (Pine-Soquel)	$450	No
SC-P38	Santa Cruz	Shaffer Road Multiuse Path (Mission St Ext-Delaware Ave)	$400	No
SC-P84	Santa Cruz	Ocean St/Water St Intersection Modification	$400	No
SC-P86	Santa Cruz	Ocean St/ Plymouth St Intersection Modification	$400	No
CO 42b	Santa Cruz	Green Valley Rd Pedestrian Safety Project	$375	No
CAP-P12	Santa Cruz	Monterey Avenue Multimodal Improvements	$350	No
CO-P24	Santa Cruz	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	$350	No
CO-P27f	Santa Cruz	Mill St Improvements (entire length)	$350	No
SV-P36	Santa Cruz	El Rancho Dr. Bike Lanes	$325	No
CAP-P23	Santa Cruz	McGregor Drive Park and Ride Lot Improvements	$300	No
CO-P27c	Santa Cruz	Corcoran Ave Improvements (Alice St to Felt St)	$300	No
CO-P37	Santa Cruz	Countywide Access Ramps	$300	No
SC-P101	Santa Cruz	Swift/Delaware Intersection improvements	$300	No
VAR-P19	Santa Cruz	Safe Routes to School Programs	$300	No
CAP-P22	Santa Cruz	Brommer Street Sidewalk and Bike Lanes	$250	No
SC-P83	Santa Cruz	West Cliff/Bay Street Modifications	$250	No
SC-P93	Santa Cruz	Beach/Cliff Intersection Signalization	$250	No
SV-P28	Santa Cruz	Neighborhood Traffic Calming	$250	No
UC-P45	Santa Cruz	Transit Stop Accessibility Project	$250	No
WAT-P13	Santa Cruz	Neighborhood Traffic Plan Implementation	$250	No
CO-P26s	Santa Cruz	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	$200	No
SC-P85	Santa Cruz	Ocean St/San Lorenzo Blvd Intersection Modification	$200	No
SV-P06	Santa Cruz	Citywide Access Ramps	$200	No
UC-P34	Santa Cruz	Spring Street Bikeway	$200	No
UC-P41	Santa Cruz	Vanpool Van Acquisition	$200	No
VAR-P01	Santa Cruz	Regional Land Use/Transportation Study	$200	No
VAR-P10	Santa Cruz	Safe Routes to Schools Studies	$200	No
VAR-P05	Santa Cruz	Bike-Activated Traffic Signal Program	$200	No
UC-P28	Santa Cruz	UCSC Disability Van Vehicle Acquisition and Replacement	$188	No
SC 42	Santa Cruz	Soquel Ave at Frederick St Minor Widening	$150	No
SV 24	Santa Cruz	Bean Creek Road Sidewalks	$100	No
VAR-P03	Santa Cruz	Bicycle Sharrows	$100	No
CO 50B	Santa Cruz	South County CTSC Program	$100	No
SC-P21	Santa Cruz	Brookwood Drive Bike/Pedestrian Path	$100	No
SC-P30	Santa Cruz	Murray St to Harbor Path Connection	$100	No
SC-P90	Santa Cruz	High St/Moore St Intersection Modification	$100	No
SV-P42	Santa Cruz	Synchronize Traffic Signals along Mt. Hermon Road	$100	No
SC-P29	Santa Cruz	Morrissey Blvd. Bike Path over Hwy 1	$90	No
WAT-P04	Santa Cruz	Neighborhood Traffic Plan	$75	No
SC-P23	Santa Cruz	Delaware Avenue Bike lanes	$50	No
CO-P68	Santa Cruz	Thurwachter Road Bike Lanes	$50	No
CTSA-P05	Santa Cruz	Agricultural Worker Transportation Program	$50	No
SV-P21	Santa Cruz	Lockwood Ln Pedestrian Signal near golf course	$50	No
WAT 08b	Santa Cruz	Alternativos & Rules of the Road Safety Program	$50	No
UC-P33	Santa Cruz	UCSC Bicycle Parking Improvements	$30	No
CAP-P27	Santa Cruz	Wheelchair Access Ramps	$25	No
VAR-P18	Santa Cruz	Mission St/Hwy 1 Bike/Truck Safety Campaign	$20	No
CT-P10	Santa Cruz	Hwy 17 Operational Improvements	$30,000	
CO 55	Santa Cruz	Lump Sum Road Repairs - Phase 2 (Pavement Mgmt Cape Seal FY09	$2,345	
CO 42a	Santa Cruz	Green Valley Rd/Holohan Dr/Airport Blvd Intersection Improveme	$1,500	
WAT 31	Santa Cruz	Freedom Blvd Rehab (High-Broadis/Lincoln)	$1,500	
SC 41	Santa Cruz	Lump Sum Road Repairs - ARRA	$1,350	
SC 43a	Santa Cruz	West Cliff/Pacific Ave Roundabout	$1,000	
CAP 12	Santa Cruz	38th Avenue Reconstruction	$600	
CAP 11	Santa Cruz	Clares Street Traffic Calming	$425	
SV-P35	Santa Cruz	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	$400	
SC 44a	Santa Cruz	West Cliff Drive Roadway Preservation	$98	

Table 25. Unconstrained Revenue Project list

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
CT022	Monterey	SR 156 Widening Phase 2 (Regional Fee - North County)	$359,337	Yes
CT021	Monterey	SR 156 Widening Phase 1 (Regional Fee - North County)	$68,783	Yes
TAM010	Monterey	Monterey Branch Line Operations	$60,000	Yes
TAM011	Monterey	Monterey Branch Line stations and grade crossing improvements	$60,000	Yes
CT019	Monterey	US 101 - South County Frontage Roads (Regional Fee - South County)	$56,098	Yes
CT010	Monterey	SR 1 - Sand City Corridor (Regional Fee - Monterey Peninsula/South Coast)	$47,747	Yes
TAM018	Monterey	Commuter Rail Capital Improvements	$40,000	Yes
MYC146	Monterey	G12 - North (Regional Fee - North County)	$38,253	Yes
CT018	Monterey	US 101 - Harris Road/Eastside Connector (Regional Fee - Greater Salinas)	$31,798	Yes
MYC124	Monterey	Westside Bypass (Regional Fee - Greater Salinas)	$31,263	Yes
MRY019	Monterey	Del Monte-Lighthouse Corridor (Regional Fee - Monterey Peninsula/South Coast)	$29,310	Yes
MST008	Monterey	New Starts - Bus Rapid Transit	$25,000	Yes
CT013	Monterey	SR 68 (Holman Highway) Widening (Regional Fee - Monterey Peninsula/South Coast)	$24,721	Yes
KCY013	Monterey	US 101 - 1st Street Interchange (Regional Fee - South County)	$24,570	Yes
CT011	Monterey	SR 68 - Commuter Improvements	$24,000	Yes
CT009	Monterey	SR 1 - Monterey Rd Interchange	$20,672	Yes
GRN019	Monterey	US 101 - Walnut Avenue Interchange (Regional Fee - South County)	$19,663	Yes
MYC145	Monterey	G12 - South (Regional Fee - North County)	$13,710	Yes
TAM017	Monterey	Monterey Branch Line ROW Purchase	$10,600	Yes
GON013	Monterey	US 101/Gloria Road Interchange (Regional Fee - South County)	$4,655	Yes
MST004	Monterey	Bus Support Equipment and Facilities/Intelligent Transportation Systsems (ITS)	$3,500	Yes
MAR061	Monterey	Marina-Salinas Corridor-B (Regional Fee - Peninsula/South Coast)	$1,716	Yes
MST010	Monterey	Transit Operations	$143,700	No
MYC138	Monterey	San Juan Road Improvements	$106,700	No
MST001	Monterey	Bus Rolling Stock	$100,986	No
MYC142	Monterey	Castroville Improvements	$52,600	No
CT026	Monterey	US 101 Sanborn Road Interchange and Operational Improvements	$50,000	No
CT 015	Monterey	US 101 - Airport Blvd. I/C West	$45,000	No
GRN021	Monterey	Espinoza Interchange at US-101	$45,000	No
MYC143	Monterey	San Juan Grade Road Improvements	$35,800	No
CT029	Monterey	SR 1 - Dolan Road Intersection Improvements	$35,000	No
MYC139	Monterey	G17 Widening (Reservation Road)	$34,100	No
SOL040	Monterey	West Street Extension	$28,128	No
MYC144	Monterey	Hebert Road/Old Stage Road	$27,300	No
SOL025	Monterey	US 101 - Camphoria Interchange	$25,000	No
GRN017	Monterey	Oak Road Bridge over US 101	$25,000	No
MYC128	Monterey	US 101 overcrossing in Pine Canyon	$25,000	No
MYC132	Monterey	Oak Hills Subdivision Access Improvement	$24,897	No
MYC117	Monterey	San Juan Rd Widening	$24,664	No
SOL041	Monterey	Orchard Lane Extension	$21,344	No
SOL032	Monterey	SR 146 Bypass	$21,000	No
MYC140	Monterey	G17 Widening (River Road)	$20,700	No
SNS066	Monterey	Russell Road Extension	$17,557	No
SNS049	Monterey	Boronda Rd. Widening	$15,671	No
MYC119	Monterey	SR 1 - SR 156 Interchange Improvements	$15,000	No
CT028	Monterey	US 101 - Southbound Climbing Lane at Dumbarton	$15,000	No
SNS060	Monterey	Sanborn Rd. Widening/Reconstruction	$14,737	No
GRN020	Monterey	New On-Ramp at US-101 and Thorne Rd.	$14,000	No
SNS046	Monterey	Alvin Drive - SR101 overpass/underpass and Bypass	$14,000	No
SNS063	Monterey	US 101 - SR 183 Interchange	$12,900	No
GON008	Monterey	Alta Street	$11,516	No

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
MYC141	Monterey	Salinas Road Improvements	$11,500	No
GON010	Monterey	Harold Parkway - Roadway extension	$10,741	No
MST007	Monterey	Safety and Security	$10,000	No
SOL026	Monterey	SR 146 - Bypass to US 101	$10,000	No
SNS070	Monterey	Constitution Boulevard Extension	$9,556	No
SOL031	Monterey	Gabilan Drive Extension	$9,000	No
SNS052	Monterey	John Street - US 101	$8,513	No
MYC147	Monterey	Johnson Cyn Land - Phase I	$7,700	No
SNS085	Monterey	Intermodal Transit Center Parking	$7,500	No
MYC126	Monterey	Blackie Rd Extension	$6,912	No
MYC136	Monterey	Gonzales River Rd Bridge Superstructure Replace	$6,530	No
MAR060	Monterey	Golf Blvd Extension	$6,100	No
MST002	Monterey	Real Estate - Right of Way	$6,001	No
SNS050	Monterey	Boronda Road Widening	$6,000	No
MST005	Monterey	Communication/ Radio Equipment	$5,500	No
MRY021	Monterey	York Road Improvements	$5,000	No
MYC125	Monterey	Tembladera Street Extension	$4,560	No
SNS057	Monterey	Natividad Road Widening	$4,296	No
GON009	Monterey	Fano Road	$4,250	No
GON011	Monterey	La Gloria Rd Widening	$4,228	No
MYC045	Monterey	SR 1 - SR 183 Merritt Street/Artichoke Ave Improvements (Phase II)	$4,210	No
SNS062	Monterey	US 101 - Laurel Drive	$3,900	No
CT023	Monterey	SR 218 - operational improvements	$3,600	No
SNS069	Monterey	Hemingway Drive Extension	$2,871	No
SNS064	Monterey	Williams Road Median Island	$2,188	No
GRN016	Monterey	Oak Road Bridge over US 101	$2,000	No
MAA014	Monterey	Runway Improvements	$1,950	No
SNS047	Monterey	Bernal Drive East Improvements	$1,647	No
MAA009	Monterey	No. Parallel Taxiway - Phase I	$1,300	No
MAA010	Monterey	No. Parallel Taxiway - Phase II	$1,300	No
MAA008	Monterey	Hangars	$1,188	No
SNS054	Monterey	Lincoln Avenue Widening	$1,117	No
MAA024	Monterey	Tiedown Ramp and Helipad	$1,100	No
MAA011	Monterey	No. Perimeter Access Road	$1,000	No
MAA015	Monterey	Runway taxiway Extensions	$991	No
MYC137	Monterey	SR 1 Climbing Lane Carmel Vly Rd/Rio Rd	$813	No
MAR062	Monterey	Michael Dr new connection	$800	No
MYC127	Monterey	Susan St Extension	$738	No
MAA019	Monterey	Taxiway "A"	$600	No
MYC120	Monterey	SR 183 - SR 156 Interchange Improvements	$500	No
MAA022	Monterey	Taxi Lights and Signage	$400	No
SNS056	Monterey	Maryal Drive Reconstruction	$360	No
MYC118	Monterey	Schulte Road Bridge #501	$319	No
MAA023	Monterey	T-Hangar Taxi Lanes	$300	No
MAA003	Monterey	Apron Joint Resealing	$100	No
MYC134	Monterey	Nacimiento Lake Dr Bridge No. 449	$90	No
MAR 061	Monterey	Marina-Salinas Corridor-B (Regional Fee - Peninsula/South Coast)	$1,716	
CAL-5	San Benito	U.S. 101: Las Aromitas: Monterey/San Benito County Line to SR 156, Wide	[unknown]	yes
CAL-6	San Benito	U.S. 101: SR 156 to San Benito/San Clara County Line, Widen to 6-Lane Fr	[unknown]	yes
SB01CT01	San Benito	Highway 25 4-Lane Widening Phase II	$181,000	yes
SBC-4	San Benito	Union Pacific Railroad Multi-Use Path	$7,776	yes
SBC-2	San Benito	Fairview Road/San Felipe Road East-West Arterial (New Road)	[unknown]	no
SBC-3	San Benito	Fairview Road/Memorial Drive East-West Collector (New Road)	[unknown]	no
SBC-5	San Benito	Flynn Road Extension and Widening	[unknown]	no
SBC-6	San Benito	Union Road Widening – State Route 25 (Airline Hwy) to State Route 156	$42,837	no
SBC-11	San Benito	San Benito River Recreational Trail	$14,165	no
Holl-10	San Benito	Memorial Drive Construction - Santa Ana to Flynn Road	$13,842	no
Holl-6	San Benito	Airline Highway (State Route 25) Widening - Sunset Dr. to Fairview Rd.	$10,115	no
Holl-4	San Benito	Sunnyslope Road Construction: El Toro Dr. to Fairview Rd., widen to 4 lan	$8,591	no
HollAVI-1	San Benito	Lump Sum Airport Improvements	$8,080	no

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
SBCOG-1	San Benito	Intelligent Transportation Systems Lump Sum Projects	$7,355	no
HollAVI-7	San Benito	Ramp Extension of the North	$2,500	no
Holl-3	San Benito	San Juan Road Bicycle and Pedestrian Bridge	$1,500	no
HollAVI-6	San Benito	Build Parallel Taxiway and run-up area	$1,500	no
SBC/Holl/SJE	San Benito	Sidewalk Gap Improvements	$1,363	no
SBC/Holl/SJE	San Benito	Pedestrian Railroad Improvements	$1,050	no
HollAVI-2	San Benito	Drainage EA (or Drainage Ditch Removal Phase 1 if CATEX)	$1,000	no
HollAVI-3	San Benito	Drainage Ditch Removal Phase 1	$1,000	no
HollAVI-4	San Benito	Drainage Ditch Removal Phase 2 (if needed)	$1,000	no
HollAVI-5	San Benito	Service Road - Construction Phase 1	$1,000	no
SBCOG13SB	San Benito	Rideshare Program	$535	no
MTD-P14	Santa Cruz	Local Transit Service Restoration and Expansion	$177,000	Yes
MTD-P04	Santa Cruz	Metro Bus Replacements	$123,000	Yes
CT-P30	Santa Cruz	Lump Sum SHOPP: Collision Reduction	$30,000	Yes
CT-P29	Santa Cruz	Lump Sum SHOPP: Roadway Preservation on State Hwys	$30,000	Yes
SV-P01	Santa Cruz	Midtown Interchange	$30,000	Yes
CTSA-P01	Santa Cruz	Countywide Specialized Transportation	$27,500	Yes
MTD-P15	Santa Cruz	Bus Rapid Transit	$25,920	Yes
CO-P46	Santa Cruz	San Lorenzo River Valley Trail	$22,000	Yes
CTSA-P03	Santa Cruz	Non-ADA Paratransit Service Expansion	$21,000	Yes
MTD-P10	Santa Cruz	Local Transit - Continuation of Existing Service Levels 2010-2035	$20,000	Yes
RTC-P41	Santa Cruz	Freight Service Rail Line Upgrades	$20,000	Yes
SC 38	Santa Cruz	Hwy 1/San Lorenzo Bridge Widening	$19,500	Yes
CTSA-P02	Santa Cruz	Lift Line Maintenance/Operations Center	$15,000	Yes
MTD-P38	Santa Cruz	MetroBase Phase II	$15,000	Yes
MTD-P13	Santa Cruz	UCSC Bus Service Expansion	$14,000	Yes
RTC 27	Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network	$13,500	Yes
MC-P1	Santa Cruz	Pajaro Rail Station Design and Construct	$13,000	Yes
MTD-P10C	Santa Cruz	ADA Paratransit Service - Continuation of Existing Service	$12,000	Yes
MTD-P28	Santa Cruz	ParaCruz Operating Facility	$12,000	Yes
MTD 02	Santa Cruz	ADA Paratransit Bus Replacements	$11,310	Yes
RTC-P34	Santa Cruz	511 Travel Information System	$10,100	Yes
MTD 13	Santa Cruz	Santa Cruz Metro Center/Pacific Station Renovation	$9,900	Yes
MTD-P10B	Santa Cruz	Hwy 17 Express Service - Cont. of Existing Service Levels	$8,000	Yes
CT-P32	Santa Cruz	Hwy 129 Widening (Union-Bridge St)	$8,000	Yes
CTSA-P04	Santa Cruz	Medically Fragile Specialized Transportation	$7,500	Yes
MTD-P09	Santa Cruz	Bus Stop Improvements	$7,500	Yes
RTC 31	Santa Cruz	Park and Ride Lot Development	$7,000	Yes
CT-P18	Santa Cruz	Hwy 17 ITS	$7,000	Yes
MTD 18	Santa Cruz	Replacement Transit Fareboxes	$6,800	Yes
MTD-P27	Santa Cruz	Hwy 1 Express Buses	$6,000	Yes
MTD-P29	Santa Cruz	Solar Panels for MetroBase	$6,000	Yes
MTD-P06	Santa Cruz	Transit Technological Improvements	$5,985	Yes
CT-P01	Santa Cruz	Hwy 1 Ramp Metering: Southern Sections	$5,000	Yes
CT-P09	Santa Cruz	Hwy 9 Operational & Safety Improvements	$5,000	Yes
RTC-P25	Santa Cruz	Transit Oriented Development Grant Program	$5,000	Yes
RTC 02	Santa Cruz	Commute Solutions Rideshare Program	$4,500	Yes
MTD-P12	Santa Cruz	Hwy 17 Express Service Expansion	$4,500	Yes
MTD-P35	Santa Cruz	Transit System Technology Improvements	$4,330	Yes
MTD-P39	Santa Cruz	Parking Structure	$4,000	Yes
MTD-P36	Santa Cruz	Metro facilities repair/upgrades	$3,630	Yes
MTD-P11	Santa Cruz	ADA Service Expansion	$3,500	Yes
WAT 08	Santa Cruz	Pajaro Valley Transportation Management Association (TMA)	$3,125	Yes
MTD-P42	Santa Cruz	Senior/Disabled/Low-Income Fixed-Route Transit Incentives	$3,125	Yes
RTC 25	Santa Cruz	Recreational Rail Infrastructure	$3,000	Yes
MTD-P30	Santa Cruz	ParaCruz Scheduling Software; Mobile Data Terminals; Radios	$2,863	Yes
CAP-P7p	Santa Cruz	Stockton Ave Bridge Rehab	$2,500	Yes
MTD-P31	Santa Cruz	Bus Rebuild and Maintenance	$2,500	Yes
RTC-P48	Santa Cruz	Climate Action Transportation Programs	$2,500	Yes
CT-P06	Santa Cruz	Hwy 1 Intelligent Transportation System (ITS) Deployment	$2,000	Yes
MTD-P18	Santa Cruz	Commuter/Subscription Bus Program	$2,000	Yes

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
MTD-P21	Santa Cruz	Signal Priority/Pre-Emption for Buses	$2,000	Yes
RTC-P26	Santa Cruz	Countywide Pedestrian Signal Upgrades	$2,000	Yes
RTC 17	Santa Cruz	Ecology Action Transportation Program	$1,815	Yes
RTC-P43	Santa Cruz	Senior Employment Ride Reimbursement	$1,500	Yes
MTD-P20	Santa Cruz	Bikes on Buses Expansion	$1,500	Yes
MTD-P40	Santa Cruz	Water Harvesting for River St.	$1,500	Yes
RTC 33	Santa Cruz	Go Green Cabrillo College	$1,440	Yes
MTD-P44	Santa Cruz	Inter-County Paratransit Connection	$1,250	Yes
MTD-P19	Santa Cruz	Transit Mobility Training Program Expansion	$1,200	Yes
MTD-P32	Santa Cruz	Non-Revenue Vehicles	$1,200	Yes
CT-P33	Santa Cruz	Hwy 152 Widening (Martinelli-Holohan)	$1,000	Yes
MTD-P23	Santa Cruz	Bike Station at Capitola Mall	$1,000	Yes
MTD-P37	Santa Cruz	L/CNG Storage Tank	$1,000	Yes
MTD-P41	Santa Cruz	Security Gates for MetroBase	$1,000	Yes
RTC-P21	Santa Cruz	Bike Lockers	$750	Yes
RTC 15	Santa Cruz	Vanpool Incentive Program	$625	Yes
CAP-P37	Santa Cruz	41st Ave/Capitola Road Intersection Improvements	$500	Yes
CT-P21	Santa Cruz	Hwy 1/Mission Street ITS	$500	Yes
MTD-P34	Santa Cruz	Disaster Response Mobile Command	$500	Yes
CHP-P03	Santa Cruz	Hwy 129 Safety Program	$400	Yes
RTC 16	Santa Cruz	Bike Parking Subsidy Program	$300	Yes
RTC 32	Santa Cruz	Bicycle Route Signage	$300	Yes
RTC-P32	Santa Cruz	Countywide Pedestrian Planning Grant	$300	Yes
MTD-P33	Santa Cruz	Transit Security and Surveillance Systems	$240	Yes
CO-P35	Santa Cruz	Countywide General Road Maintenance and Operations	$165,000	No
SC-P07	Santa Cruz	Citywide Operations and Maintenance	$105,000	No
CO-P41	Santa Cruz	Countywide Sidewalks	$67,500	No
VAR-P07	Santa Cruz	Transportation System Electrification	$50,000	No
CT-P40	Santa Cruz	Hwy 1 Scott Creek and Waddell Creek Bridge Replacements	$26,000	No
WAT-P06	Santa Cruz	Citywide General Maintenance and Operations	$25,000	No
SC-P14	Santa Cruz	Park & Ride Lots	$20,000	No
CAP-P24	Santa Cruz	Pacific Cove Expansion for Park-N-Ride Lot	$18,000	No
SC-P09	Santa Cruz	Sidewalk Program	$16,000	No
CAP-P18	Santa Cruz	Capitola Intra-City Rail Trolley	$14,000	No
CAP-P06	Santa Cruz	Citywide General Maintenance and Operations	$10,000	No
CAP-P35	Santa Cruz	Auto Plaza Drive Extension to Bay Avenue	$10,000	No
SC-P74	Santa Cruz	Intracity Rail Transit	$10,000	No
UC-P04	Santa Cruz	Meyer Drive Extension/Jordan Gulch Bridges	$10,000	No
UC-P22	Santa Cruz	Alternative Fuel/Electric shuttle vehicles	$10,000	No
UC-P26	Santa Cruz	UCSC/Silicon Valley Center Jitney	$9,375	No
CO-P38	Santa Cruz	Pajaro River Bike Path System	$9,200	No
CO-P43	Santa Cruz	Bonny Doon Road Improvements	$8,000	No
CT-P07a	Santa Cruz	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	$8,000	No
SV-P08	Santa Cruz	Hwy 17/Granite Creek Interchange Reconstruction	$8,000	No
VAR-P04	Santa Cruz	Mobility Management Center	$6,500	No
SV-P27	Santa Cruz	Citywide General Maintenance and Operations	$6,250	No
UC-P07	Santa Cruz	Northern Loop Roadway	$6,000	No
UC-P08	Santa Cruz	Northern Entrance	$6,000	No
CO-P12	Santa Cruz	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	$5,800	No
CO-P26u	Santa Cruz	Summit Rd Improvements	$5,400	No
CO-P46b	Santa Cruz	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	$5,000	No
UC-P24	Santa Cruz	UCSC/Westside Units Shuttle	$5,000	No
UC-P46	Santa Cruz	East Collector Transit Hub	$5,000	No
UC-P48	Santa Cruz	UCSC - Metro Station Bus Rapid Transit Improvements	$5,000	No
UC-P49	Santa Cruz	Coastal Marine Campus Transportation Improvements	$5,000	No
VAR-P16	Santa Cruz	Bike Share	$5,000	No
WAT-P30	Santa Cruz	Buena Vista/Calbasas/Freedom Connection	$5,000	No
CO-P26m	Santa Cruz	Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	$4,800	No
UC-P23	Santa Cruz	Transit Vehicles	$4,000	No
CO 34	Santa Cruz	Amesti Road Reconstruction - Storm Damage	$4,000	No
CO-P32i	Santa Cruz	Upper East Zayante Rd. Improvements (Hwy 35 to E. Zayante Rd)	$4,000	No

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
SV-P45	Santa Cruz	Scotts Valley Town Center Bicycle/Pedestrian Facilities	$4,000	No
WAT-P29	Santa Cruz	Crestview/Wagner Extension	$4,000	No
CO-P04	Santa Cruz	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	$3,800	No
UC-P25	Santa Cruz	UCSC/Monterey Jitney	$3,750	No
CO-P10	Santa Cruz	Empire Grade Improvements	$3,600	No
CO-P19	Santa Cruz	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	$3,500	No
CO-P16	Santa Cruz	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	$3,500	No
CO-P32b	Santa Cruz	Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon I	$3,500	No
SV-P09	Santa Cruz	Mt. Hermon Rd. Circulation Master Plan	$3,500	No
VAR-P19	Santa Cruz	Safe Routes to School Programs	$3,450	No
SC-P95	Santa Cruz	Branciforte Creek Pedestrian Path Connections	$3,250	No
CO 16b	Santa Cruz	Wilder Ranch Bike/Pedestrian Path: Phase 2	$3,000	No
CO-P13	Santa Cruz	Green Valley Road Improvements	$3,000	No
CO-P51	Santa Cruz	Redwood Lodge Rd (Entire Length)	$3,000	No
CO-P61	Santa Cruz	Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	$3,000	No
UC-P06	Santa Cruz	Heller/Steinhart Transit Bikeway Bridge	$3,000	No
CO-P26e	Santa Cruz	Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	$2,900	No
CO-P26n	Santa Cruz	Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	$2,900	No
CO-P30p	Santa Cruz	Trout Gulch Rd. Improvements (Soquel Dr. to end)	$2,900	No
SV-P16	Santa Cruz	Bean Creek Road Realignment	$2,750	No
SV-P05	Santa Cruz	Citywide Sidewalk Program	$2,500	No
CO-P14	Santa Cruz	La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	$2,500	No
CTSA-P05	Santa Cruz	Agricultural Worker Transportation Program	$2,500	No
SC-P78	Santa Cruz	Ocean St and Broadway Intersection Modification	$2,500	No
VAR-P06	Santa Cruz	Carsharing Program	$2,500	No
VAR-P15	Santa Cruz	Transportation for Low Income Youth	$2,500	No
WAT 08b	Santa Cruz	Alternativos & Rules of the Road Safety Program	$2,450	No
CO-P03	Santa Cruz	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd	$2,400	No
CO 50B	Santa Cruz	South County CTSC Program	$2,400	No
SC-P81	Santa Cruz	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	$2,400	No
CO-P26c	Santa Cruz	Bonny Doon Rd Improvements (State Hwy 1 to Smith Grade Rd)	$2,300	No
CO-P26k	Santa Cruz	El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	$2,300	No
CO-P26l	Santa Cruz	Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	$2,300	No
CO-P28f	Santa Cruz	Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	$2,300	No
CO-P31a	Santa Cruz	26th Ave Improvements (entire length-Portola Dr to end)	$2,300	No
CO-P32d	Santa Cruz	Huntington Dr. Improvements (Monroe Ave to Valencia Rd.)	$2,300	No
CO-P32g	Santa Cruz	Smith Grade Improvements (entire length-Empire Grade to Bonny Doon R	$2,300	No
CO-P40	Santa Cruz	Glen Coolidge Drive/Hwy 9 Bike Path	$2,300	No
WAT-P19	Santa Cruz	Lump Sum Bicycle Projects	$2,000	No
SC-P75	Santa Cruz	Lump Sum Bike Projects	$2,000	No
SV-P13	Santa Cruz	Mt Hermon, Lockewood, Springs Lake widening	$2,000	No
CO-P18	Santa Cruz	Soquel Ave Improvements (City of SC to Gross Rd)	$2,000	No
CAP-P04b	Santa Cruz	Capitola Village Multimodal Enhancements - Phase 2/3	$2,000	No
CO-P11	Santa Cruz	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville	$2,000	No
VAR-P08	Santa Cruz	Safe Paths of Travel	$2,000	No
CAP-P33	Santa Cruz	Cliff Drive Seawall	$2,000	No
SV-P11	Santa Cruz	Sky Park Commercial Area Circulation	$2,000	No
UC-P47	Santa Cruz	Hagar-Coolidge Connector Road	$2,000	No
UC-P50	Santa Cruz	Sidewalk/pedestrian Improvements	$2,000	No
CO-P26q	Santa Cruz	Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	$1,900	No
VC-P1	Santa Cruz	Volunteer Center Transportation Program	$1,875	No
CO-P27l	Santa Cruz	Winkle Ave Improvements (entire length from Soquel Dr)	$1,800	No
CO-P28d	Santa Cruz	Felton Empire Road Improvements (entire length to State Hwy 9)	$1,800	No
CO-P23	Santa Cruz	College Road Improvements (Hwy 152 to Lakeview Rd)	$1,700	No
CO-P26j	Santa Cruz	East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	$1,700	No
CO-P28a	Santa Cruz	Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	$1,700	No
CO-P30b	Santa Cruz	Alba Rd Improvements (Empire Grade to State Hwy 9)	$1,700	No
CO-P30c	Santa Cruz	Branciforte Dr. Improvements (City of Santa Cruz to Vine Hill Rd)	$1,700	No
CO-P30h	Santa Cruz	Granite Creek Rd. Improvements (Branciforte Dr to City of Scotts Valley)	$1,700	No
CO-P31i	Santa Cruz	Rodeo Gulch Rd. Improvements (So & North: Mt. View/Laurel Glen Rd to H	$1,700	No
CO-P32c	Santa Cruz	Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State H	$1,700	No

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
CO-P32j	Santa Cruz	Valencia Rd. Improvements (Trout Gulch Rd to Valencia School Rd)	$1,700	No
SV-P41	Santa Cruz	Citywide Bike Lanes	$1,500	No
CO-P36	Santa Cruz	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	$1,500	No
CAP-P05	Santa Cruz	Cliff Drive Improvements	$1,500	No
CAP-P20	Santa Cruz	Park Avenue Extension to Capitola Avenue	$1,500	No
CAP-P25	Santa Cruz	Jade Street Extension	$1,500	No
CO-P60	Santa Cruz	Lomond St, Laurel St & Harmon St Pedestrian Safety Improvements (Boul	$1,500	No
CO-P67	Santa Cruz	El Dorado Ave Road Improvements (Capitola Rd to SPRR)	$1,500	No
SC-P87	Santa Cruz	Soquel Ave Corridor Widening (Ocean View-Morrissey)	$1,500	No
UC-P19	Santa Cruz	Transit Pullouts and Shelters	$1,500	No
CAP-P17	Santa Cruz	Citywide Traffic Calming	$1,400	No
CO-P29g	Santa Cruz	Polo Dr. Improvements (Soquel Dr to end)	$1,400	No
CO-P32a	Santa Cruz	Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	$1,400	No
CO-P32h	Santa Cruz	Sumner Ave. Improvements (entire length-Rio Del Mar Blvd to end [just pa	$1,400	No
CAP-P03	Santa Cruz	Upper Capitola Avenue Improvements	$1,300	No
CO-P17	Santa Cruz	Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	$1,200	No
CO-P27a	Santa Cruz	38th Ave Improvements (UPRR to E. Cliff Dr)	$1,200	No
CO-P28h	Santa Cruz	Thurber Ln Improvements (entire length)	$1,200	No
CO-P15	Santa Cruz	Lakeview Road Improvements	$1,200	No
CO-P26b	Santa Cruz	Beach Road Improvements (City limits to Pajaro Dunes)	$1,200	No
CO-P26d	Santa Cruz	Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	$1,200	No
CO-P27b	Santa Cruz	Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	$1,200	No
CO-P27g	Santa Cruz	Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	$1,200	No
CO-P29b	Santa Cruz	Bonita Dr Improvements (entire length)	$1,200	No
CO-P29h	Santa Cruz	Webster St Improvements (Jose Ave to 16th St)	$1,200	No
CO-P30f	Santa Cruz	Glen Arbor Rd. Improvements (State Hwy 9 to end)	$1,200	No
CO-P30j	Santa Cruz	Laurel Glen Rd. Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gu	$1,200	No
CO-P30q	Santa Cruz	Vine Hill Rd. Improvements (Branciforte/Mt. View Rd to State Hwy 17)	$1,200	No
CO-P31b	Santa Cruz	Capitola Rd. Ext Improvements (Capitola Rd to Soquel Ave)	$1,200	No
CO-P31c	Santa Cruz	Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd	$1,200	No
CO-P31e	Santa Cruz	Lockhart Gulch Improvements (Scotts Valley City limits to end)	$1,200	No
CO-P31f	Santa Cruz	Mesa Dr. Improvements (Vienna Drive to Ledyard Way)	$1,200	No
CO-P33g	Santa Cruz	McGregor Dr. Improvements (Capitola city limits to Searidge Rd)	$1,200	No
CO-P33h	Santa Cruz	Thompson Ave. Improvements (entire length-Capitola Rd to end)	$1,200	No
CO-P39	Santa Cruz	Murphy Crossing Improvements	$1,200	No
CO-P49	Santa Cruz	Carol Way/Lompico Creek Bridge Replacement	$1,200	No
SV-P14	Santa Cruz	El Pueblo Rd Ext . North	$1,200	No
CO-P30n	Santa Cruz	Rio Del Mar Blvd. Improvements (Esplanade to State Hwy 1)	$1,000	No
SC-P34	Santa Cruz	Branciforte Creek Bike/Ped Crossing	$1,000	No
SC-P79	Santa Cruz	Market St/Goss Avenue and Branciforte/Goss Intersection Modifications	$1,000	No
UC-P41	Santa Cruz	Vanpool Van Acquisition	$1,000	No
CAP-P15	Santa Cruz	Capitola Jitney Transit Service	$1,000	No
CAP-P34	Santa Cruz	Capitola Village Enhancements: Capitola Ave	$1,000	No
CT-P31	Santa Cruz	Hwy 1 Vista Point Upgrade	$1,000	No
SC-P12	Santa Cruz	Morrissey/Poplar/Soquel Intersection Modification	$1,000	No
SV-P25	Santa Cruz	Emergency Access SV DR/Upper Willis Dr.	$1,000	No
SV-P44	Santa Cruz	Mt. Hermon Rd./SR-17 Ramps Intersection Operations Improvement Proj	$1,000	No
UC-P02	Santa Cruz	West Gate Improvements	$1,000	No
UC-P30	Santa Cruz	McLaughlin Drive Bike Lanes	$1,000	No
UC-P36	Santa Cruz	Porter/Performing Arts Pedestrian Bridge	$1,000	No
UC-P37	Santa Cruz	College Nine/Crown College Pedestrian Bridge	$1,000	No
UC-P39	Santa Cruz	College Nine/Communications Pedestrian Bridge	$1,000	No
UC-P40	Santa Cruz	Science Hill/Colleges 11&12 Pedestrian Bridge	$1,000	No
VAR-P17	Santa Cruz	Eco-Tourism - Sustainable Transportation	$1,000	No
CO-P37	Santa Cruz	Countywide Access Ramps	$900	No
CO-P31h	Santa Cruz	Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)	$850	No
CO-P31j	Santa Cruz	Roland Dr. Improvements (30th to 38th)	$850	No
CO-P33i	Santa Cruz	Wallace Ave. Improvements (entire length-Huntington Dr to end)	$850	No
CO-P20	Santa Cruz	State Park Drive Improvements Phase 2	$800	No
VAR-P05	Santa Cruz	Bike-Activated Traffic Signal Program	$800	No
CO-P32f	Santa Cruz	Quail Hollow Rd Improvements (entire length-Upper East Zayante to Glen	$800	No

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
CAP-P38	Santa Cruz	40th Ave/Clares St Intersection Improvements	$750	No
CO-P26g	Santa Cruz	Casserly Rd Improvements (Hwy 152 to Green Valley Rd)	$750	No
CO-P65	Santa Cruz	Bulb Ave Road Improvements (Brommer St to Capitola City Limits	$750	No
CO-P29e	Santa Cruz	Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	$700	No
CO-P27k	Santa Cruz	Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	$700	No
CO-P26a	Santa Cruz	41st Ave Improvements (Hwy 1 Interchange to Soquel Dr)	$600	No
CO-P26h	Santa Cruz	Center Ave/Seacliff Dr Improvements (State Park Dr to Aptos Beach Dr)	$600	No
CO-P26i	Santa Cruz	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	$600	No
CO-P30d	Santa Cruz	Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church)	$600	No
CO-P31g	Santa Cruz	Opal Cliff Dr. Improvements (41st Av to Portola Dr)	$600	No
CO-P29c	Santa Cruz	Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)	$600	No
CO-P30i	Santa Cruz	Larkin Valley Rd. Improvements (San Andreas Rd to Buena Vista Dr)	$600	No
CO-P30k	Santa Cruz	Lompico Rd. Improvements (E Zayante Rd. to end)	$600	No
CO-P30l	Santa Cruz	Mar Monte Dr. Improvements (San Andreas Rd to State Hwy 1)	$600	No
CO-P31d	Santa Cruz	Ledyard Way Improvements (entire length-Soquel Dr to View Point Dr)	$600	No
CO-P32e	Santa Cruz	Jamison Cr. Rd Improvements (entire length-Empire Grade to Hwy 236)	$600	No
CO-P33a	Santa Cruz	Bowker Rd. Improvements (entire length-Buena Vista Dr to Freedom Blvd	$600	No
CO-P33b	Santa Cruz	Cathedral Dr. Improvements (entire length)	$600	No
CO-P33e	Santa Cruz	Manfre Rd. Improvements (entire length-Larkin Valley Rd to Buena Vista I	$600	No
CO-P42	Santa Cruz	Spreckels Dr/Treasure Island Dr Improvements	$600	No
SV-P34	Santa Cruz	N. Navarra Dr-Sucinto Dr Bike Lanes	$600	No
UC-P32	Santa Cruz	UCSC Bike Showers/Storage Facilities	$600	No
VAR-P02	Santa Cruz	Travel Survey	$600	No
VAR-P11	Santa Cruz	Local Arterial ITS Infrastructure	$600	No
SC-P22	Santa Cruz	Chestnut St. Pathway	$550	No
SC-P47	Santa Cruz	Chestnut Street Bike Lanes	$550	No
SV-P24	Santa Cruz	Emergency Access Granite Creek/Hwy 17	$550	No
SC-P73	Santa Cruz	Neighborhood Traffic Management Improvements	$500	No
CO-P24	Santa Cruz	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	$500	No
SV-P28	Santa Cruz	Neighborhood Traffic Calming	$500	No
UC-P28	Santa Cruz	UCSC Disability Van Vehicle Acquisition and Replacement	$500	No
CO-P56	Santa Cruz	Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	$500	No
CO-P58	Santa Cruz	Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	$500	No
CT-P22	Santa Cruz	Hwy 9 ITS	$500	No
CT-P23	Santa Cruz	Hwy 129 ITS	$500	No
SC-P03	Santa Cruz	Hwy 1 Sound Wall	$500	No
SC-P105	Santa Cruz	Market Street Sidewalks	$500	No
SC-P76	Santa Cruz	Storey/King Street Intersection Improvements	$500	No
SC-P92	Santa Cruz	Shaffer Rd/Hwy 1 Signalization	$500	No
SV-P10	Santa Cruz	Erba Lane/Terrace View/SV Drive Realignment	$500	No
SV-P39	Santa Cruz	Glenwood Dr. Bike Lanes	$500	No
SV-P40	Santa Cruz	Lockwood Lane Sidewalk and Bike Lanes	$500	No
UC-P15	Santa Cruz	Hagar/East Remote Intersection Improvements	$500	No
UC-P21	Santa Cruz	SB Heller west of Kerr Hall	$500	No
UC-P35	Santa Cruz	McHenry Library/Academic Resource Center Pedestrian Bridge	$500	No
UC-P38	Santa Cruz	Pedestrian Directional Map System	$500	No
UC-P43	Santa Cruz	UCSC - Western Dr. Bike/Pedestrian Path Connection	$500	No
UC-P51	Santa Cruz	Bike Shuttle Vehicle Acquisition	$500	No
UC-P52	Santa Cruz	Electric Bike Program for UCSC	$500	No
VAR-P18	Santa Cruz	Mission St/Hwy 1 Bike/Truck Safety Campaign	$480	No
CO-P26s	Santa Cruz	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	$400	No
VAR-P03	Santa Cruz	Bicycle Sharrows	$400	No
CAP-P08	Santa Cruz	Bay Avenue/Capitola Avenue Improvements	$400	No
CAP-P29	Santa Cruz	Bay Avenue Improvement	$400	No
CO-p62	Santa Cruz	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	$400	No
CT-P35	Santa Cruz	Hwy 1: Greyhound Rock Intersection	$400	No
SC-P88	Santa Cruz	Western Dr Sidewalks (Mission-High)	$400	No
SC-P96	Santa Cruz	Bay/California Intersection Improvements	$400	No
SV-P15	Santa Cruz	El Pueblo Rd Extensions	$400	No
SV-P22	Santa Cruz	Emergency Access-Sundridge/Pueblo	$400	No
SV-P33	Santa Cruz	Civic Center Drive Bike Lanes	$400	No

Project Number	County	Project	Unconstrained Costs	Regionally Significant?
UC-P10	Santa Cruz	Hagar/McLaughlin Intersection Improvements	$400	No
UC-P11	Santa Cruz	Heller/Porter Channelization	$400	No
UC-P14	Santa Cruz	Hagar/Steinhart Intersection Improvements	$400	No
UC-P42	Santa Cruz	Coolidge Overlook	$400	No
CAP-P09	Santa Cruz	Park Avenue/Kennedy Drive Improvements	$350	No
SC-P13	Santa Cruz	Riverside Ave/Second St Signalization and Interconnection	$350	No
CO-P27c	Santa Cruz	Corcoran Ave Improvements (Alice St to Felt St)	$300	No
CAP-P32	Santa Cruz	Bay Avenue/Monterey Avenue Intersection Improvements	$300	No
CT-P26	Santa Cruz	Hwy 152 ITS	$300	No
SC-P28	Santa Cruz	Mission Street Extension Pathway	$300	No
UC-P03	Santa Cruz	Steinhart Way Multimodal Improvements	$300	No
UC-P31	Santa Cruz	Porter/Kresge and Heller Drive Bike Bridge	$300	No
CO-P33f	Santa Cruz	Mar Vista Drive Improvements (entire length-just before Seacliff Dr to Soc	$290	No
UC-P45	Santa Cruz	Transit Stop Accessibility Project	$250	No
WAT-P13	Santa Cruz	Neighborhood Traffic Plan Implementation	$250	No
CAP-P28	Santa Cruz	Monterey Avenue at Depot Hill	$250	No
SC-P97	Santa Cruz	Laurent/High Intersection Improvements	$250	No
SC-P99	Santa Cruz	Seabright/Water Intersection Improvements	$250	No
WAT-P27	Santa Cruz	Watsonville Shuttle	$250	No
SV-P38	Santa Cruz	Bike Rest Stops in Scotts Valley	$225	No
CAP-P07	Santa Cruz	Bay Avenue/Hill Street Intersection	$200	No
SV-P23	Santa Cruz	Emergency Access-Bethany/Glenwood	$200	No
UC-P33	Santa Cruz	UCSC Bicycle Parking Improvements	$170	No
CAP-P10	Santa Cruz	Park Avenue/Coronado Street Improvements	$150	No
CAP-P11	Santa Cruz	Capitola Avenue/Beverly Drive Improvements	$150	No
SC-P100	Santa Cruz	Seabright/Murray Traffic Signal Modifications	$150	No
SV-P32	Santa Cruz	Bluebonnet Lane Bike Lanes	$150	No
UC-P34	Santa Cruz	Spring Street Bikeway	$100	No
CAP-P30	Santa Cruz	47th Avenue Traffic Calming	$100	No
CAP-P31	Santa Cruz	Cliff Drive Pedestrian Crossing Improvements	$100	No
CO-P70	Santa Cruz	Holohan Rd Bike Lanes	$100	No
SC-P91	Santa Cruz	Shaffer Road Railroad Crossing	$50	No
SV-P26	Santa Cruz	Emergency Access Whispering Pines	$50	No
WAT-P33	Santa Cruz	Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	$1,500	
CO-P26r	Santa Cruz	Porter St Improvements (Soquel Dr to Paper Mill Rd)	$1,200	
UC-P56	Santa Cruz	Heller Drive Bicycle Lanes (Empire Grade to McLaughlin Drive)	$800	
WAT-P31	Santa Cruz	Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	$500	
SC-P106	Santa Cruz	Arana Gulch Bicycle/Pedestrian Connection	$300	
SC-P107	Santa Cruz	Arroyo Seco Trail (Medar St to Grandview St)	$280	
MTD-P45	Santa Cruz	Transit/Paratransit Driver Emergency Training	$250	
UC-P54	Santa Cruz	Meyer Drive Bike Lanes (Heller Dr to Music Center)	$250	
UC-P55	Santa Cruz	UCSC Bicycle Facilities	$200	

Table 26. Funded By Others Project List

Project Number	Agency	Project Title	Regionally Significant	Funded by Others (1,000s)
Other-1	Caltrans/TAMC	San Juan Road Interchange Project	Yes	$90,600
Other-2	Caltrans	U.S. 101 Improvement Project (Route 129 to San Benito /Santa Clara County Line)	Yes	$470,000
Other-3	VTA	State Route 152 Realignment Project	No	$350,000

Appendix E: Policy Matrix

SAFETEA-LU and RTPA Policies

SAFETEA-LU

Many aspects of the original ISTEA and TEA-21 legislation are preserved in SAFTEA-LU. Many of the changes are to the MPO planning process.

AMBAG will consider the following eight planning and strategy areas from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users when planning and programming for transportation in the Monterey Bay metropolitan region.

1. Support Economic Vitality
2. Increase Accessibility and Mobility
3. Protect the Environment
4. Enhance Modal Integration
5. Promote Efficient System Management
6. Preserve the Existing System
7. Increase Safety
8. Increase Transportation Security

Additionally, SAFTEA-LU mandates:

- Will be updated every 4 years (unless the MPO chooses to do so more frequently) in non-attainment and maintenance areas. Attainment areas remain on a 5-year update cycle. [6001(i)]
- Intermodal connectors are added as a transportation facility. [6001(i)]
- Include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. [6001(i)]
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section. [6001(i)]
- MPOs are required to consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the Plan. [6001(i)]
- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process. [6001(i)]
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment. [6001(i)]
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web. [6001(i)]
- The Plan is to be published and made available electronically, such as on the Web. [6001(i)]

In addition to these eight planning and strategy areas, AMBAG will ensure the metropolitan planning process shall:

Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs.

Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794.

Identify actions necessary to comply with the Americans with Disabilities Act of 1990.

Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter rail operators; airport and port authorities; toll authorities; appropriate private transportation providers; and, where appropriate, city officials.

Provide for the involvement of local, State, and Federal environmental, resource and permit agencies as appropriate.

RTPA Policies

SBtCOG

Goal 1 To support the economic vitality of the region, especially by enabling global competitiveness,

productivity, and efficiency. San Benito County jurisdictions:

Goal 2 To increase the safety and security of the transportation system for motorized and non-motorized users. San Benito County jurisdictions:

Goal 3 To increase the accessibility and mobility options available to people and freight. San Benito County jurisdictions:

Goal 4 To protect and enhance the environment, promote energy conservation, and improve quality of life. San Benito County jurisdictions:

Goal 5 To enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. San Benito County jurisdictions:

Goal 6 To promote efficient system management and operation. San Benito County jurisdictions:

Goal 7 To emphasize the preservation of the existing transportation system. San Benito County jurisdictions:

SCCRTC

The 2010 Regional Transportation Plan identifies the SCCRTC's primary goals for the region's transportation system over the next 25 years, including more specific policies under each goal. This system provides a foundation for an integrated set of multi-modal goals and policies. Goals for the RTP, not in priority order:

1. Preserve and maintain the existing transportation system, emphasizing safety, security and efficiency.
2. Increase mobility by providing an improved and integrated multi-modal transportation system.
3. Coordinate land use and transportation decisions to ensure that the region's social, cultural, an economic vitality is sustained for current and future generations (inadvertently omitted)
4. Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and reduce greenhouse gas emissions .
5. Make the most efficient use of limited transportation financial resources.
6. Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.

The goals, policies and sub-policies are used to prioritize projects included in the RTP's Investment Program. These policies are also used to provide input on new developments and projects proposed in the region. SCCRTC's goals are supported by several specific policies available for review in Chapter 3 of the SCCRTC RTP.

TAMC

The 2010 RTP goals, objectives and policies address and are organized into three essential overarching elements, which are interrelated and are not listed in any priority within this plan:

- Mobility and Accessibility;
- Environment and Community; and
- Financial Feasibility

Each element is discussed in more detail below. The policy language included in the 2010 plan is consistent with the 5-year Agency goals and objectives adopted by the Transportation Agency Board of Directors in April, 2009.

MOBILITY AND ACCESSIBILITY

The 2010 regional plan incorporates policy language that is meant to guide regional transportation decision-making toward improving the regional mobility of the county's residents, as well as access to the regional transportation system. Planning toward this end will require a combination of solutions, such as upgrading of regional roadways, development of countywide transit service, implementation of interregional rail services, linking together the regional bicycle network, and applying strategies that manage demand for transportation so as to maximize the efficiency of the existing transportation system. Policy language that directs how the Monterey County region will plan for accommodating each mode of transportation is necessary to ensure that county residents will be able to safely travel to where they need to go.

ENVIRONMENT AND COMMUNITY

Planning for the county's transportation needs involves more than a simple consideration of how county residents will move from one place to another, but how the transportation system can be improved to enhance Monterey County's quality of life. Improvements to the transportation system can accomplish this by making it easier and more convenient to travel via all modes of transportation, and further, by reducing the amount of time spent traveling. To further enhance quality of life, development of the transportation system should improve mobility while also ensuring the safety of the traveling public, while preserving Monterey County's environment and resources, and while ensuring public access to the transportation decision making process.

Consistent with state direction from the Governor and the Business, Transportation, and Housing Agency, TAMC's policies support communities that accommodate opportunities for travel by all modes of transportation in the development review and land use planning process. TAMC's goal is to coordinate land use decision-

Table 27. SAFTEA-LU, AMBAG, & RTPA Policy Matrix

SAFTEA-LU	AMBAG	SBtCOG	SCCRTC	TAMC
Support Economic Vitality	Support Economic Vitality of the Monterey Bay Area, by enabling global competitiveness, productivity and efficiency	To support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	Coordinate land use and transportation decisions to ensure that the region's social, cultural, an economic vitality is sustained for current and future generations. Solicit broad public input on all aspects of regional and local transportation plans, projects and funding.	n/a
Increase Accessibility and Mobility	Increase the Accessibility and Mobility of People and Goods	To increase the accessibility and mobility options available to people and freight.	Increase mobility by providing an improved and integrated multi-modal transportation system.	*Mobility and Accessibility:* Develop and maintain a multi-modal transportation system that preserves and/or enhances mobility and access of the regional transportation network
Protect the Environment	Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns	To protect and enhance the environment, promote energy conservation, and improve quality of life.	Ensure that the transportation system complements and enhances the natural environment of the Monterey Bay region and reduce greenhouse gas emissions .	*Environment and Community*: Provide transportation facilities and services that enhance the livability of communities within the region, and minimize impacts to the natural and built environment.
Enhance Modal Integration	Enhance the Modal Integration and Connectivity of the Transportation System for People and Goods	To enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Increase mobility by providing an improved and integrated multi-modal transportation system.	n/a

(TAMC Continued)

making with improvements to the county's transportation system, and further, to encourage land use patterns that are easily served by all modes of transportation, minimizing the future need for costly upgrades to automobile-oriented infrastructure.

SAFTEA-LU	AMBAG	SBtCOG	SCCRTC	TAMC
Promote Efficient System Management	Promote Efficient System Management and Operation		Make the most efficient use of limited transportation financial resources.	*Financial Feasibility:* Ensure the financial feasibility of the Regional Transportation Plan, by assuring that revenues are available to achieve planned transportation improvements needed to serve Monterey County's transportation needs.
Preserve the Existing System	Preserve the Existing System	To emphasize the preservation of the existing transportation system.	Preserve and maintain the existing transportation system, emphasizing safety, security and efficiency	See *Mobility and Accessibility above*
Increase Safety	Increase the Safety of the Transportation System for Motorized and Non-motorized Users, and	To increase the safety and security of the transportation system for motorized and non-motorized users.		See *Environment and Community* section in RTP
Increase Transportation Security	Increase the Security of the Transportation System for Motorized and Non-motorized Users		Increase the security of the transportation system for motorized and non motorized users.	See *Environment and Community* section in RTP

As such, the regional plan incorporates goals and policy language addressing:

- Minimization of environmental impacts of transportation projects, including impacts to regional air quality,
- Transportation system safety,
- Coordinated land use and transportation planning, and
- Public outreach and participation

3.2.3 TRAFFIC CONGESTION AND AVAILABLE FUNDING

Improvements to the transportation system that improve mobility and enhance the county's quality of life cannot be made without the availability of resources to implement those improvements. One of the objectives of the 1975 Monterey County Regional Transportation Plan was for all routes to operate at level of service (LOS) "C" by 1995. This was based on the funding projection at that time, including a proposed increase in gas tax. In reality, road revenues have decreased, and inflation has decreased the purchasing power of available funds. The result has been a decrease in levels of service since 1975, with peak hour LOS now at E and F on many highways and arterials. Adequate funding is not available to implement all highway construction projects required to solve declining levels of service and meet current and forecasted travel demands. TAMC is placing emphasis in the next 25 years on improving levels of service through trip reduction, improved transit and bicycle and pedestrian facilities, land use strategies and amenities, and operational improvements, however, additional resources will still be needed to finance needed improvements to the regional transportation system.

The 2010 plan provides explicit policy direction on how TAMC will work towards securing the resources needed to accommodate the county's forecasted transportation needs. Policies included the 2010 recognize TAMC's significant efforts at developing and implementing a Strategic Expenditure Plan of regional transportation projects using Regional Development Impact Fee revenues. TAMC policies also identify a commitment to pursuing additional sources of local funding, including a ½ cent countywide sales tax, and funding participation by the agriculture and hospitality industries.

Table 28. SAFETEA-LU vs. TEA-21: A Gap Analysis (from NARC, 2006)

Changes are listed in bold.

Plan Item	***SAFETEA-LU (2005)***	***TEA-21 (1998)***
The MTP Planning Cycle	5 years for Air Quality Attainment Areas 4 years for Air Quality Non attainment or Maintenance Areas	5 years for Air Quality Attainment Areas 3 years for Air Quality Non attainment or Maintenance Areas
Annual Listing of Projects	Roadway Transit Other **Pedestrian Walkways** **Bicycle Transportation Facilities**	Roadway Transit Other
Planning Factors in Metropolitan Transportation Plan	1. Support Economic Vitality **(expanded definition**: must promote consistency between transportation improvements and state/local planned growth and economic development) 2. Increase Accessibility and Mobility 3. Protect the Environment 4. Enhance Modal Integration 5. Promote Efficient System Management 6. Preserve the Existing System **7. Increase Safety** **8. Increase Transportation Security** (both personal and Homeland Security)	1. Support Economic Vitality 2. Increase Accessibility and Mobility 3. Protect the Environment 4. Enhance Modal Integration 5. Promote Efficient System Management 6. Preserve the Existing System 7. Increase Safety and Security
Strategic Highway Safety Plans (SHSP)	**MTP should refer to goals and objectives in the state-adopted SHSP**	Not found in TEA-21
Environmental Mitigation	**MTP must include a textual discussion of the types of potential locations for these activities, to restore and maintain environmental functions that could be affected by the MTP.**	Not found in TEA-21
MPO Consultation with Certain Agencies	**MTP could refer to the procedure for consulting with the following state and local agencies:** **1. Environmental protection** **2. Tribal government** **3. Wildlife management** **4. Land Management** **5. Historic preservation**	Not directly referred to in TEA-21

Plan Item	***SAFETEA-LU (2005)***	***TEA-21 (1998)***
Transit Major Capital Improvements	Basic criteria for rating projects: 1. Alternatives Analysis 2. Justification 3. Local Financial Commitment **4. Economic Development Potential** **5. Reliability of Ridership and Cost Forecasts**	Basic criteria for rating projects: 1. Alternatives Analysis 2. Justification 3. Local Financial Commitment
Existing Transportation Facilities	**MTP should include written discussion of strategies to improve the performance of existing facilities.**	Not found in TEA-21
Congestion Management Process/ System	This component is given a more central emphasis in the MTP.	"Congestion Management Process"
Public Participation Plan	Requires the MTP to have **a separate Public Participation Plan** (*see the adopted Monterey Bay Region Public Participation Plan, 2008)	Not a separate section in TEA-21
Coordinated Public Transit Human Services Plans	Must include **a plan for Coordinated Public Transit Human Services** if agencies are planning on receiving transportation funding for disadvantaged transit programs. (*see the adopted Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan, 2008)	Not found in TEA-21
Transportation Conformity	A **four** year cycle for determinations of transportation conformity between the MTP and TIP	A three year cycle for determinations of transportation conformity between the MTP and TIP

Consultation & Coordination

Private Sector Involvement

Industry level involvement in the development of the MTP and its constituent components involved participation by numerous private sector concerns interested in goods movement in particular as well as the safety and efficiency of the transportation system as a whole. Among private sector parties consulted in the development of the plan were the California Trucking Association (CTA), Bay Rail Alliance, Agricultural Land Trust, Amalgamated Transit Union Local 1225 and Grower-Shipper Association.

Consultation with Interested Parties

Consultation with other interested parties, non-profits, and individuals was carried on throughout the development of the MTP and its constituent elements. Numerous public meetings were held throughout the region on project selection and public comment was accepted on the public participation plan, project lists and the countywide Regional Transportation Plans and the regional Metropolitan Transportation Plan.

Native American Tribal Government Consultation & Coordination

While there are no federally recognized Native American Tribal Governments in the AMBAG region, documents comprising this MTP update were circulated to unrecognized Tribal Governments, including the Ohlone, Coastonoan, and St Ynez Band Tribal Governments as well as the Bureau of Indian Affairs.

Consultation with Resource Agencies

Documents comprising this MTP were circulated to the following resource agencies:

Bureau of Land Management
Natural Resources Conservation Service
California Coastal National Monument
Fort Ord Redevelopment Authority
U.S. Environmental Protection Agency - Region 9
Department of the Interior – Fish and Wildlife
Department of the Interior - U.S. Forest Service
Los Padres National Forest
Department of the Interior - National Parks Services
Department of the Interior - National Parks Services, Pacific Great Basin Support Office
National Oceanic & Atmospheric Administration (NOAA)
Monterey Bay National Marine Sanctuary
Federal Highway Administration
Federal Highway Administration - California Division
Federal Highway Administration - Western Resource Center
Federal Transit Administration, Region IX
California Environmental Protection Agency
California Coastal Commission - Central Coast District
California Department of Transportation (Caltrans) (District 5)
Department of Housing & Community Development (HCD)
Monterey Bay Unified Air Pollution Control District
Regional Water Quality Board
Grower-Shipper Association of Central California
Dept. of Parks and Recreation
US Coast Guard, Station Monterey
California Office of Planning and Research

AMBAG, as the designated Metropolitan Planning Organization (MPO), must prepare a updated long-range (at least twenty-year) transportation plan for the Monterey Bay metropolitan region (Code of Federal Regulations, Part 450, Subpart C, Section 450.322). This transportation plan, referred to as the Metropolitan Transportation Plan (MTP), once adopted, serves as the principal federal planning document guiding investment in improvements to roadways, transit, multi-modal and intermodal facilities and services that, together, constitute the Monterey Bay region's transportation system.

Each of the Regional Transportation Planning Agencies (RTPAs) within the Monterey Bay metropolitan region, including the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), has prepared a Regional Transportation Plan (RTP) for their respective area. Each RTP is intended to establish a framework for providing an efficient multi-modal transportation system for the respective area which reduces energy consumption and air pollution.

Transportation projects and programs as proposed, evaluated and selected at the county-wide level through the RTPs, serve as the basis for the MTP. In receipt of each county's project list, AMBAG has been assured by the each RTPA that their RTP was developed taking into account local agency goals and transportation needs and that the plan selected represent the optimum option to satisfy transportation need. The Monterey Bay MTP combines the individual RTPs for Monterey, San Benito and Santa Cruz counties. In doing so, the MTP serves as a coordination document, which will enable the proposed transportation system improvement programs and projects to be viewed by local decision-makers within a regional context.

The 2010 MTP is a minor update to the 2005 MTP that will refresh the region's vision for the transportation projects, programs, and initiatives. As such, it updates the 2005 RTPs of the three RTPAs. An EIR prepared for the 2005 MTP/RTPs determined that the Plan was consistent with other adopted regional plans and policies (Draft Environmental Impact Report 2005 Monterey Bay Area Metropolitan Transportation Plan, AMBAG; Monterey County RTP, TAMC; 2005 Santa Cruz County RTP; SCCRTC Lamphier-Gregory February 15, 2005). Although some minor wording changes, textual edits and current dates have been incorporated into the 2010 MTP, the intent and direction of the Goals and Policies remain essentially unchanged from the 2005 version (see Appendix X). Therefore, the 2010 MTP remains generally consistent with the goals, objectives and policies of adopted plans evaluated in the 2005 EIR.

The financially constrained Action Element of the 2010 MTP updates several individual transportation projects based on the lists provided by the individual RTPAS; however, these project updates are intended to better implement the stated goals of the MTP as well as reflect adopted regional plans and polices.

Table 29. Plan Consistency.

Plan/Program	Checked for Consistency
Federal	
Federal Transportation Improvement Programs (FTIPs)	√
State	
California Coastal Act	√
California Clean Air Act	√
Regional/Area Plans	
Airport Master Plans	√
Air Quality Management Plan	√
Congestion Management Programs (CMPs)	√
Fort Ord Reuse Plan	√
Local Coastal Programs	√
Regional Transportation Improvement Programs (RTIPs)	√
Short-Range Transit Plans (SRTPs)	√
Local (County)	
Monterey County General Plan (1982 and 2007 versions)	√
San Benito County General Plan	√
Santa Cruz County General Plan	√
Local (City)	
Monterey County Cities	√
City of Carmel-by-the-Sea General Plan	√
City of Del Rey Oaks General Plan	√
Fort Ord Reuse Plan	√
City of Gonzales General Plan	√
City of Greenfield General Plan	√
City of King City General Plan	√
City of Marina General Plan	√
City of Monterey General Plan	√
City of Pacific Grove General Plan	√
City of Salinas General Plan	√
City of Sand City General Plan	√
City of Seaside General Plan	√
City of Soledad General Plan	√
San Benito County Cities	√
City of Hollister General Plan	√
City of San Juan Bautista General Plan	√
Santa Cruz County Cities	√
City of Capitola General Plan	√
City of Santa Cruz General Plan	√
City of Scotts Valley General Plan	√
City of Watsonville General Plan	√

Appendix F: Related Plans

Related Plans

Association of Monterey Bay Area Governments. *Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan*. June, 2008.

—. *Monterey Bay Metropolitan Transportation Plan*. June, 2005.

—. *Monterey Bay Metropolitan Transportation Plan Environmental Impact Report*. June, 2005.

—. *Monterey Bay Metropolitan Transportation Improvement Plan (MTIP): FFY2008/9 to FFY 2011/12*. June, 2008.

—. *Monterey Bay Region Public Participation Plan*. June, 2008.

California Business, Transportation and Housing Agency. *California Strategic Highway Safety Plan*. September, 2006.

California Department of Transportation. *California Transportation Plan 2025*. April, 2006.

California Department of Transportation. Public Participation Plan: California Transportation Plan and Federal Statewide Transportation Improvement Program. June, 2008.

Council of San Benito County Governments. *2010 Regional Transportation Plan Draft*. February, 2010.

Monterey Bay Unified Air Pollution Control District. *2008 Air Quality Management Plan*. August, 2008.

Santa Cruz County Regional Transportation Commission. *2010 Santa Cruz County Regional Transportation Plan*. 2010.

Transportation Agency for Monterey County. *2010 Monterey County Regional Transportation Plan*. 2010.

Appendix G: EIR

As the lead agency, AMBAG prepared a Supplemental Environmental Impact Report (SEIR) on behalf of the Transportation Agency for Monterey County, The Council of San Benito County Governments, and the Santa Cruz Regional Transportation Commission. Supplementing the 2005 Environmental Impact Report, the SEIR presents a region wide assessment of potential impacts of the Mobility 2035 plan. Areas of evaluation include transportation, air quality, land use, population and housing, agricultural resources and so on. Mitigation measures are identified in section 1.3 of the SEIR.

Comments on the Scope of the analysis were solicited on August 21, 2009. Three public scoping meetings were held on September 15 and September 17, 2009. A draft SEIR was released on February 26 with an end date of April 19, 2010 for comments, a period significantly more than 45 days.

DRAFT

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

2010 MONTEREY BAY AREA
METROPOLITAN TRANSPORTATION PLAN
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

CONSISTING OF:

2010 MONTEREY COUNTY
REGIONAL TRANSPORTATION PLAN
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

2010 SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION PLAN
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

2010 SAN BENITO COUNTY
REGIONAL TRANSPORTATION PLAN
SAN BENITO COUNTY COUNCIL OF GOVERNMENTS

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FEBRUARY 2010

Figure 37. *The 2010 SEIR document is available from*

www.ambag.org.

Appendix H: Forecast by County

Region Overview

Table 30. *Regional Population*

	2005*	2010	2015	2020	2025	2030	2035
Population	740,048	774,781	808,560	840,366	868,459	895,577	920,713
Household Population	711,508	745,535	778,963	808,919	836,655	863,722	888,359
Group Quarters Population	28,540	30,247	31,097	31,447	31,805	31,855	32,355
Households	238,232	251,232	263,670	274,782	285,433	294,803	303,656
Household Size	3.1	3.1	3.0	3.0	3.0	3.0	3.0
Housing Units	257,848	271,918	285,159	297,035	308,410	318,412	327,877

* Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. Sacramento, California, May 2007.

Table 31. *Regional Employment by Sector*

	2005	2010	2015	2020	2025	2030	2035
Retail	36,110	36,170	37,640	39,250	40,870	42,580	44,760
Service	119,840	121,640	129,360	137,160	145,360	153,970	163,060
Industry	40,080	39,960	41,020	42,200	43,390	44,650	45,690
Public	54,610	55,660	57,780	60,280	62,900	65,640	68,490
Construction	24,210	24,240	25,260	26,400	27,540	28,690	29,910
Agriculture	51,490	51,210	51,490	51,790	52,090	52,390	52,710
TOTAL	**326,340**	**328,880**	**342,550**	**357,080**	**372,150**	**387,920**	**404,320**

Table 32. *Population by County*

	2005	2010	2015	2020	2025	2030	2035
Monterey County	422,632	445,309	466,606	483,733	499,341	515,549	530,362
San Benito County	57,324	62,431	68,471	76,140	83,383	89,431	94,731
Santa Cruz County	260,092	268,041	273,983	280,493	285,735	290,597	295,621
REGION	**740,048**	**774,781**	**809,060**	**840,366**	**868,459**	**895,577**	**920,713**

Table 33. *Population Growth: Average Annual Growth by County*

	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035
Monterey County	1.1%	1.0%	0.7%	0.6%	0.6%	0.6%
San Benito County	1.8%	1.9%	2.2%	1.9%	1.5%	1.2%
Santa Cruz County	0.5%	0.5%	0.5%	0.4%	0.3%	0.3%
REGION	**0.9%**	**0.9%**	**0.8%**	**0.7%**	**0.6%**	**0. 6%**

Table 34. *Housing Units by County*

	2005	2010	2015	2020	2025	2030	2035
Monterey County	137,338	147,221	156,061	162,857	169,933	176,236	182,082
San Benito County	17,638	19,187	21,110	23,483	25,800	27,675	29,405
Santa Cruz County	102,872	105,509	107,496	110,143	112,040	113,865	115,590
REGION	**257,848**	**271,917**	**284,667**	**296,483**	**307,773**	**317,776**	**327,077**

Table 35. *Employment by County*

	2005	2010	2015	2020	2025	2030	2035
Monterey County	193,110	196,430	203,660	211,160	218,830	226,780	235,460
San Benito County	16,910	17,380	18,090	19,050	19,970	20,980	21,700
Santa Cruz County	116,320	115,070	120,800	126,870	133,350	140,160	147,460
REGION	**326,340**	**328,880**	**342,550**	**357,080**	**372,150**	**387,920**	**404,320**

Table 36. *Employment Growth: Annual Average Growth by County*

	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035
Monterey County	0.3%	0.7%	0.7%	0.7%	0.7%	0.7%
San Benito County	0.6%	0.8%	1.1%	0.9%	1.0%	0.7%
Santa Cruz County	-0.2%	1.0%	1.0%	1.0%	1.0%	1.0%
REGION	**0.2%**	**0.8%**	**0.9%**	**0.8%**	**0.9%**	**0.9%**

Table 37. *Jobs to Housing Ratio (Housing Units per Jobs) by County*

	2005	2010	2015	2020	2025	2030	2035
Monterey County	1.4	1.3	1.3	1.3	1.3	1.3	1.3
San Benito County	1.0	0.9	0.9	0.8	0.8	0.8	0.7
Santa Cruz County	1.1	1.1	1.1	1.1	1.2	1.2	1.3
REGION	**1.3**	**1.2**	**1.2**	**1.2**	**1.2**	**1.2**	**1.2**

Table 38. *Population by Jurisdiction*

Jurisdiction	Square Miles	2005	2010	2015	2020	2025	2030	2035
Monterey County	**3,322.06**	**422,632**	**445,309**	**466,606**	**483,733**	**499,341**	**515,549**	**530,362**
Carmel-by-the-Sea	1.09	4,091	4,075	3,848	3,873	3,885	4,007	4,033
Del Rey Oaks	0.49	1,647	1,627	1,745	2,237	2,684	3,197	3,171
Gonzales	1.39	8,399	10,831	13,304	15,969	18,199	20,941	23,418
Greenfield	1.70	13,357	17,795	19,090	21,855	24,912	27,348	30,337
King City	3.66	11,430	13,540	15,392	17,269	19,295	22,482	24,726
Marina	8.75	19,051	24,551	26,658	29,274	30,133	32,010	32,942
Monterey	8.48	30,467	30,106	30,092	30,278	30,464	30,650	30,836
Pacific Grove	2.87	15,528	15,530	15,550	15,550	15,300	15,057	15,036
Salinas	19.01	149,705	153,779	162,044	163,234	166,401	170,913	173,359
Sand City	0.56	302	447	1,498	1,498	1,498	1,498	1,498
Seaside	8.83	35,173	34,666	35,165	35,158	35,709	35,017	35,549
Soledad	4.20	27,365	28,853	31,115	33,760	36,392	38,801	41,405
Unincorporated Area	3,261.03	106,117	109,509	111,105	113,778	114,469	113,628	114,052
San Benito County	**1,388.99**	**57,324**	**62,431**	**68,471**	**76,140**	**83,384**	**89,431**	**94,731**
Hollister	6.57	37,002	40,415	44,613	49,064	54,143	59,259	62,756
San Juan Bautista	0.71	1,722	1,937	2,121	2,356	2,570	2,743	2,907
Unincorporated Area	1,381.71	18,600	20,079	21,737	24,720	26,671	27,429	29,068
Santa Cruz County	**445.79**	**260,092**	**268,042**	**274,982**	**280,494**	**285,735**	**290,597**	**295,622**
Capitola	1.61	9,918	10,124	10,222	10,693	10,862	11,090	11,269
Santa Cruz	12.53	56,421	58,919	62,480	63,265	64,649	65,884	67,807
Scotts Valley	4.60	11,565	11,923	12,126	12,311	12,427	12,688	12,921
Watsonville	6.35	49,571	51,903	54,857	56,544	58,975	61,245	62,463
Unincorporated Area	420.70	132,617	135,173	135,297	137,681	138,822	139,690	141,162
AMBAG Region	**5,156.84**	**740,048**	**775,782**	**810,059**	**840,367**	**868,460**	**895,577**	**920,715**

Table 39. *Percent of Regional Population*

	2005	2,010	2015	2020	2025	2030	2035
Monterey County	**57.11%**	**57.40%**	**57.60%**	**57.56%**	**57.50%**	**57.57%**	**57.60%**
Carmel-by-the-Sea	0.55%	0.53%	0.48%	0.46%	0.45%	0.45%	0.44%
Del Rey Oaks	0.22%	0.21%	0.22%	0.27%	0.31%	0.36%	0.34%
Gonzales	1.13%	1.40%	1.64%	1.90%	2.10%	2.34%	2.54%
Greenfield	1.80%	2.29%	2.36%	2.60%	2.87%	3.05%	3.29%
King City	1.54%	1.75%	1.90%	2.05%	2.22%	2.51%	2.69%
Marina	2.57%	3.16%	3.29%	3.48%	3.47%	3.57%	3.58%
Monterey	4.12%	3.88%	3.71%	3.60%	3.51%	3.42%	3.35%
Pacific Grove	2.10%	2.00%	1.92%	1.85%	1.76%	1.68%	1.63%
Salinas	20.23%	19.82%	20.00%	19.42%	19.16%	19.08%	18.83%
Sand City	0.04%	0.06%	0.18%	0.18%	0.17%	0.17%	0.16%
Seaside	4.75%	4.47%	4.34%	4.18%	4.11%	3.91%	3.86%
Soledad	3.70%	3.72%	3.84%	4.02%	4.19%	4.33%	4.50%
Unincorporated Area	14.34%	14.12%	13.72%	13.54%	13.18%	12.69%	12.39%
San Benito County	**7.75%**	**8.05%**	**8.45%**	**9.06%**	**9.60%**	**9.99%**	**10.29%**
Hollister	5.00%	5.21%	5.51%	5.84%	6.23%	6.62%	6.82%
San Juan Bautista	0.23%	0.25%	0.26%	0.28%	0.30%	0.31%	0.32%
Unincorporated Area	2.51%	2.59%	2.68%	2.94%	3.07%	3.06%	3.16%
Santa Cruz County	**35.15%**	**34.55%**	**33.95%**	**33.38%**	**32.90%**	**32.45%**	**32.11%**
Capitola	1.34%	1.31%	1.26%	1.27%	1.25%	1.24%	1.22%
Santa Cruz	7.62%	7.59%	7.71%	7.53%	7.44%	7.36%	7.36%
Scotts Valley	1.56%	1.54%	1.50%	1.46%	1.43%	1.42%	1.40%
Watsonville	6.70%	6.69%	6.77%	6.73%	6.79%	6.84%	6.78%
Unincorporated Area	17.92%	17.42%	16.70%	16.38%	15.98%	15.60%	15.33%
AMBAG Region	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Appendix I: Revenue Sources

Federal

Federal Aviation Administration

Airport Improvement Program (AIP)

The Airport Improvement Program provides funds for eligible airport improvements and aviation planning. It is administered by the Federal Aviation Administration (FAA), a division of the U.S. Department of Transportation. There are four components to this fund source. They are: 1) entitlements to air carrier and general aviation airports; 2) discretionary for capital/planning projects; 3) discretionary noise abatement; and 4) state apportionment for capital/planning projects at general aviation airports. AIP can be used for planning, construction, or rehabilitation at any public-use airport. AIP funds cannot be used for construction of hangers, automobile parking facilities, buildings not related to the safety of persons in the airport, landscaping or artwork, or routine maintenance and repair.

Primary Airports.
Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is $650,000, and the maximum is $22,000,000. These funds are calculated as follows:

- $7.80 for each of the first 50,000 passenger boardings
- $5.20 for each of the next 50,000 passenger boardings
- $2.60 for each of the next 400,000 passenger boardings
- $0.65 for each of the next 500,000 passenger boardings
- $0.50 for each passenger boarding in excess of 1 million

Monterey Peninsula Airport is the only primary airport in the three-county region. Approximately 445,000 passengers are served annually, resulting in an annual entitlement of approximately $1,550,000.

General Aviation Airports.
Each General Aviation airport is entitled to $150,000 annually in AIP grants. Additional discretionary AIP grant funds are available on a competitive basis.

Federal Transit Administration

Under the Urban Mass Transportation Act of 1964, as amended, funding was made available for transit planning, operating and capital programs. The Federal Transit Administration (FTA), a branch of the U.S. Department of Transportation, administers these funds. However, most funds are passed through to each state's Department of Transportation, Caltrans in California, to allocate and administer.

The following programs, funded under FTA, can be considered as potential revenue sources for transportation in the Monterey Bay metropolitan region, particularly for capital, operating, planning and training assistance (Much of the FTA funding information is from Urban Mass Transportation Administration, Program Guidance Circulars, various dates).

Section 5316

The Jobs Access Reverse Commute (JARC) is a discretionary grant program to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. JARC grants require a 50% funding match from non U.S. Department of Transportation funds.

Section 5303

The Section 5303 Technical Planning Assistance Program for urbanized area provides financial assistance to State and local governments to aid in meeting national planning objectives which are updated annually. In California, the funds are distributed to Metropolitan Planning Organizations (MPOs), through Caltrans, on a population formula basis. The FTA Section 5303 program has a local match of 11.47%.

In the Monterey Bay metropolitan region, AMBAG receives Section 5303 funds for Monterey and Santa Cruz counties to conduct transit planning and ensure the inclusion of each operator in short and long-range plans and programs. Typically, AMBAG makes a portion of the funds annually available to the mass public transit operators to conduct transit planning to meet their special needs/interests in support of the metropolitan transportation planning process.

Section 5307

Section 5307 is the original federal transit assistance program for transit operators in urbanized area with a population of 50,000 or more. FTA Section 5307 block grants are apportioned annually to urbanized areas through a complex formula weighted by 2000 population, population density and revenue vehicle miles, or rail miles, if applicable. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. Local match requirements very depending on the use of 5307 funds. Operations require a 50% federal, 50% local match; and capital acquisitions and associated capital maintenance items are allowed at a 80% federal, 20% local match rate. If they choose, operators can use Section 5307 funds for planning purposes.

Section 5309

Section 5309 represents three major discretionary capital investment grants: new starts, fixed guideway modernization, and buses. New Starts refers to new rail service. For a rail project to be eligible for new starts funds, it must be included in the Secretary of Transportation's annual report. In the report, projects are evaluated and rated and given a recommendation. The fixed guideway modernization program provides funds to upgrade rail systems seven or more years old. Section 5309 bus provides funds for new buses and bus facilities.

Section 5310

FTA Section 5310, provides capital grants for the purpose of assisting private nonprofit corporations and, under certain circumstances, public agencies in providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Section 5311

Section 5311 financial assistance for non urbanized areas provides federal funds to public transit operators servicing non urbanized areas (i.e., areas not included in a designated urbanized area of population over 50,000) for capital and operating assistance projects.

Section 5304

The State Planning and Research Grant Program distributes FTA Section 5313(b) funds for activities such as: research, planning, development and demonstration projects in all phases of mass transportation; managerial, technical, and professional training fellowships in the public transportation field; university research and training in urban transportation problems; and human resource needs to increase minority and women employees and business opportunities in the public transportation field. Caltrans solicits and awards discretionary grants under the FTA Section 5313(b) program.

Federal Highway Administration

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) represents the most flexible federal fund source available for local uses. Funds can be used for projects on any Federal-aid highway (ranging from national highways to city arterials), rural minor collectors, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. TEA-21 expanded Regional Surface Transportation Program eligible projects to include environmental provisions, modification of sidewalks to meet Americans with Disabilities Act requirements, and infrastructure-based intelligent transportation systems capital improvements.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides flexible funding for transportation projects and programs to assist in meeting the National Ambient Air Quality Standards established under the Federal Clean Air Act Amendments of 1990. Examples of eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and bicycle/pedestrian improvement projects.

New federal 8-hour ozone standards result in the Monterey Bay Region being reclassified as an attainment area. Current regulations allocated CMAQ funds to only ozone non-attainment and maintenance areas. After redesignation, CMAQ funds may no longer be available to the region. Due to the preliminary nature of this issue and the possibility for CMAQ formula apportionment revisions in the reauthorization, CMAQ funds continue to be forecasted as available to the region for the life of this plan.

Transportation Enhancement Activities

Federal Transportation Enhancement Activities funds are to be used for transportation related capital improvement projects that enhance quality of life in, or around, transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system.

Recreational Trails Program

The Recreational Trails Program provides funds for the creation and maintenance of recreational trails. On a state-wide basis, 30 percent of the funds must be applied to motorized uses, 30 percent for non motorized uses, and 40 percent for diverse (i.e. combination) trail uses. Recreational Trails Program funds are distributed by the California Department of Parks and Recreation.

National Scenic Byways Program

TEA-21 authorizes funds for technical assistance and grants for the purposes of developing scenic byways programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or as State Scenic Byways.

Transportation and Community and System Preservation Pilot Program

The Transportation and Community and System Preservation (TCSP) Pilot program provides funds for research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. Discretionary grants are available to: plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and center of trade; and examine private sector development patterns and investments that support efficient use of the transportation infrastructure. Available funds are typically fully earmarked through the annual federal budget Transportation Appropriations process.

Highway Bridge Replacement & Rehabilitation

The purpose of the Highway Bridge Replacement and Rehabilitation Program (HBRR) program is to replace or rehabilitate public bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement. The federal reimbursement rate is 80% (88.53% for bridge railing replacement) of the eligible participating project costs.

Hazard Elimination Safety Program and Safe Routes to School

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

A portion of the HES funds received by the State are targeted for construction of bicycle and pedestrian safety and traffic calming projects through the Safe Routes to School Program (SR2S).

State

Projects listed in the MTP will eventually be listed in the FTIP, ITIP, and STIP.

State revenues for transportation come from four basic sources: federal aid programs, the State Highway Users Tax Account (which includes federal aid money), the State Highway Account and bond funds, as appropriate.

The revenues in the State Highway Users Tax Account are collected from fuel taxes and motor vehicle fees, such as regulation and weight fees. These funds support non-federally funded costs and provide state matching monies for federal aid. The funds are apportioned to counties and cities in the form of gas tax revenues and any unobligated balance is transferred to the State Highway Account.

The State Highway Account receives all federal aid funds in addition to the spill over of the State Highway Users Tax Account. Expenditures of State Highway Account monies are directed to the following four categories:

- Allocations to counties and cities to be spent by each for street and highway projects.
- Expenditures for maintenance and administration on the state highway system.
- Capital outlays for construction, reconstruction and right-of-way costs on state highways and other streets and roads.
- State Transit Assistance (STA) funds for operating and capital assistance for local transit.

Transportation bond funds are derived from the passage of propositions by the residents of California.

STIP Programming

The State Transportation Improvement Program (STIP) was significantly changed with

the enactment of Senate Bill 45 in 1997. Senate Bill 45 simplifies the transportation programming process by combining seven previous funding categories (Flexible Congestion Relief, Transit Capital Improvement Program, Commuter and Urban Rail Transit Program, Mass Transit Guideway Program, Traffic Systems Management Program, Intercity Rail Corridors Program, and the State-Local Transportation Program) into one pot of funds which is then divided into two categories. Prior to its division, however, Caltrans support, planning and maintenance and rehabilitation needs are taken from the total. The remaining funding is then divided into the two categories: Regional Improvement Program (RIP) and Interregional Transportation Improvement Program (ITIP). Of funds available for programming in the State Transportation Improvement Program, 75 percent is allocated to regional transportation planning agencies for the selection of projects of regional significance in the RTIP. The 25% remaining interregional share is limited to State highway, intercity passenger rail, mass transit guideway, or grade separation projects that facilitate the interregional movement of people and goods. At least 60% of the interregional share (15% of the STIP) must be programmed for projects on the interregional system. At least 15% of that 60% (9% of the interregional program; 2.25% of the STIP) must be for intercity rail. The 40% is designated for interregional movement of people and goods.

State Highways Operation and Protection Program

The State Highways Operation and Protection Program (SHOPP) includes state highway rehabilitation, traffic safety, seismic safety, and traffic operational improvements. The SHOPP, a four-year program, is adopted separately from the State Transportation Improvement Program. The Rehabilitation and Safety and Other Highway Construction elements previously included under the STIP, are incorporated under the SHOPP. New projects for the SHOPP are given priority and programmed according to rehabilitation, safety and operational needs. No new project is programmed unless Caltrans has a completed project study report (PSR) or equivalent document identifying a specific project scope and estimated cost.

State Transit Assistance

The State Transit Assistance (STA) program was enacted in 1980 to provide a source of funding for transit. When the state sales tax was extended to gasoline sales in 1971, it was assumed that the gasoline sales tax return and the return of funds (Local Transportation Funds - LTF) to local jurisdictions would remain the same. However, when gas prices rose dramatically in the mid 1970's, the amount of monies accrued from the sales tax on gasoline increased faster than LTF. The Legislature subsequently passed the STA program to provide spill over gas sales tax funds to transit. In the past, transit agencies in the Monterey Bay metropolitan region have received substantial funding from this source. When gas prices declined in the mid-1980's, the income from this source declined. When California's "Transportation Blueprint" was approved by voters in 1990, the gas tax was scheduled for a nine cent increase over five years. The additional state sales tax generated from the higher fuel tax was directed to the Transportation Planning and Development (TP&D) Account. Caltrans takes funding "off the top" with the remainder split evenly between STA and the Transit Capital Improvement Program to fund transit capital projects.

Proposition 116 Rail

As part of the state transportation financing package approved by voters in 1990, Proposition 116 provides capital funding for rail projects in each county. The proposition included 17, 11 and 1.7 million dollars to Monterey, Santa Cruz and San Benito Counties, respectively. In Monterey County, the funds were designated for the extension of the Caltrain commuter train into Monterey County or any other rail project. In Santa Cruz County, Proposition 116 funds are available for a rail project. As a non-urban county, San Benito County could use the funds for grade crossings, rail passenger stations, rights-of-way acquisition, paratransit vehicles and other capital facilities for public transit. San Benito County has used Proposition 116 funds for the purchase of transit vehicles and the construction of a vehicle maintenance station. Monterey County used approximately $6 million Prop. 116 funds in the acquisition of the Monterey Branch line from Union Pacific and expect to use remaining Proposition 116 funds for rail capital upgrades/rehabilitation. Santa Cruz County is currently analyzing options to us Prop. 116 to purchase the Santa Cruz Branch line from Davenport to Watsonville.

Bicycle Transportation Account

The California Bikeways Act - Bicycle Transportation Account (BTA) currently provides $5,000,000 funding annually on a discretionary basis for commuter-oriented bicycle projects. The BTA funds are to improve the safety and convenience of commuter oriented bicycling. Priority projects serve bicycle commuters, have activity centers at

each end point are consistent with the bicycle plan/program, and close missing links. Cities and counties with approved bicycle transportation plans are eligible recipients. Individual projects cannot receive more than 25 percent of state-wide funds available.

California Aid to Airports Program

The California Aid to Airports Program (CAAP) provides funds to general aviation airports in the state. It is funded through the Aeronautics Account of Caltrans' budget. Revenues for the account are accrued through excise taxes on aviation, gas and jet fuel sales. After funding the Caltrans Division of Aeronautics operation, funds are available for assistance to local airports. General aviation airports in the Monterey Bay metropolitan region receive a standard $10,000 each per year. If money is still available, the remainder of the Aeronautics Account is discretionarily awarded to the state's general aviation airports.

Local Revenues

Local transportation revenues can be, and are, from a multitude of sources. In the Monterey Bay metropolitan region, jurisdictions might use the following (not intended to be all inclusive) locally-generated fund sources to aid in the building, maintenance and operation of their transportation infrastructure: 1) state fuel tax subventions, 2) Transportation Development Act (TDA) Local Transportation Funds (LTF), 3) transit passenger fares, 4) general funds, 5) other jurisdictional local funds, 6) transportation sales tax measures, if applicable, and 7) funds from special fees assessed to collect money for specific uses, e.g. Service Authority for Freeway Emergencies (SAFE), AB 2766, and aviation fees.

Fuel Tax Subventions

The gas tax funds that are apportioned from the state to cities and counties are to be used exclusively for local roadway projects. Gas tax revenues are dependent upon the amount of gasoline consumed since the tax is assessed on a per gallon basis rather than on the cost of gasoline. As discussed above under the STIP section, any unobligated balance in these funds is transferred to the State Highway Account.

Local Transportation Funds

The Transportation Development Act (TDA) of 1971 extended sales tax to gasoline purchases and earmarked 1/4 of one cent of all sales tax proceeds for public transit improvements in the county where the revenue was generated. Jurisdictions may use these Local Transportation Fund (LTF) amounts for street and road purposes if a finding is made by the jurisdiction involved that there are "no unmet transit needs that are reasonable to meet". The reasonableness criteria is defined by each Regional Transportation Planning Agency administering the funds.

Each Regional Transportation Planning Agency can take costs "off the top" for administering the LTF program and for transportation planning within the respective county. An additional 2% of the remainder is required to be set aside for funding bicycle and pedestrian projects within each respective county. The remaining funds are then available to the transit operator(s) or, in some instances, to local jurisdictions for street and road purposes.

Transit Passenger Fares

All the public transit operators in the Monterey Bay metropolitan region charge a user fee (fare) for persons to ride their service. Although the intent is for the users of the service to contribute a small portion of the cost to operate the system, it is also to ensure that each operator can meet pre-established farebox recovery ratio standards for the continued receipt of Transportation Development Act LTF funds.

Farebox recovery ratio means the amount collected from passenger fares divided by the cost of providing the service. In the Monterey Bay metropolitan region, this amount ranges from 10% (the minimum without otherwise stipulating a waiver – usually the general public transit and paratransit programs have low farebox recovery ratios) to up to 40 - 50% (the Highway 17 Express Service operated between Santa Cruz and Santa Clara counties by the Santa Cruz Metropolitan Transit District).

General Fund

A jurisdiction's general fund is another source for local transportation revenues. In the past, the majority of cities and counties have provided monies from the jurisdictions' general fund to transportation improvements. As the decision to use these funds for transportation projects rests at the policy level, revenue has not been forecast from this potential source.

Other Jurisdictional Local

As reported in annual volumes of the Financial Transactions Concerning Streets and Roads of Cities and Counties of California prepared by the California State Controller's Office, there are several fund sources which jurisdictions receive that AMBAG collectively will refer to as "other" jurisdictional local funds. These include:

- revenues derived from the use of gas tax monies

- proceeds from bond sales for street purposes
- street assessment levies
- traffic safety funds used for street purposes
- revenues from local government agencies
- monies made available from "other" sources

Collectively, these funds sum to an impressive figure. In many instances, the amount of revenues collected from these other sources matched fuel tax subventions. Therefore, this eclectic local source mix can not be summarily dismissed.

Transit Sales Tax

The Transit Sales Tax is identified as a revenue source for Santa Cruz County. Based on numerous surveys, the work of the Transportation Funding Task Force (discussed in Chapter 2), and the successes in other regions of the state representing over 80% of the state's population, the 2010 MTP assumes that voters in Santa Cruz County will approve a new local revenue source, equivalent to a half-cent sales tax, by 2012 thereby including an anticipated revenue of approximately $370 million in current year dollars. While not an existing revenue source, it is reasonable to include revenues from a new local source such as a sales tax in the 2010 MTP for several reasons:

- A local transportation sales tax is one of the more feasible funding sources to adopt logistically, as state law already authorizes voters to raise such taxes. While current state law requires that two-thirds of the voters approve any new local sales tax which includes a specific list of projects, legislative efforts are underway to reduce the two-thirds (66.7%) vote requirement for special taxes to a 55% majority.
- The Transportation Funding Task Force (TFTF) process resulted in a list of projects for a half-cent sales tax that received significantly more than a 2/3 majority support from the broad based task force. The economic recession has temporarily efforts to place a sales tax measure on the ballot.
- Greenhouse Gas (GHG) reduction targets will require that we expand transportation alternatives (transit, carpool, vanpool, bicycle, pedestrian, etc.) and revenues will be needed to build the infrastructure and expand services.
- As fewer state and federal dollars are going towards transportation, local communities are increasingly supportive of local transportation funding initiatives. For instance, several counties and cities in the state approved transportation sales tax measures in 2008.
- 33% of counties in California representing 84% of the population are self help counties benefiting from increased transportation revenues and those that are not continue efforts to become self help counties; therefore, it is reasonable to assume that this trend will continue over the next 25 years.

Service Authority for Freeways and Expressways

The Santa Cruz County Regional Transportation Commission, Transportation Agency for Monterey County (TAMC) and Council of San Benito County Governments (SBCOG) are designated Service Authority for Freeways and Expressways (SAFE) for their respective counties. SAFEs are responsible for installing and maintaining the emergency call boxes that link stranded motorists to the California Highway Patrol. As the SAFE, SCCRTC, TAMC, and SBCOG collect an additional $1.00 fee per vehicle registration. Call boxes are intended to enable motorists to obtain assistance and roadway information. However, it is not intended that any services provided be considered an emergency system. SAFEs also provide other motorist aid services, such as free tow trucks during peak periods, and implementing intelligent transportation systems that serve motorists such as roadway detection and information dissemination. Call boxes are located on: State Routes 1, 9, 17, 129 and 152 in Santa Cruz County; State Routes 25, 101 and 156 in San Benito County; and State Routes 1, 68, 101, and 156 in Monterey County.

AB 2766 Vehicle Registration Surcharge

AB 2766 authorized local air pollution control districts (APCDs) to authorize up to a $4 per vehicle additional registration fee on vehicles. After some handling charges assessed by the Department of Motor Vehicles, the money is returned to the APCDs in the county in which the revenue is collected. The funds are required to be used to implement, monitor and enforce the California Clean Air Act.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) representing the North Central Coast Air Basin (NCCAB), e.g. the Monterey Bay metropolitan region, has assessed the additional $4 per vehicle registration fee. Of the amount collected, the MBUAPCD has retained approximately half the funds to implement, monitor and enforce the California Clean Air Act and has distributed the remainder to projects within the region which reduce transportation-related emissions. In addition, the MBUAPCD will begin

collecting another $2 per vehicle registration fee to augment the existing $4 assessment.

Aviation Passenger Facility Charge

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) made provision for the assessment of a $4.00 or $4.50 Passenger Facility Charge (PFC) by air carrier airports on customers flying in and out of their airports. The fee is processed through the airline carriers and they can retain eight cents per assessment. The remainder is returned to the airports. Monterey Peninsula Airport currently imposes a $4.50 PFC on all passengers using Monterey Peninsula Airport.

Transportation Impact Fees

In recognition that current funding sources for transportation are not meeting existing transportation maintenance and demand, much less demand generated by new growth, additional sources of revenue are needed. Subsection 7 above outlines the potential for new sales tax revenues in Monterey and Santa Cruz Counties. An additional source of funding which is used sporadically throughout the Monterey Bay region is traffic impact fees. A traffic mitigation impact fee distributes the costs of transportation improvements among all new developments based on the size of a proposed development or estimates of a project's trip generation capacity. Caltrans notes that fair-share, per-unit fees for new development that have a direct nexus to mitigating the impacts of additional trips created, are appropriate. In that vein, San Benito County has implemented an impact fee program within the County and the City of Hollister for some years. In Monterey County, the Cities of Greenfield, King City, Salinas, and Soledad have impact fee programs. The Fort Ord Reuse Authority also collects fees to fund transportation improvements needed to accommodate redevelopment of the former Fort Ord. Additional information on impact fees is provided below.

In addition to several cities' stand-alone traffic impact fee programs in Monterey County, the Transportation Agency for Monterey County has developed a countywide regional traffic impact fee program, describing its potential implementation as one of the County's needed funding sources in order to move transportation projects forward. This alternative was pursued based on a recommendation from the Monterey County Congestion Management Program. Monterey County's regional development impact fee is proposed for enactment in conjunction with the transportation sales tax. Enactment requires the approval 9 out of the 12 jurisdictions in Monterey County; in the financial revenues estimate, funding from the Monterey County regional development impact fee is estimated to start in FFY 2005/06 and continue through the life of the plan.

For San Benito County, in order to mitigate the impact of development on transportation infrastructure the City of Hollister and County of San Benito have established traffic impact fees based on a computer generated traffic model that projects improvement needs given proposed land use scenarios. According to the Council of San Benito County Governments (SBtCOG) staff, the forecasts of future demand on the transportation infrastructure in the study area are prepared using the San Benito/Hollister travel demand model. This computer model uses widely accepted transportation planning algorithms to convert forecasts of future land use into forecasts of the number and distribution of vehicle trips that will be made in the future. These vehicle trips are then assigned to paths along the highway system, which ultimately result in forecasts of the future traffic volumes on the highway network. These forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments or intersections where a prescribed level of service will be exceeded. Using this methodology, a list of recommended improvements to the highway system was prepared. This set of recommended roadway improvements should allow the proposed development to occur without creating unacceptable levels of traffic congestion on the local and regional highways. SBtCOG staff notes that they are moving forward, with consultant assistance, to update the 2001 Impact Fee Program.

In Santa Cruz County, the Santa Cruz County Regional Transportation Commission is not currently proposing the implementation of county-wide development impact fees.

Appendix J: Park & Ride Lot Addresses

Table 40. Park & Ride Addresses.

	Number of Spaces	City	Location
MONTEREY COUNTY			
Prunedale	33	Prunedale	101/156 Interchange South at Prunedale
Laureles Grade Rd	19	Near Monterey	Laureles Grade Rd and Hwy 68
Crossroads Shopping Center	33	Carmel	At Crossroads Shopping Center and Hwy 1
SAN BENITO COUNTY			
Veterans Memorial Park	18	Hollister	Hilcrest Rd at Memorial Rd in Hollister
Searle Rd	20	San Juan Bautista	On Searle Rd at 101/156 Interchange North
SANTA CRUZ COUNTY			
Summit (Informal Lot)	12	Santa Cruz	Summit Rd and Highway 17
Scott's Valley Transit Center	223	Scotts Valley	At Kings Village Rd off Mt Hermon Rd
Pasatiempo	57	Santa Cruz	At Pasatiempo exit on Hwy 17 on west side of interchange
Quaker Meeting House	12	Santa Cruz	225 Rooney St; take Morrissey exit on Hwy 1
Soquel Dr	121	Santa Cruz	Hwy 1 and Soquel Drive on Paul Sweet Rd
Resurrection Church	75	Aptos	Hwy 1 and Seacliff/State Park Drive exit

Source: Caltrans District 5.

Appendix K: List of Comments to the Draft MTP

Comments on the 2010 Draft MTP were received from the following:

- Caltrans
- City of Marina
- Debbie Bulger, Mission: Pedestrian
- EPA Region IX
- Jack Nelson, Santa Cruz
- Joseph P. Thompson
- LandWatch
- Santa Cruz METRO
- Santa Cruz County Regional Transportation Commission (SCCRTC)
- The Center for Sensible Transportation (CFST)

Table 41. Responses to Comments.

Agency	Comment	Page	STATUS/CHANGE MADE
Caltrans	Page 12 - The Monterey Bay Area Transportation Vision for 2035: AMBAG is commended on its efforts to begin the development of sustainable communities' strategy for the region to comply with the requirements of SB 375. We would like to encourage AMBAG's continued participation on the *MPO/ARB* Working Group for SB 375 Target Setting as well as continued communication and collaboration amongst all the agencies within the AMBAG region regarding the development of a sustainable community's strategy to meet the requirements of SB 375.	12	AMBAG is continuing participation in the MPO/ARB Working Group for SB375 Target Setting, and continues to pursue communication and collaboration with all agencies in the region in preparation for the development of the sustainable communities' strategy.
Caltrans	Page 24 - Existing Conditions: Government Code Section 65080.1 requires that MPOs and RTPAs whose boundaries include a portion of the California Coastal Trail or property designated for the trail, coordinate with appropriate agencies including the State Coastal Conservancy and the California Coastal Commission regarding the development of the California Coastal Trail and include provisions for the California Coastal Trail in the Regional Transportation Plan. AMBAG is commended for its discussion of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network; however, in the Pedestrian and Bicycle Facilities section on page 24, it is unclear as to exactly how AMBAG is meeting the requirements of Government Code Section 65080.1. Please consider expanding discussion in this section to include a description of which agencies were consulted with and how the requirements of 65080.1 are being met through the MBSST network.	24	Coordination between Caltrans, the Coastal Commission, local political leaders, TAMC, SCCRTC, and residents of affected communities continues. As specific plans are completed and funds become available, more of the trail will be completed.
Caltrans	Page 40 - Table 5. Route descriptions and congestion issues: State Route 152sentence is unclear as stated; we would suggest "These trucks are diverted truck traffic to Highway 129 and other routes."	40	Changed.
Caltrans	Page 40 - Table 5. Route descriptions and congestion issues: State Route 17- use of language such as "an exceptionally steep, tortuous route" also" highway has been the scene of many serious accidents." is not recommended. Caltrans monitors all state routes to determine locations of high accident concentration and develops strategies for prevention and improvement on the highway. Safe on 17 has also been an effective collaborative of stakeholders including Caltrans, CHP, local and elected officials in heightening awareness for the motoring public to slow down and use caution on 17. Highway 17 is classified as having terrain that is rolling to mountainous. With slopes from 4-6%.	40	Language has been changed to address the *Safe on 17* program.
Caltrans	Page 42 - Airports - Aviation System: The Monterey Peninsula Airport had 215,797 enplanements in 2006; Caltrans Division of Aeronautics is in the process of updating the "California Aviation System Plan" (CASP). Within the CASP is an Inventory Element where each airport is modified to update current status and airport statistics, which includes information on enplanements, total passengers, total operations, etc. In this case, according to the airport manager, the total enplanements were 214,302 for the end of 2008 and 427,542 passengers.	42	Addressed in the MPA section, p.43.
Caltrans	Page 43 - Monterey Bay Area General Aviation Operations & Facilities -Table 6: we recommend that AMBAG update the statistics before the final document. It is dated 2003, which is already 7 years outdated. The Division of Aeronautics currently has updated numbers for "annual operations" for every airport listed in that table, and most numbers have changed for "based aircraft" as well. The runway length for Marina Airport is 3485 and the runway length for the Frazier Lake airport is 3000, for example. Please contact the Division of Aeronautics to get updated statistics. It is noted that an inventory of all the airport facilities and heliport locations are identified. It is hopeful that AMBAG would include this inventory in any future emergency evacuation plans.	43	Information from 2009 obtained from Caltrans.
Caltrans	Page 43 - King City Municipal (Mesa Del Rey Airport): It states that in 2003 the airport handled 12,400 general aviation operations. As of the end of2008, it handled 7,860. AMBAG may want to verify this with the airport manager since the numbers are considerably lower than 2003.	43	Updated Statistics were verified with current trends.
Caltrans	Page 43 - Monterey Peninsula Airport: this section states that the longest	43	Updated Statistics.

Agency	Comment	Page	STATUS/CHANGE MADE
Caltrans	Page 43 - Salinas Municipal Airport: This airport indicates in 2003, there were 75,010 general aviation operations with 220-based aircraft. These numbers can be verified with updated information - for the year-end of 2009. Division of Aeronautics has a report that indicates 83,190 operations and 228 based aircraft for this airport.	43	Updated Statistics.
Caltrans	Page 44 - Marina Municipal Airport: The first paragraph states that in 2003 this airport had an estimated 30,000 operations on its one 3,000-foot runway. As of2009, there is an estimated 1,500 operations with 30-based aircraft, and the runway is 3,485 feet.	44	Updated Statistics.
Caltrans	Page 44 - Watsonville Municipal Airport: It is written that in 2003, the Watsonville Municipal Airport accommodated 122,890 general aviation operations. At the end of 2009, the general aviation operations were estimated to be 85,000. There appears to be a downward trend in airport usage that isn't reflected in this report, whether from the economy or some other factor, which might be addressed.	44	Updated Statistics.
Caltrans	Page 44 - Hollister Municipal Airport; It states, "It services 195 aircraft and estimated annual operations of57, 300 in 2003." As of the end of2009 the airport services 160 aircraft with an annual operations number of 43,040.	44	Updated Statistics.
Caltrans	Page 44 - Frazier Lake Airpark: There are no statistics quoted from 2003, however, as of the end of2009, this airport reports 12,000 operations and 87 based aircraft.	44	Updated Statistics.
Caltrans	Pages 53-55 - Policy Element: It would be helpful if long-range and short-term strategies were identified as required by 23 CFR 450.322(b).	53	Section has been added. Please see p.56.
Caltrans	Page 70 - Project List - Constrained Projects: The last sentence "These 411 plus projects could be at least partially funded." All projects proposed on state highways must have a funding strategy through construction prior to commencing a project study report. Partial funding of projects is not recommended.	70	"These 411 plus projects could be funded."
Caltrans	Page 73 - Financial Element: Please clarify how the methodology described on p. 73 meets the federal requirements to reflect "year of expenditure dollars" to reflect inflation rates per 23 CPR 450.322(f)(10(i).	73	Please see statement on p.73: "The State of California uses an average escalation rate of 3% for project costs, though more recently agencies have assumed 1-2% growth rates. While actual escalation rates may vary between projects and revenues, a constant 2.5% was used for this exercise."
Caltrans	Pages 111 and 112 - List of Constrained Projects: These pages are repetitive and have the same exact information on both pages.	111	Changed.
Caltrans	Page 118 - Appendix D - Unconstrained Project List: Caltrans believes the State Route 68 Bypass project should be listed under the MTP's "Unconstrained Project List." Please see TAMC for details.	118	Project has been added, as it was inadvertently omitted.
Caltrans	Page 132 - Appendix E - Native American Tribal Government Consultation & Coordination: AMBAG is commended for its consultation and coordination efforts with regional partners including federally un-recognized Tribal Governments.	132	No change made.
Caltrans	Page 142 - Appendix I - Revenue Sources: Please consider adding statements that the projects in the MTP are consistent with the ITIP and FTIP.	142	"Projects listed in the MTP will eventually be listed in the FTIP, ITIP, and STIP."
Caltrans	Page 143 - Appendix I - Federal Transit Administration - Section 5313(b): Please change the name of "53 13(b)" to "5304" to reflect the current program name.	143	Changed.
Caltrans	Page 2-8 - TDM, ITS and Alternative Fuel Projects: this section makes reference to the Highway Advisory Radio (HAR). Caltrans no longer promotes, maintains, or supports HAR. Please remove the reference.	SEIR	addressed through SEIR edits
Caltrans	Page 3.3-10 - Current Air Quality: the first paragraph and Table 3-4 incorrectly describe the NCCAB as a maintenance area for the federal one-hour ozone standard. The NCCAB is in attainment or unclassified for all federal Air Quality standards.	SEIR	addressed through SEIR edits

Agency	Comment	Page	STATUS/CHANGE MADE
Caltrans	Page 3.3-14 - Conformity with SIP/Consistency with AQMP: This section needs editing for the reason discussed in the comment above. Federal attainment means no conformity process. Chapter 3, Section 3.4 Biological Resources (Summary of Significant Impacts, Pages ES-1 to ES-12) 1.IMPACT 3.4.1: Modification of Habitat MITIGATION MEASURE 3.4.1a: Avoidance and Design Modification A. Prior to the finalization of project design, the area in which the project is proposed should be thoroughly surveyed to determine the presence or absence of habitat for candidate, sensitive, or special status species, and to determine the extent to which project construction may interfere with the movement of any resident or migratory fish or wildlife species. Comment: Stating that surveys should be conducted prior to finalization of the project design could lead to surveys being conducted too late in the process to coordinate with the agencies and modify design. Suggest modifying as follows: "Early in the development of the project design," etc. B. If initial biological assessments for a proposed project identified in the 2010 MTP determine the presence or potential presence of a state or federally listed species on the site, the implementing agency shall, where appropriate, consult with the California Department of Fish and Game (CDFG) or the US Fish and Wildlife Service (USFWS), respectively, for guidance on whether or not the project can avoid impacts to the species. Comment: Add National Marine Fisheries Service (NMFS). Agencies are required to consult with NMFS if there are federally listed anadromous fish species as well as impacts to marine mammals and Essential Fish Habitat. D. In those instances where it is not possible to avoid sensitive habitat areas through design measures, the USFWS and the CDFG may need to be contacted in order to achieve compliance with the appropriate endangered species protection regulations through the implementation of site-specific mitigation measures prior to project approval. Comment: Add NMFS to the list of agencies. MITIGATION MEASURE 3.4.1b: Conservation Banking	SEIR	addressed through SEIR edits
Caltrans	*Where avoidance of impacts is not feasible through design, implementing agencies shall mitigate impacts to habitat modification through the use of conservation banks, where such mechanisms exist. Where individual projects would modify habitat, project sponsors would be required to purchase credits from a conservation bank as approved by the California Department of Fish and Game as outlined in the "State's Official Policy on Conservation Banks. "*	SEIR	addressed through SEIR edits
Caltrans	**Comment:** Use of a conservation bank may not always be required, especially for habitat for sensitive species that are not state listed species. Suggest rephrasing statement "implementing agencies shall, when appropriate, mitigate impacts to habitat modification through the use of conservation banks, where such mechanisms exist". Rephrasing the 1st sentence would also require modifying the statement in the 2nd sentence to reflect that when a conservation bank is used the bank must be an approved bank. ***2. IMPACT 3.4.2: Modification of Riparian Areas/Wetlands MITIGATION MEASURE 3.4.2a: Avoidance/Permitting/Precautions during Construction*** **B.** *In those instances where it* is *not possible to avoid riparian areas or wetlands through design measures, the US. Army Corps of Engineers, the Us. Environmental Protection Agency, the us Fish and Wildlife Service and the California Department of Fish and Game shall, where appropriate, be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval.* **Comment:** Add NMFS and also add Regional Water Quality Board responsible for issuing 401 permits. **F.** *CDFG shall, where appropriate, be notified immediately of any spills, and shall, where appropriate, be consulted regarding clean-up procedures.* **Comment:** CDFG is not the only permitting agency that may need to be notified. Suggest replacing CDFG with "permitting agencies shall" etc. **H.** *Implementing agencies shall, where appropriate, ensure that, following construction, disturbed banks are re-vegetated using locally occurring, drought resistant native species and erosion control grass seed, in consultation with a qualified biologist.* **Comment:** Remove "drought-resistant." This is a discussion about wetlands and riparian areas, which typically have species that are not drought-resistant species. *MITIGATION MEASURE 3.4.2b: Mitigation Banking*	SEIR	addressed through SEIR edits
Caltrans	*Where avoidance of impacts is not feasible through design, implementing agencies shall mitigate impacts to riparian areas or wetlands through the use of mitigation banks, where such mechanisms exist. Where individual projects would*	SEIR	addressed through SEIR edits

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	modify riparian areas or wetlands, project sponsors would be required to purchase credits from a mitigation bank as approved by a multi-agency Mitigation Bank Review Team (MBRT) as outlined in the "Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (current edition). " Comment: Although the 2008 Compensatory Mitigation Rule has mitigation banks at the top of the preference hierarchy along with in-lieu fee programs, they are not always required. There is still flexibility for other types of off-site mitigation as well as on-site mitigation (see the 2008 rule on EPA or ACOE website). Suggest rephrasing "implementing agencies, where appropriate, shall mitigate impacts through the use of mitigation banks or in-lieu fee programs, where such mechanisms exit." *Avoiding completely riparian areas or wetlands through design measures would reduce this potential impact to a level of less than significant for most projects.* Comment: Grammar error - it should read, "Completely avoiding riparian areas ..." *3. IMPACT* 3.4.3: *Interference with Wildlife Movement MITIGATION MEASURE* 3.4.3: *Avoidance and Design Modification avoiding completely Wildlife movement corridors through design measures would reduce this potential impact to a level of less than significant for most projects.* Comment: Grammar error - it should read, "Completely avoiding wildlife movement corridors" etc. Incorporate into this section that the *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California February 2010* will be used as one of the decision tools, along with regional habitat connectivity plans, to help develop alternatives that avoid and minimize impacts to wildlife corridors. This report was just released and the links to the final report and GIS mapping can be downloaded from the DFG website listed below. Additional information can also be found at the Caltrans link below: http://www.dfg.ca.gOY/habcon/connectivity/; http://www.dot.ca.goY/hq/enY/bio/programefforts.htm; IMPORTANT: Since AMBAG participated as a multi-disciplinary team member and is listed as a Member of the Technical Council of Governments, participation as an agency qualifies as early coordination with the resources agencies under SAFETEA-LU and should be mentioned, especially in the RTPs.		
City of Marina	The City's found that project MAR 061, Marina-Salinas Corridor-B (Regional Fee - Peninsula/South Coast) was omitted from Appendix B "Financially Constrained Programs and Projects". This project has an estimated total cost of $44,231M of which $42,515M is constrained (funded). The City of Marina requests this project be included in Appendix B (Constrained) and in the list of "very large construction projects" for Monterey County on page 2-13, and removed from Appendix C since the majority of the cost is funded.	110	Project has been added, as it was inadvertently omitted.
City of Marina	Marina's main comment seemed to be some confusion as to whether or not the Imjin Road widening and Highway 1/Imjin Interchange project included in our regional fee program was a funding constrained project or not, which is what we heard at our Board's public hearing. The project is shown as a constrained project in our plan, but for some reason is included on the unconstrained project list in Appendix C to the DSEIR (MAR 061). Marina was concerned about the implications of the project not being included as a constrained project in this document. The project is described correctly in the environmental document, but listed with the unconstrained projects for some reason. We overlooked this issue when reviewing the document. Was this a typo that can just be fixed, or does the environmental review need to be revised to account for this one project?	110; SEIR	Project has been added, as it was inadvertently omitted.
Debbie Bulger, Mission: Pedestrian	Thankfully, Alta Planning and Design has done some research which provides data instead of conjecture. A summary of this research is attached for your information. The study, "Seamless Travel," showed that 76% of walking trips and 29% of biking trips are for transportation not recreation. In addition, the study found that there are no distinct daily peaking periods for bicyclists and pedestrians so that traffic counts which focus on automobile commute hours do not capture accurate pedestrian counts.	22	"Walking, even though it is not considered as common transportation mode, supplements all other transportation modes – all trips start and end with walking."

Agency	Comment	Page	STATUS/CHANGE MADE
Debbie Bulger, Mission: Pedestrian	Here in Santa Cruz, parents are reluctant to let their middle school children bicycle to school because King Street is so dangerous. I have had to push a stroller with my own grandchildren in the street on Delaware Avenue, an arterial, on our way to Natural Bridges State Park because there are large stretches of missing sidewalk. An elderly friend on the east side of Western Drive in Santa Cruz cannot safely walk to her neighbor's house a block away because there is no sidewalk on this busy street. These examples are reasons why people don't walk more. Our communities need to invest more in safety and mobility for pedestrians and bicyclists. Mission: Pedestrian is an organization of residents, business people, and neighbors who live and work in Santa Cruz. We support safe, comprehensive, convenient, accessible, and attractive pedestrian ways. Mission: Pedestrian is affiliated with AmericaWalks and CaliforniaWalks, national and state pedestrian advocacy groups dedicated to promoting walkable communities.	22	The *Unmet Bicycle and Pedestrian Needs* section on p. 24 of the 2010 MTP recognizes the lack of investments that have historically been made to pedestrian infrastructure and recommends that these modes be prioritized in the future. The Blueprint planning efforts referenced on p.12 also seeks to change transportation investment priorities.
Debbie Bulger, Mission: Pedestrian	I am formally requesting that AMBAG correct the above noted inaccuracies and prejudices in the MTP SEIR.	SEIR	See 2010 MTP *Unmet Bicycle and Pedestrian Needs* section, p.24.
Debbie Bulger, Mission: Pedestrian	Mission: Pedestrian would like to comment on the low regard and thus low funding priority assigned to non-motorized travel, specifically walking and bicycling, as noted on page 3.15.1 of the 2010 MTP. The statement is made that "Non-motorized travel modes, such as walking and the use of bicycles, are used primarily for recreation . . ." What evidence do you have to support such a claim? Do you have comparable data regarding the percent of motor vehicle trips that are for recreation as opposed to what AMBAG considers worthwhile pursuits?	SEIR	The *Unmet Bicycle and Pedestrian Needs* section on p. 24 of the 2010 MTP recognizes the lack of investments that have historically been made to pedestrian infrastructure and recommends that these modes be prioritized. The Blueprint planning efforts referenced on p.12 also seeks to change transportation investment priorities.
Debbie Bulger, Mission: Pedestrian	The MTP further states that "Despite generally mild weather, considerable level terrain, and the presence of urban areas where many trips could be made without a motor vehicle, in the Monterey Bay region non=motorized transportation modes represent only a small fraction of the total number of work commute trips." (p. 3.15.1) This statement seems to imply that the reason for the small number of commute trips by non-motorized transport is not the weather, terrain, or lack of urbanization but some other factor. Could the reason be the LACK OF CONNECTIVITY, PAUCITY OF WALKING AND BIKING INFRASTRUCTURE, OR AUTO-CENTRIC DESIGNS ON ROADWAYS THAT CONTRIBUTE TO FEELINGS OF DANGER for bicyclists and pedestrians?	SEIR	The *Unmet Bicycle and Pedestrian Needs* section on p. 24 of the 2010 MTP recognizes the lack of investments that have historically been made to pedestrian infrastructure and recommends that these modes be prioritized. The Blueprint planning efforts referenced on p.12 also seeks to change transportation investment priorities.
EPA Region IX	Maintain and Expand Use of the Regional Blueprint Concept. ----EPA acknowledges and encourages AMBAG's scenario planning efforts for its 2012 MTP. This work will be fundamental to developing a Sustainable Communities Strategy that will help decrease VMT and the resultant C02 emissions in the future. EPA recommends that AMBAG also include discussions of the other goals and criteria of the regional blueprint and how each relates to and/or influences the MTP. EPA also encourages AMBAG to continue to provide support and resources to local jurisdictions to make their general plans and proposed projects consistent with the MTP and the future regional blueprint. EPA, HUD and DOT recently joined in a partnership to support measures to improve livability and sustainability. We encourage AMBAG to consider the principles identified through this partnership when working to integrate the blueprint concept into regional planning. More information on this partnership, including grant opportunities, can be found at http://www.epa.gov/smartgrowth/partnership/. EPA values the opportunity to be involved in the region al transportation planning process. When the final MTP and EIR are available, please send a copy of each to the address above (mail code CED-2). If you have any questions about our comments, please contact ~e at 415-947-416 1, or Chris Ganson of my staff (415-947-4121; ganson.chris@epa.gov).	12	The Blueprint will not be complete by the time the MTP needs to be adopted. Instead, the Blueprint will strongly inform the SCS that is required under SB 375 and will be a component of the 2012 MTP

Agency	Comment	Page	STATUS/CHANGE MADE
EPA Region IX	Provide a Comprehensive Discussion of the Long-Term Utility of Roadway Expansion Projects, Including Implications for Environmental Indicators. ---- Upcoming greenhouse gas emissions targets under SB 375 will require Metropolitan Planning Organizations to develop Sustainable Community Strategies .which reduce transportation greenhouse gas emissions. EPA commends AMBAG for developing a qualitative "GHG Reduction Alternative" in its MTP SEIR to begin to address this. We recommend AMBAG take the next step and incorporate discussion of the GHG implications of proposed projects. Perhaps the most significant influence an MPO has on greenhouse gas emissions are from the induction and distribution of vehicle travel that results from new infrastructure projects.	30	While the MTP acknowledges the possibility of induced travel, the current federal transportation process has a particular focus on increasing mobility, and consequently because roadway widening may result in more trips is not necessarily a bad outcome. By increasing options for travel, VMT will grow. Ultimately, emissions are the result of VMT and free flow speed, with greenhouse gas emissions resulting from lower average speeds. A roadway system that increases both VMT and average speeds may have lower emissions than a system with less VMT and much lower average speeds. The comment also recommends that AMBAG discuss the GHG implications of individual projects, however, AMBAG is not the proponent of any project in the constrained list and does not have the authority to impose greenhouse gas emission analyses on project proponents.
EPA Region IX	A growing body of research demonstrates that roadway and highway widening induces automobile use, as recognized in the MTP: "Both funding limitations and unavoidable environmental impacts effectively prevent widening highways to increase capacity and eliminate peak period congestion. It has been demonstrated that efforts to widen highways do not in fact mitigate congestion, but instead push congestion to other segments in the network. More responsible mitigation develops other modes within the overall transportation network." (p. 58)	58	Text has been updated.
EPA Region IX	Further, even widened roadway segments themselves have been shown to have a tendency to re-congest, as the new capacity draws traffic from other routes, times of day, and modes, and over the longer run lead s to business and residential location choices and land use development pattern s that generate added vehicle travel. However, various passages in the MTP identify roadway widening as a solution for congestion (e.g. p. 65 "Supply Side Measures"), and the document indicates plans for several roadway widening projects. In light of the above quoted statement from the MTP and the body of evidence on induced demand, and in light of upcoming SB 375 requirements, the MTP should discuss both prospects for long-range congestion reduction benefits of these projects and their implications for emissions. Further, the MTP should provide justification that available funding is applied to projects with highest overall economic, social, and environmental benefit.	65	No change made. The 2012 MTP update will have a more comprehensive discussion of long term strategies relating to SB375 requirements.

Agency	Comment	Page	STATUS/CHANGE MADE
EPA Region IX	Include Additional MTP Performance Standards to Measure Environmental Results of the MTP, such as Measures to Evaluate the Plan's Success in Protecting Sensitive Habitat. --- Currently, AMBAG's goal to protect the environment is housed within a broader goal to "Protect the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns". Also, currently the MTP suggests that monitoring plan updates and coordinating with local agencies may be a good substitute in lieu of a specific metric to meet this overall "goal"; however, this may not effectively measure environmental results . To demonstrate how the MTP will meet its goal of protecting the environment, EPA recommends that AMBAG identify specific performance standards to measure how the plan protects the environment. For example, we suggest that AMBAG consider performance measures that evaluate the MTP's effectiveness at protecting endangered species, wildlife and wetland habitat, and/or open space.	83	Added: "Since AMBAG is not an implementing agency, it is in a position to recommend performance measures to implementing agencies that track the effectiveness in programming projects in protecting endangered species, wildlife and wetland habitat, and open space. While these issues are routinely handled in project level EIRs, potential benchmarks include statistics on collisions with animals and acres of land that are developed for transportation uses that result in unmitigatable environmental impacts."
EPA Region IX	Consider Modifying MTP Performance Standards to Better Capture Transportation Efficiency. ----The MTP includes a section on System Monitoring and Benchmarks (pp 83-90). While EPA recognizes limitations in transportation data and current modeling capabilities, we recommend revising some of the metrics listed in order to better capture the stated goals. Consider Replacing Delay with Vehicle Hours Traveled Because Transportation is a "derived demand" - rather than being an end in itself, it is a means to other ends - achieving the same access to goods and services in less time is the object of a transportation system. Daily vehicle hours of delay, the metric chosen as a proxy for economic vitality, captures one facet of transportation efficiency, but misses another. Measuring delay captures time lost due to congestion, but fails to count the time spent on roadways at free flow speeds, and thus fails to account for location efficiency (or inefficiency). A metric of economic benefit of the transportation network ought to count a 20 minute commute spent on an uncongested roadway the same as it counts a 20 minute commute on a congested roadway. Therefore, EPA recommends including the metric Vehicle Hours Traveled (VHT) in place of Delay. Refocus metrics from mobility 10 access Throughout the document, the MTP refers to the concept of mobility as an end goal of the transportation network. But, mobility for people is a means to another end, access to goods, services, recreational opportunities, etc. Therefore, a metric that captures access better reflects the utility provided by the transportation network than one that captures mobility. For example, in a mixed use development, a "trip" may not be necessary to achieve access to a good or service. However, if for purposes of regional transportation planning it is assumed that a trip must be made to provide this access, then demand for transportation infrastructure will be overestimated. Another example is a "one stop shop" retail village, where only one round trip is necessary to achieve access to multiple goods and services, compared to disperse retail that requires shoppers to drive between single-use stores. The retail village achieves the goal of providing means for people to reach goods and services while generating fewer "trips" (and thus causing fewer of the negative social and environmental externalities, including greenhouse gas emissions, generated by the additional vehicle miles traveled). Meanwhile, while the disperse retail is less cost efficient to serve with transportation infrastructure, less time efficient for users, and has greater external costs, under a "trips" metric it would appear to confer greater benefit. In sum, using trips as a measure of benefit to the region's population gives credit to development patterns and transportation infrastructure that induces more trips to be made over those that leverage mobility more efficiently to create access. • For passenger travel, discuss the limitations of the "trips" metric as a proxy for access. Theoretically speaking, for passenger travel a metric of "visits" would be a better proxy for economic benefit than "trips". (An even better analysis would use local economic data, and land use modeling with an economic component, to provide a measure of economic exchange). EPA acknowledges limitations of present regional models, and	83	As noted in the comment, the Regional Travel Demand Model is constrained by currently available technology, data and financial resources. While some of the concepts can be measured through an activity based model, AMBAG does not have the resources to develop such a model, nor would developing an activity based model accommodate the ambitious set of indicators.

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	while we encourage improvement of modeling capabilities, the present MTP, at a minimum, EPA recommends including a discussion of the circumstances under which equating trips with access would lead to misleading results and counterproductive policy. • Consider adding a metric that captures freight efficiency. For freight, equating trips with benefit can be similarly misleading. Methods of improving efficiency of the freight network include "trip-chaining" and making better use of vehicle capacity, both of which reduce the number of trips. An example of a metric that captures freight efficiency would be estimated value of goods sold in the region per truck mile traveled. Again, EPA recognizes limitations in data availability and modeling capacity at this time; however, EPA recommends that the MTP include both a discussion of the limitations of a trips metric in informing efforts to improve freight efficiency, as well as alternate methods of analysis that do capture it. Consider including Vehicle Miles Traveled as a metric More economic and social activity accomplished with fewer Vehicle Miles Traveled (VMT) is efficiency in transportation. Many social and environmental goals are inversely correlated with VMT: Air quality, greenhouse gas emissions, safety from vehicle collisions, noise, some roadway-water quality issues, and some other quality of life issues; therefore, EPA recommends including a metric of "VMT reduced" in order to measure livability and environmental benefits.		
EPA Region IX	Expand AMBAG's Mitigation Land Banking Discussion to a Broader Regional Mitigation Strategy in the MTP. -- As noted above, SAFETEA-LU requires long-range transportation plans to include "a discussion of types of potential environmental mitigation activities, and potential areas to carry out these activities s, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." EPA appreciates the detailed information provided in the MTP on the existing mitigation and conservation banks that are available in the region and on the processes to establish banks, habitat conservation plans, or in-lieu fee programs. In addition to describing banking or in-lieu fee programs, the MTP's Regional Mitigation Strategy should: l) describe how available environmental information is used to inform avoidance and minimization at the transportation planning level, 2) describe other innovative opportunities for mitigation, 3) describe where mitigation would be the most successful , and 4) identify activities that "may have the greatest potential to restore and maintain the environmental functions affected by the plan." The following are EPA's recommendations for expanding AMBAG's Regional Mitigation Strategy: Use resource data to inform transportation decision-making. Use watershed, conservation, and recovery plans to identify important environmental considerations for the AMBAG region, such as critical wildlife corridors, the most important areas to protect for sensitive species, and areas with a high concentration of resources. Give conservation plans as much weight as General Plans when planning transportation investments. Incorporate concepts such as 100 to 200 foot buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems. Use parcel maps to identify larger, undivided parcels for ease of acquisition and preservation, and designate areas as potential future mitigation sites. Consider the resource, "Ecological: An Ecosystem Approach to Developing Infrastructure Projects" (2006) which encourages Federal, State, Tribal and Local partners involved in infra structure planning, design, review, and construction to use flexibility in regulatory processes. Specifically, Eco-Logical puts forth the conceptual groundwork for integrating plans across agency boundaries, and endorses ecosystem-based mitigation - an innovative method of mitigating infrastructure impacts that cannot be avoided. Update the discussion in the MTP on banking and in-lieu fee programs to reflect the most recent guidance on compensatory mitigation, banks, and in-lieu fee programs. On April 10, 2008 , EPA and the Corps issued revised regulations, "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule" (Mitigation Rule) (40 CFR 230), governing compensatory mitigation for authorized impacts to wetlands, streams, and other waters of the U.S. under Section 404 of the Clean Water Act. These regulations are designed to improve the effectiveness of compensatory mitigation to replace lost aquatic resource functions and area and include a mitigation hierarchy with an	93	Since AMBAG is not an implementing agency, an expanded mitigation bank strategy would mostly have academic value. Given the timing of EPA's comments, staff will look at addressing the specifics with partner agencies for the 2012 update of the MTP and will expect EPA to contribute to the development of the next MTP. New Language has been added to address this issue on p. 99.

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	inherent preference for mitigation banks and in-lieu fee programs before the use of an on-site mitigation site. The Regional Mitigation Strategy contained in the MTP should also establish the foundation for innovative regional mitigation solutions: • Identify financial mechanisms to fund mitigation, such as development fees, sales tax , or the use of funds from alternative methods to identify and protect critical resource areas. • Establish conservation easements that connect to and expand existing conservation areas. • Describe locally-developed measures such as county/city designation of open space, measures requiring development set-backs near streams, etc. *** EPA notes that the Elkhorn Slough Early Mitigation Partnership has not yet formally established a mitigation bank, as the MTP appears to imply. Caltrans District 5 is currently undergoing the process to establish a formal bank. EPA recommends providing the latest information on the proposed bank's status in the final MTP. ***Eco-logical is available on-line at: http://www.environment.fhwa.dot.gov/ecological/eco_index.asp; Information on pilots using Eco-logical principals is available on-line at: http://www.trb.org/StrategicHighwayresearchProgram2SHRP@/Public/Pages /capacitypilottests_334.aspx		
EPA Region IX	Clarify in the MTP How the Ongoing Regional Blueprint Effort Influenced Any Current Design and Route Network Location Decisions. ----- EPA recognizes that AMBAG intends to apply the ongoing regional blueprint process to identify a preferred growth scenario for 2035 which will serve as the foundation for determining a Sustainable Community Strategy. However, the MTP should clearly state how the information from the ongoing regional blueprint process or from the information collected to complete it in the future has informed the decision-making behind the projects already proposed in the MTP. EPA recommends that, at a regional level, the MTP identify how proposed transportation projects have been planned to (1) maximize use of existing infrastructure, such as improvements to existing roadways and transit service, (2) satisfy the region's residents need for efficient access to goods and services in the way that causes the least environmental and social harm, and (3) avoid and minimize high quality resources and habitat. The MTP should also identify what design and route network location decisions were proposed in order to avoid and/or minimize impacts to resources. It should be clear how information about resources, including information from existing resource documents, has informed decisions about the route network.	?	does not make any impact
EPA Region IX	Describe the Use of Available Data to Inform Regional Transportation Planning Decisions. ----SAFETEA-LU directs MPOs to compare transportation plans with other plans, maps, and data of inventories of natural or historic resources, if available. While the MTP indicates that public and private entities, including land trusts, environmental groups, community organizations, private mitigation banks and resource agencies were consulted in developing the mitigation land banking options, the MTP should include a discussion of other data, plans, or maps that may be useful to inform long-range transportation planning. EPA recommends that the MTP specifically describe how the proposed transportation network has been designed to avoid resources identified in data sources such as those identified below: • U.S. Fish & Wildlife Service species recovery plans • USDA Natural Resources Conservation Service wetland data • Nature Conservancy data and regional planning documents • California Department of Fish and Game Natural Diversity Database • Local non-profit and land trust group information	?	The development of transportation network has occurred in a piecemeal basis over the last several decades. Since CEQA and NEPA became law, specific projects have had to consider environmental impacts. However, as the MTP lays out a system of improvements, a more detailed analysis of other plans is unwarranted beyond what is called for by SAFETEA-LU. Finally, it is not clear what "other" plans might refer to other than the local plans, other regional transportation plans might be useful in this regard.

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Jack Nelson, Santa Cruz	Could you confirm what Rachel Moriconi at the SCCRTC told me? She said that the three counties' RTPs and AMBAG's MTP will be updated together for 2012, in response to new GHG targets etc., and that the references in the current draft SEIR and MTP to next updating the MTP in 2015 are incorrect.	99	The "Update Cycle" is listed on p. 99 and confirms 2012 as the next update to the MTP. Document was checked for references to 2015.
Joseph P. Thompson	1. Abolish Public-Sector Transport. – See my letters (enclosed).	26	It is not recommended to abolish public sector transport by 2035.
Joseph P. Thompson	3. Intermodal Facilities for Central California Coast Region. --- See my letters (enclosed).	46	Studies to find an appropriate location for intermodal facilities are underway; please see the section on page 46.
Joseph P. Thompson	2. Deceptive. Misleading Financial Reports.--See my letters (enclosed).	69	AMBAG has done its best to make the financial section comprehensive and transparent.
Joseph P. Thompson	4. San Benito County Jurisdiction. --- See my letters (enclosed).	?	Coordinated transportation planning among jurisdictions is preferred.
LandWatch	Exposure to Toxic Air Contaminants (TACs). The public is exposed to TACs by living, working or attending schools adjacent to heavily traveled roadways. The DSEIR should address whether or not there would be sensitive receptors adjacent to proposed projects and whether or not the impacts would be significant. The Bay Area Air Quality Management District Draft CEQA Guidelines recommend an analysis of sensitive land uses 500 feet on each side of all freeways and high-volume roadways.	SEIR	addressed through SEIR edits
LandWatch	Greenhouse Gas (GHG) Emission Analysis (p. 3.3-20). This analysis uses vehicle miles traveled (VMT) estimates from the AMBAG Travel Demand Model for 2005 and 2035 with intervening years extrapolated (Table 3-6). The VMT numbers differ significantly from those included in MBUAPCD's 2008 Air Quality Management Plan for the mobile source emission inventory with the AMBAG numbers 17% and 9% lower, respectively. The reasons for these differences should be explained. The following table compares these data from both sources: VMT//AMBAG//2008 AQMP 2010//17,565,221//21,330,000 2020//20,875,159//23,017,000	SEIR	addressed through SEIR edits
LandWatch	The text states that the 2010 MTP, "together with increasing fuel efficiency and low carbon fuels, are predicting some success in reducing the region's contribution to GHG emissions." Later in the text it states, "This [GHG emission decline] is in part due to efforts that are currently underway to mandate fewer emissions from vehicles..." Emission reductions appear to be totally the result of state regulations and not actions undertaken at the regional or local levels. If that is not the case, please explain what actions at the local level are responsible for declining emissions. Additionally, the text notes that GHG emission levels are estimated to continue to decrease over the lifetime of the project on *a per capita* basis. Since GHG emission estimates appear to be based on VMT (Table 3-6) rather than per capita emission rates, please explain the relevance of the reference to per capita emissions.	SEIR	addressed through SEIR edits
SANTA CRUZ METRO	The agency name that we are in the process of changing to is Santa Cruz METRO not SCMTD. Please use Santa Cruz METRO throughout, if room allows.	1	Agency name has been updated throughout the document.

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SANTA CRUZ METRO	An update to the language also on page 27: 1.) Santa Cruz METRO no longer operates a Summer Beach Shuttle, so that can be omitted. 2.) I would add in place of the omitted beach shuttle clause: "Santa Cruz METRO partners with the University of California, Santa Cruz (UCSC) to provide late night fixed-route and demand response service known as the Night Owl (Routes 16N and 19N) for students, faculty/staff, and the general public. This service operates between 11:45pm and 3:00am in the general west side Santa Cruz area." 3.) "Santa Cruz METRO operates four types of service: Regional (Highway 17 Express), Inter-city (11 routes), Urban Local-Feeder (21 routes), and Rural (7 routes)."	27	Language updated "METRO provides three types of service: Regional (Highway 17 Express), Intercity (11 routes), Urban Local-Feeder (21 routes) and Rural Routes (7 routes). Routes serving the Santa Cruz Metro Center are "pulsed" to enable faster transfers between routes. Santa Cruz METRO partners with the University of California, Santa Cruz (UCSC) to provide late night fixed-route and demand response service, known as the Night Owl, for students, faculty/staff, and the general public. This service operates from 11:45pm to 3:00am in the general west side Santa Cruz area."
SANTA CRUZ METRO	Number of Routes: 40 Operating expenses (fixed-route only): $30,892,878 Unlinked Passenger Trips: 6,026,960 Annual Vehicle Rev. Hours: 223,766 Annual Vehicle Re. Miles: 3,309,215	27	Operating Statistics from 2007 were used because they were available for all counties.
SANTA CRUZ METRO	On p. 34, bottom of first graph under (SCMTD), last sentence that begins with "To date. . ." should read as follows: To date, there is some indication that Santa Cruz METRO will be able to leverage certain state funding streams, in addition to standard operating revenues, for service operation improvements. Santa Cruz METRO continues to be successful in receiving federal discretionary and state Proposition 1B funds for construction of a consolidated operations and maintenance facility.	34	Changed.
SANTA CRUZ METRO	On p. 35, the last graph in the first column, starting with, "Another issue facing [Santa Cruz] METRO. . ." should read as follows: "Another issue that faced Santa Cruz METRO involved air quality. The California Air Resources Board required all transit systems in the state to select a clean diesel or alternate (compressed natural gas CNG) fuel option in 2001. The decision was, at the time, irreversible for 15 years. Santa Cruz METRO then purchased 40 diesel buses to be converted to CNG when their planned CNG fueling station was completed. In 2008, Santa Cruz METRO completed the fueling station and conversion of 40 buses. On May 26, 2009, the Air Resources Board informed Santa Cruz METRO that operation of all remaining diesel buses in Santa Cruz METRO's fleet through 2015 did not require a waiver from them as Santa Cruz METRO has met their original obligation to the alternate fuel path. No further action is required from the Air Resources Board for Santa Cruz METRO to continue to operate the remaining diesel fleet vehicles until the end of their useful lives and/or until more CNG buses are purchased.	35	Changed.
SANTA CRUZ METRO	On the bottom of p. 101, final graph in third column, should be corrected to 39 routes, not 49. In the sentence which begins "METRO provides. . ." it should read, "Santa Cruz METRO provides service in Santa Cruz County on 39 cumulative intercity, urban, local-feeder and rural routes and to downtown San Jose locations on the Highway 17 Express Bus."	101	Changed.
SANTA CRUZ METRO	On p. 102, top, first column, the entire sentence about the beach shuttle should be removed. We are disposing of this vehicle to another transit agency and the City (our partner in the venture) pulled out a year later (2002), so this service does not exist. The last sentence of that graph can be changed to read: "Santa Cruz METRO carried 6,026,920 passenger trips in FY08/09 with a peak pullout of 87 buses."	102	"Santa Cruz METRO carried 6,026,920 passenger trips in FY 2008/09 with a peak pullout of 87 buses."

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SCCRTC	2. Page 1, last sentence 2nd column: Delete sentence "In absence of any funding shortfalls…" since there are shortfalls, which make up the unconstrained list.	1	"The project lists from each RTP are incorporated, in their entirety, into the MTP. The project lists provide all funded (constrained) projects and potential projects (unconstrained) should funding become available, from 2010 to 2035."
SCCRTC	1. Page 1, 1st paragraph: Delete last part of paragraph re: vehicle emissions budget---since we're in conformity and no analysis was required, unless an analysis was done.	1	The AMBAG region is currently in conformity for its vehicle emissions budget.
SCCRTC	4. Page 14: "*Plan compared to California conservation maps, and where available inventories of natural and historical resources."* What was the outcome of this comparison? Did this include the California wildlife corridors plan?	14	Could not find a specific "California Wildlife Corridor Plan." New language: "When available California conservation maps and inventories of natural or historic resources were compared with the plan."
SCCRTC	3. Page 14, 2nd paragraph: Should the first sentence in the second paragraph reference the RTPAs, not the TMAs?	14	This is in reference to why AMBAG is developing an abbreviated MTP. The legislation states: "transportation management areas (TMAs) identified under 49 U.S.C. 5303"; "Transportation management area (TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation." "(j) In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and these regulations, taking into account the complexity of the transportation problems in the area. The simplified procedures shall be developed by the MPO in cooperation with the State(s) and public transportation operator(s)."

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SCCRTC	5. Page 19-Travel Patterns: Add Highway 17 to the list of commuter highways under travel patterns and reference that the largest number of trips are on local streets and Roads. Also, this section states that travel between Monterey & SC Counties has increased. Over what time period? Is this based on census data?	19	Highway 17 included. "It is not uncommon for residents in the region to travel between counties for work. However, transit, bike and pedestrian commutes have risen as the cost of gas continues to increase and residents choose to live closer to where they work. In addition, due to a jobs/housing imbalance, travel between the Monterey Bay Area and Santa Clara County has increased over time." Commute patterns are based on the regional travel demand model.
SCCRTC	6. Page 21- Map: Add SCMTD's Hwy 17 Express Bus between Santa Cruz and downtown San Jose to the SCMTD mapped routes. (also is there no longer a MST bus to Big Sur?)	21	These are included - shapefiles were rearranged and recolored to ensure visibility.
SCCRTC	12. Page 22, last paragraph under "Pedestrian Facilities": Is this just Monterey County, if so, add word "Monterey" before county throughout paragraph?	22	"*For example*, Pacific Gas and Electric (PG&E) owns and operates pipelines to distribute and supply natural gas to most communities *in parts of the region* via 12" and 20" pipelines."
SCCRTC	9. Page 22: Please add that pedestrian travel is a vital part of the transportation system, not just the economic and social life of the Monterey Bay Area.	22	"Pedestrian travel is a vital part of the transportation, economic and social life of the Monterey Bay Area, and pedestrian amenities — such as appropriately sized sidewalks, crosswalks, curb cuts, landscaping, and benches — are seen as beneficial additions which make communities friendly and livable."
SCCRTC	10. Page 22: The intent of the third paragraph in the middle column beginning, "*Walking, even though it..."* is unclear. It may be simpler to state that almost every trip involves walking as some portion of the trip.	22	"Walking, even though it is not considered as common transportation mode, supplements all other transportation modes – all trips start and end with walking."
SCCRTC	7. Page 22, 1st paragraph: What support do you have for saying that, "Biking and Walking is the most desired mode choice"? It seems very presumptuous unless we have surveys or other research that shows people would prefer to walk/bike if they felt it was a viable alternative. "Desired" by whom?	22	Language changed to: "Biking and walking is often a desired mode choice, but these modes rely on an adequate network and support facilities."
SCCRTC	11. Page 22: Why would local jurisdictions "*minimize curb cuts*"? It seems to contradict the later section regarding ADA requirements. Instead state, "add curb cuts."	22	Minimizing curb-cuts prevents breaks and interruptions in the pedestrian network. The ADA section now states: "Problems commonly associated with sidewalks and pathways for the disabled are *too many* driveway cuts, lack of curb cuts, sign posts, benches, and rough and

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			severely cracked sidewalk surfaces."
SCCRTC	8. Page 22, 3rd paragraph: Clarify if the 20-25% is for K-12 school commutes (or also college, vocational, etc) and if this is the AM, PM, or all rush-hour traffic.	22	Please see the *Surface Transportation Policy Project* on Safe Routes to School: http://www.transact.org/ca/saferoutes.htm
SCCRTC	13. Page 24, 1st paragraph: Please delete this paragraph. Santa Cruz County does not currently have a Monterey Bay Sanctuary Scenic Trail Master Plan. Please clarify what the plan referenced here includes. "This path, previously known as the Coastal Rail Trail…" this text is being deleted from our RTP, did not accurately reflect what the MBSST is. (Note: RTC received comments that this was unclear in the SCC-RTP).	24	"Please refer to the Monterey Bay Sanctuary Scenic Trail Master Plan (2008) for a description of the plans for the MBSST Network. This trail is proposed to span the Monterey Bay from Lover's Point in Pacific Grove to Wilder Ranch in Santa Cruz. SCCRTC is in the process of developing a more detailed plan for the Santa Cruz County portion of the trail. Detailed plans for the southern portion of Monterey County are in the early stages of the planning collaboration process."
SCCRTC	14. Page 24, 2nd to last paragraph: Modify to state "Federal earmarks Funds brought to the region…" or delete sentence since not all funds will be split between counties (ex. RTC designated some of its regional share of TE & RSTP to the project and we are not splitting those funds with TAMC).	24	Discussion of funding has been deleted.
SCCRTC	15. Page 25: *"like travel mode compared to extensive distances"*- what does this mean?	25	"Due to expected limitations for regional planning for bicycle and pedestrian activities, AMBAG is not typically involved in bicycle and pedestrian planning, per se."
SCCRTC	16. Page 25 last paragraph: Clarify that the Community Traffic Safety Coalition is in Santa Cruz County only.	25	"In 2009, the Community Traffic Safety Coalition of Santa Cruz County completed a "walk ability" survey to assess pedestrian and driver activities at various high traffic pedestrian crossings in Santa Cruz County."
SCCRTC	18. Page 26- Figure 10: Use of red for roadways in Santa Clara County and orange for SCMTD makes it look like SCMTD has significant routes there. Maybe change and label VTA route colors.	26	Shapefiles were rearranged and recolored to ensure visibility.
SCCRTC	17. Page 26: How is the statistic that "80% of the region's population lives within a ½ mile of a bus stop" generated? Is this statistic available for Santa Cruz County?	26	This statistic is generated from the Blueprint modeling efforts, and was done for all available bus stops in the region, so yes; this can be done for just Santa Cruz County.
SCCRTC	20. Page 27-Table 1: More recent operating statistics should be available than FY2007. Is it possible to update with FY2009 or projected FY2010 numbers?	27	Operating Statistics from 2007 were used because they were available for all counties.

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SCCRTC	19. Page 27: Please remove reference to the City of Santa Cruz beach to downtown shuttle service. This service is no longer running.	27	Removed.
SCCRTC	b. Delete the American Red Cross (out of county medical rides have shifted to Lift Line) and the Volunteer Center (they don't use buses or vans, but rather private autos and can't accommodate wheelchairs).	28	"In Santa Cruz County currently Lift Line (Community Bridges), a private non-profit provider of specialized transportation services is primarily responsible for providing essential transportation service to senior and disabled residents."
SCCRTC	c. Add to the list served by Lift Line "low income individuals for medical appointments"	28	"Lift Line provides transportation services for Elderday, the Stroke Center, Senior Dining Centers, the Multi-Purpose Senior Services Program, and low income individuals for medical appointments. Lift Line also contracts out some rides to private taxi operators."
SCCRTC	e. In the last paragraph, replace "Laidlaw" with "First Transit."	28	"Private for-profit service providers such as First Transit, also operate specialized transportation services in Santa Cruz County."
SCCRTC	a. Rename the category in Table 2 and in the heading: Lift Line/Community Bridges. *We have requested updated data for the table from Lift Line and will forward it onto you once we receive it.*	28	Changed.
SCCRTC	d. Delete the paragraph that begins with "In November 2004, METRO began…" since this is now old news	28	Deleted.
SCCRTC	An update to the table on page 27: FY 2008 – 2009 Operating Statistics: * # of Fleet Vehicles = 22 * Unlinked Passenger Trips = 69,593 * Operating Expenses = $1,372,189 * Annual Vehicle Revenue Miles = 205,862 * Annual Vehicle Revenue Hours = 35,955 * Operating Expense per Passenger Mile = $6.67	28	Operating Statistics from 2007 were used because they were available for all counties.
SCCRTC	22. Page 29: Delete the paragraph that begins with " In 2004, the Santa Cruz County Regional Transportation Commission established a…" since this is old news	29	Deleted.
SCCRTC	23. Page 30, 2nd column: Also add Santa Cruz to list of locations where rail passengers can ride bus (Highway 17 Express) to connect to Amtrak Capitol Corridor.	30	"Rail passengers in Salinas, Santa Cruz, and Monterey can ride the Amtrak bus to connect to the Capitol Corridor route, which runs daily between San Jose and Sacramento."
SCCRTC	24. Page 30-Figure 12: Change legend to change rail lines from "union pacific RR" to show as "Railroad tracks". Many of these tracks are not actually owned by UP (ex. Felton Line, Santa Cruz Branch Line (soon), and lines purchased by TAMC).	30	Changed.
SCCRTC	a. Santa Cruz Big Trees and Pacific Railway – Change last sentence as follows: "A 1995 study conducted by METRO, SCCRTC and VTA analyzed the potential for reviving over-the-hill rail service."	31	Changed.
SCCRTC	b. Watsonville Junction to Davenport (Santa Cruz Branch Line) – Change first sentence as follows: "This Union Pacific ~~Sierra Northern Railroad~~, single-track branch ~~freight~~ rail line, with a 20-MPH limit, is still used…"	31	Changed.
SCCRTC	c. Change 3rd paragraph: "Acquisition of the Santa Cruz Branch rail line for future transportation uses and implementation of recreational rail service development of an adjacent bicycle and pedestrian path is currently being finalized between UP and SCCRTC…."	31	Changed.

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SCCRTC	26. Page 34: See SCMTD updates: "Metro's would like to increase service, but due to ongoing funding shortfalls Metro is struggling to maintain existing service." Recently, Metro presented a plan to its board to decrease service based on funding constraints. Delete entire sentence on 1999 MTIS that states RTC committed funds over next 15 years. Update sentence, "To date, there is some indication that Santa Cruz METRO will be able to leverage certain state funding streams, in addition to standard operating revenues, for service operation improvements. Santa Cruz METRO continues to be successful in receiving federal discretionary and state Proposition 1B funds for construction of a consolidated operations and maintenance facility." You may want to consider including some text from our RTP on pages 2-26 and 2-27.	34	"Increasing congestion on highways and the local transportation network in Santa Cruz County is expected to generate more transit service demand. To accommodate this expected demand, the Santa Cruz Metropolitan Transit District (Santa Cruz METRO or METRO) would like to increase service, but due to ongoing funding shortfalls Santa Cruz METRO is struggling to maintain existing service. To date, there is some indication that Santa Cruz METRO will be able to leverage certain state funding streams, in addition to standard operating revenues, for service operation improvements. "
SCCRTC	27. Page 35: "*METRO must meet two essential needs for sustaining the currently diminished level of transit service.*" Removing the word *dimished* is recommended. It makes it sound like they aren't trying to improve service.	35	"METRO must meet two essential needs to sustain the current level of transit service."
SCCRTC	28. On p. 35, the last graph in the first column, starting with, "Another issue facing [Santa Cruz] METRO. . ." should read as follows: Another issue that faced Santa Cruz METRO involved air quality. The California Air Resources Board required all transit systems in the state to select a clean diesel or alternate (compressed natural gas CNG) fuel option in 2001. The decision was, at the time, irreversible for 15 years. Santa Cruz METRO then purchased 40 diesel buses to be converted to CNG when their planned CNG fueling station was completed. In 2008, Santa Cruz METRO completed the fueling station and conversion of 40 buses. On May 26, 2009, the Air Resources Board informed Santa Cruz METRO that operation of all remaining diesel buses in Santa Cruz METRO's fleet through 2015 did not require a waiver from them as Santa Cruz METRO has met their original obligation to the alternate fuel path. No further action is required from the Air Resources Board for Santa Cruz METRO to continue to operate the remaining diesel fleet vehicles until the end of their useful lives and/or until more CNG buses are purchased.	35	Changed.
SCCRTC	29. p. 35, 3rd column, 2nd paragraph on Ridesharing: Add sentence, "…the media, and the concerted effort of rideshare agency's staff. A regional traveler information system, could also assist efforts to increase vehicle occupancy by delivering customized information about transportation options to large numbers of travelers simultaneously. In previous fiscal years, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) has…	35	Changed.
SCCRTC	30. P. 35 to 36 – Change the sentence that spans these two pages to read: "Key goals that were developed from the AMBAG conference included establishing a regional working group/mobility council to continue working on issues to improve transportation options for individuals with mobility limitations and to create a local Mobility Management Centers or other information/referral systems to dissimulate disseminate mobility information to the targeted user population."	35	Changed.
SCCRTC	31. Page 36: 3rd paragraph of Passenger Rail to Santa Cruz/middle column to state: "With respect to the entire Santa Cruz Branch Line, SCCRTC reached a price agreement of $14.2 million with UP to purchase the line, at their meeting of December 2, 2004 approved a Letter of Intent for the purchase and acquisition of the line from Union Pacific, which effectively establishes the branch line purchase price. Barring difficulties, this transfer could occur in early Fall 201005."	36	Changed.

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SCCRTC	32. Page 38, second column, 1st paragraph: Change reference to Appendix D to clarify this is the constrained and unconstrained list. Also, add that some projects are listed on both the Constrained and the Unconstrained Project List.	38	"Projects for many of these roadways are included within the MTP, and will be listed in the Constrained and Unconstrained Project List (Appendix D) in conjunction with planned and desired improvements for these facilities."
SCCRTC	33. Page 38-Roadwy Transportation Problems and needs: Add section on maintenance. Maintenance (roadway repairs) is one of the primary needs facing transportation today.	38	No change made.
SCCRTC	34. Page 40- Table 5: Add Soquel Avenue to Morrissey Avenue on Highway 1 in Santa Cruz County to list of most congested areas in region. When referencing Highway 17, revise "exceptionally steep, tortuous" to "mountainous highway". Also correct this language to reflect that just south of Scotts Valley, Highway 17 becomes a freeway with shoulder. Please add that in response an increase in the severity of collisions on Highway 129, the California Highway Patrol has been awarded a grant to emphasize safety on this corridor.	40	Soquel to Morrisey Aves added; "Starting at the Santa Clara/Santa Cruz County line near Summit Road, Route 17 is a rolling to mountainous route, with slopes from 4-6%. Segments along this route are narrow, do not have shoulders, or have a narrow median with guard rail. Highway 17 reached its design capacity of 40,000 vehicles per day in 1968. Although this route has no signalized intersections, there are several unsignalized intersections with acceleration/deceleration lanes as well as t-intersections with local roads. Just north of Scotts Valley, Highway 17 becomes a freeway with shoulders. The freeway portion terminates at the interchange with Highway 1 in the City of Santa Cruz. The program Safe on 17 has been an effective collaboration between Caltrans, the CHP, and local and elected officials to encourage motorists to slow down and use caution on Route 17."
SCCRTC	35. Page 44&45-Tables 7& 8: What is the source for these numbers? Are the numbers for 2005 & 2010 actual or projections from an earlier study? What year is reflected in Table 8 (2003?)?	44	The source is the 2003 Airport Economic Study completed by AMBAG; Regional Airport Plans and Caltrans.
SCCRTC	37. Page 46-1st paragraph on Freight Service: Modify as follows: "Rail freight service in the region is provided mainly on the Union Pacific Railroad (UP) Company tracks. Sierra Northern Railroad has recently purchased entered into a lease agreement with UP to provide freight service on the Santa Cruz Branch Line some track sections from UP. The Santa Cruz, Big Trees, and Pacific Railway Corporation also provide some freight service in Santa Cruz County on their own line."	46	"Rail freight service in the region is provided mainly on the Union Pacific Railroad (UP) Company tracks. Sierra Northern Railroad has recently entered into a lease agreement with UP to provide freight service on some track sections, including the Santa Cruz Branch Line. The Santa Cruz, Big Trees, and Pacific Railway Corporation also provide some freight service in Santa Cruz County on their own line."

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SCCRTC	36. Page 46: As is the case with several of the figures, the detail lines are difficult to distinguish. It was particularly confusing on Figure 16. The primary item that stands out is the Hazmat Routes. Also, what does STRAHNET stand for?	46	STRAHNET stands for "Strategic Highway Network". Graphic notes are noted.
SCCRTC	40. Page 50: Please add that Santa Cruz and Monterey Counties are currently developing a Feasibility and Implementation Plan for a Monterey Bay Area 511 Traveler Information System. A traveler information system is expected to build on the existing ITS infrastructure and architecture. Enhanced detection and communications systems are typically components of a traveler information system.	50	Added: "Counties within the region are currently developing a Feasibility and Implementation Plan for a Monterey Bay Area 511 Traveler Information System. A traveler information system is expected to build on the existing ITS infrastructure and architecture."
SCCRTC	39. Page 50: TAMC is not actively pursuing Smart Call boxes at this time, as I understand it.	50	Changed.
SCCRTC	38. Page 50-51: The entire section on the Central Coast ITS Coordinator seems out of date. The up-to-date information is provided in the sub-section Central Coast Intelligent Transportation System (2004). The latter section references a membership list that is not included.	50	The latter section has been updated.
SCCRTC	41. Page 54: MTP Goals- Surprised not to see operational improvements listed as a strategy for reducing congestion and no reference to maintaining the existing system (transit, road & path repairs, etc).	54	See first strategy listed on p.55 "Ensure adequate operation and maintenance of all existing transportation system modes."
SCCRTC	42. Page 57- Would be more appropriate to reference LOS during peak periods, particularly because we have seen an increase in the length of peak periods.	57	The peak period is from 6am-9am and 4pm-7pm, and the LOS is based on daily volume/capacity ratios
SCCRTC	45. Page 58: Please remove second paragraph in third column. There are many variables (roadway design including lane distribution, adjacent transportation network, transit availability, land use, etc.) contributing to the ability of a highway capacity increasing project to address congestion. It is not accepted that in every case, or even most cases, increasing capacity pushes congestion to other roadway segments. Also, it not accepted that capacity increasing, particularly when combined with other strategies. Finally, it is also not accurate to make the statement that capacity increasing projects are not “responsible mitigation”. The statement cited is far too broad and frankly simplistic and outdated. At a minimum revise the second paragraph in column three to state that funding limitations and potential environmental impacts make widening highways less feasible.	58	Language changed: "Both funding limitations and unavoidable environmental impacts effectively prevent widening highways. It has been demonstrated that efforts to widen highways does not in fact mitigate congestion, but instead pushes congestion to other segments in the network. More responsible mitigation seeks to develop other modes within the overall transportation network."
SCCRTC	43. Page 58: What time period is covered in the statement that mean travel time to work in the region has increased? It was my understanding that the most recent TDM didn’t calculate commute travel times.	58	Mean travel time data is taken from the Census Journey to work statistics - the RTDM does not calculate home to work travel time.
SCCRTC	44. Page 58: The second paragraph in the second column is not clear. Are you trying to stay that unexpected incidents, which may result from speeding and changing roadway geometries, cause congestion? Does location of housing in relation to destinations play into travel times?	58	No change made.
SCCRTC	47. Page 59-61: Where do you explain where we need to improve our existing system to get to a high level of service by 2035? What are the strategies that the MTP is purposing specific to this? In general LOS is not the primary goal of most entities any more. In some instances a low LOS is sign of positive economic activity, etc.	59	Comment noted.
SCCRTC	46. Page 59 State of Good Repair: Seems this section should focus on maintaining roadways and transit system (road repairs, SHOPP, transit buses and service).	59	No change made.

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SCCRTC	48. Page 62: Add Traveler Information and Motorist Aid, including Freeway Service Patrol as Traffic System Management Strategies, as well as auxiliary lanes on highways.	62	"More responsible mitigation seeks to develop other modes within the overall transportation network, which includes Traveler Information and Motorist Aid, including Freeway Service Patrol as Traffic System Management Strategies, as well as auxiliary lanes on highways."
SCCRTC	50. Page 63 middle column: Delete "use of $8 million in". The RTC has since increased this amount. Delete last sentence 1st paragraph, "This phase is scheduled for completion…"	63	Changed.
SCCRTC	51. Page 63 - Parking Management: Update as follows, "See the map on the next page for the locations of ~~Caltrans~~ park and ride lots in the AMBAG region."	63	Changed.
SCCRTC	52. Page 63, 3rd column, 3rd paragraph: Change to read "Santa Cruz County has five formal park and ride lots augmented by one informal lot on Highway 17 in Santa Clara County that is paved, but not signed and four joint use These shared use facilities lots covering serve both the State Route 1 corridor from Park Avenue State Park Drive to High Street Morrissey and the State Route 17 corridor from Pasatiempo to the Summit.	63	Changed.
SCCRTC	49. Page 63: Mention of Bus Rapid Transit and the impact of travel times on mode choice is missing from these sections.	63	Unfortunately this section only has the capability to evaluate overall system LOS, which includes transit modes.
SCCRTC	55. Page 64- add "city and county funds, and Safe Routes to Schools and Bicycle Transportation Account" to funding sources available for bike and ped projects.	64	Changed.
SCCRTC	54. Page 64-64: Delete references to CMAQ funding	64	Deleted.
SCCRTC	53. Page 64: Section on Bicycle and Pedestrian Amenities seems to mostly repeat the text in the Chapter, Existing Systems.	64	No change made.
SCCRTC	59. Page 65, 3rd column, 2nd paragraph: References Chapter III, section x, y, z— Delete these references since MTP not organized with section numbers.	65	"For additional background information on Santa Cruz METRO, MST and the County Express, please see the Existing Conditions section."
SCCRTC	57. Page 65, 2nd column update: Staff of each program provides Instant web-based carpool/vanpool matching services ~~to~~ which delivers to interested individuals~~.~~ The ~~coordinators forward~~ a list of other ~~individuals~~ people traveling to and from the…In addition to carpool/vanpool matching services, the three rideshare programs also conduct employer outreach…and/or walking to work. ~~The three services primarily promote their services through this type of outreach as well as promotional campaigns.~~ In Santa Cruz County, Commute Solutions offers a full-service commuter help desk assisting both individuals and employers. Commute program assistance for employers includes residential density maps and employee commute and facility assessment surveys, as well as help with policies, tax benefits and incentive programs. Individuals get personalized trip planning and for all modes and help calculating commute costs.	65	"Staff of each program provides instant web-based carpool/vanpool matching services which deliver to interested individuals a list of other people traveling to and from the same area as the commuters. The ridesharing programs are voluntary with the commuter deciding whether or not to use the forwarded information to begin a carpool or participate in a vanpool. In addition to carpool/vanpool matching services, the three rideshare programs also conduct employer outreach campaigns to stimulate awareness of different forms of travel than the single-occupant vehicle (SOV). This includes promoting and facilitating the use of transit or

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			non-motorized modes such as telecommuting, riding bicycles and/or walking to work. "
SCCRTC	56. Page 65-Ridesharing: Modify as follows… The programs are generally supported by a combination of federal funds through the ~~Congestion Mitigation and Air Quality Improvement Program and from~~ federal, state, and local ~~grant~~ funding…	65	"The programs are generally supported by a combination of federal, state, and local funding or promotional contributions from the Monterey Bay Unified Air Pollution Control District."
SCCRTC	58. Page 65- Delete section on TMAs or modify as follows: Transportation Management Agencies (TMAs) are voluntary associations of employers typically located in the same general vicinity…In Santa Cruz County, SCCRTC assisted both the Santa Cruz Area and the Pajaro Valley Chambers of Commerce ~~in the initial formation of~~ to form ~~a~~ TMAs. ~~in the northern area of Santa Cruz County, the Santa Cruz Area TMA. In addition, in the early 1990s the Pajaro Valley Chamber of Commerce initiated the Pajaro Valley TMA with the assistance of a Caltrans feasibility study grant ($10,000).~~ Like TMA's throughout California, the voluntary nature of membership and employer trip reduction efforts make the traditional TMA model difficult to sustain. The Santa Cruz Area TMA merged with the non-profit Ecology Action organization in 2007 and core programs formerly offered through the TMA continue to be offered to employers on a membership basis. The Pajaro Valley TMA which continues to operate under the PV Chamber with a focus on safety and education about sustainable transportation is no longer a membership organization. ~~Both TMAs continue to operate today. No other TMAs operate in the Monterey Bay region.~~ In addition to these two non-profits, several other non-profit, private, and employer run programs promote ridesharing in the region.	65	Changed.
SCCRTC	61. Page 66, 2nd column, 1st sentence---change to clarify that the MTIP only includes federally-funded and projects subject to conformity analysis (not "all" programs and projects).	66	"Once included in the adopted MTP, a program or project becomes eligible for the Metropolitan Transportation Improvement Program (MTIP, a separate document) that identifies funding source and schedule for all federally-funded programs and projects by fiscal year."
SCCRTC	60. Page 66, 2nd paragraph: Delete references to 2005 RTPs. 2010 RTPs or just RTPs in general should be referenced. Also 3rd paragraph reference 1994 Monterey Bay Region Maintenance Plan---is there not a more recent plan?	66	Updated. Recent plans were not identified.
SCCRTC	62. Page 69: Third column, second paragraph should be modified to say that "Combined the projects included in the MTP are not expected to have disproportionate adverse impact…."	69	"Planned regional transportation improvements were evaluated to ensure that combined the projects included in the MTP are not expected to have a disproportionate adverse impact on low income or other under-represented groups, and that minority and low-income populations receive equal benefits, on an equally timely basis, as other populations."

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SCCRTC	65. Page 70: Unconstrained Projects will only be implemented if there is additional funding. The funding may not have to significant to implement individual projects on the list and the change must be an increase.	70	"Unconstrained Projects — Given the limited amount of funding available for transportation projects and programs, there are over 464 projects totaling over $4.3 billion that cannot be implemented over the next twenty-five years unless there is additional funding available for transportation. "
SCCRTC	64. Tables 14-18: Update to match new Fund Estimate info sent by Rachel. Also, update the Base Year to match information from the RTPs. Do not reference 2009/10. I'm guessing this FY09/10 number is from the FTIP, but since the FTIP does not reflect all funds and projects it is not appropriate to use as the base year info.	70	Updated.
SCCRTC	63. Financing the Plan - Pages 70-80: Update text, tables, etc. to reflect modified project list and financial element previously forwarded to AMBAG staff. Including	70	Updated.
SCCRTC	66. Page 71: Update 2nd paragraph to state "over 30% of the region's planned expenditures will go toward maintaining, improving, or expanding…"	71	Changed.
SCCRTC	67. Page 71: Recommend removing, "*per the financial constraint criterion of SAFETEA*-LU". Financial constraints reflected in the financial tables also reflect historical trends and current law. The financial projections are not just constrained by SAFETEA-LU. There is a better description of the considerations given in developing the Financial Element on page 72 under Financial Assumptions.	71	Changed.
SCCRTC	68. Page 71 & Appendix D- Regionally significant projects: Table 13, text, and appendix all seem to miss many significant projects (ex. MST's ongoing operations--$430M, Caltrans SHOPP in TAMC's doc=over $900M, and several in Santa Cruz County). How were these defined?	71	Each RTPA identified their own projects as regionally significant. This methodology is unknown for each agency.
SCCRTC	69. Page 72: CMAQ funding is still a federal funding source, however, the NCAB is in an attainment zone and therefore is not eligible for CMAQ funding.	72	Deleted.
SCCRTC	70. Page 72, last sentence 2nd column: Based on February "gas tax swap" STA will be included in the RTP/MTP.	72	Deleted.
SCCRTC	71. Page 73, 3rd column, 2nd paragraph: The 2.5% escalation was used by SCCRTC. I believe TAMC used a different escalation rate. Also, I believe the MTP must include the escalated YOE info in the appendix, or at least reference that it is shown in the RTPs. The numbers shown in the MTP is the unescalated cost info only.	73	2.5% reference deleted
SCCRTC	72. Page 74: The total funding available between FY10/11-FY34/35 is reporting differently on page 69 and page 75, $8,022,919,574 and $8123,649,365 respectively.	74	Updated.
SCCRTC	73. Page 78: City and County developer fees are applied in some, but not all areas of the region. In these areas, there are policies and programs for to levy these fees. They are not applied sporadically.	78	"An additional source of funding which is used in many places throughout the Monterey Bay region is traffic impact fees."
SCCRTC	75. Page 84 & 88 - F. Preserving the Existing System: Seems too focused on ITS, missing info on maintaining (repairing) roads, sidewalks, paths, transit.	84	85 - "Utilization of ITS, state of good repair"; 88 - "In addition, ensuring the system maintains a state of good repair through maintenance and repairs will bolster the ITS operation techniques."

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SCCRTC	76. Page 85 Tables 20 & 21: Provide info on sources, assumption. Total Daily Person Trips should clarify that these are vehicle trips only. How do these compare to population projections?	85	Data are developed through the RTDM and are therefore more appropriately calibrated to the AMBAG region, and is consistent with the adopted Forecast.
SCCRTC	77. Page 86-87: Figures 32, 33 and Table 22: Data for 2005 does not match the data provided by AMBAG to the RTC for Santa Cruz County. Please clarify. Also, there should be an explanation stating whether or not the mode split projections take into consideration the presence of high occupancy vehicle lanes, bus rapid transit, land use changes and/or other variables that could influence mode share splits. Are the 2035 projections based on the "build" or "no build" scenario? What assumptions went into projections? Why almost no change in mode split?	86	Figures do not match SCCRTC's RTP because they are in reference to the AMBAG model and not the US Census Journey to work assumptions. Mode split takes into account the projects provided for the model update - this would include carpool and transit trips. Projections are only based on the build scenario.
SCCRTC	78. Page 88: Examples of how ITS can impact travel productivity, speed, throughput and hours of delay are needed here to explain how these investments achieve this goal. Also, preserving the system should also reflect maintaining the safety and maximizes the infrastructure investment, and should not be limited to productivity only.	88	88 - "In addition, ensuring the system maintains a state of good repair through maintenance and repairs will bolster the ITS operation techniques."
SCCRTC	79. Page 89, H: Is SHOPP money used to support security improvements? Also, mention transit security funds.	89	"In addition, monitoring funds spent by SHOPP and transit security funds will also be used to evaluate the overall security of the transportation system."
SCCRTC	80. Page 99- Appendix A: State how long is the "extended" Regional Housing Allocation planning cycle. Also, does the four year cycle in this same sentence refer to the MTP and RTP cycle? Please clarify; especially since this region is currently on a five-year cycle. Maybe also delete month references, since SCS not necessarily required by June 2012.	99	"Pursuant to SB375, regions wishing to take advantage of a coordinated Regional Housing Allocation planning cycle must shift to a four year update cycle, the same as required for MPOs in non-attainment areas by SAFTEA-LU." June 2012 is currently required in order to adopt the RHNA by December 2012.
SCCRTC	81. Page 99-Appendix A: To make the time line more clear, add footnotes with a brief explanation of the key elements. What is the significance of RHNA 5th Revision with respect to the timeline?	99	No change made.
SCCRTC	83. Page 101- Appendix A: Please remove reference to emergency when describing call box services. See comment re: call box systems are not intended to be emergency systems.	101	"All three counties have designated themselves SAFE counties for the implementation and maintenance of an emergency, roadside system."
SCCRTC	82. Page 101- Appendix A: The RTPAs update the RTP every 4 to 5 years, not every three years.	101	"Every four to five years, they prepare state-mandated Regional Transportation Plans (RTPs) and every two years Regional Transportation Improvement Plans (RTIPs) outlining their selected transportation projects and/or programs within each county."

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SCCRTC	84. On the bottom of p. 101, final graph in third column should be corrected to 39 routes, not 49. In the sentence which begins "METRO provides. . ." it should read, "Santa Cruz METRO provides service in Santa Cruz County on 39 cumulative intercity, urban, local-feeder and rural routes and to downtown San Jose locations on the Highway 17 Express Bus."	101	Changed.
SCCRTC	85. Page 102-Appendix A: Remove reference to Santa Cruz Summer Beach shuttle. Also, in FY08/09 Metro provided 6,026,920 passenger trips with a peak pullout of 87 buses.	102	"Santa Cruz METRO carried 6,026,920 passenger trips in FY 2008/09 with a peak pullout of 87 buses."
SCCRTC	86. Page 104-Appendix A: Last paragraph seems to repeat the first three paragraphs in this section.	104	No change made.
SCCRTC	f. Table 24: SAFETEA-LU requires projects to also be shown by YOE. Either reference that the info is in the RTPs, or provide here.	110	"*SAFETEA-LU requires projects to also be shown by YOE. Please refer to the RTPs prepared by San Benito COG, SCCRTC and TAMC."
SCCRTC	c. Delete or explain what regionally significant column means—how were these identified as regionally significant? If going to keep, please let us provide input on which are classified as "regionally significant". List currently inconsistent (one ex.=MTD-p33 and MST007 are the same safety-security type projects but only the SC project is id as "regionally signif")	110	Each RTPA identified their own projects as regionally significant. This methodology is unknown for each agency.
SCCRTC	e. Separate list by County, include reference to RTP project lists if no description being provided.	110	Projects are listed by project cost.
SCCRTC	h. Table 26- what is this? Why not listed within Table 24? What is Other-2?	110	San Benito COG included an "Other" category, which does not fit into the Constrained or Unconstrained lists. The revenue sources for the "funded by others" category was not included in their financial plan.
SCCRTC	g. Table 25- for projects under $1 in Santa Cruz County, show cost as unknown (because of the way Access works, we needed to put a value in, but for the MTP show as $0 or unknown)	110	Updated.
SCCRTC	b. Add a key/glossary to explain what different fields mean.	110	No change made.
SCCRTC	a. Replace with updated list sent by Rachel to Randy 4/29/10	110	Updated.
SCCRTC	d. Page 112 & 111 seems to be the same.	111	Changed.
SCCRTC	88. Page 126- Appendix E: Replace with updated RTC policies---approved by our board 5/6; sent to Randy 4/29 by Rachel (Goal 4 updated—change "minimizes" to "reduce"). If MTP does not include the policies, please at least reference that the RTC's goals are supported by several specific policies available for review in Chapter 3 of our RTP.	126	"The goals, policies and sub-policies are used to prioritize projects included in the RTP's Investment Program. These policies are also used to provide input on new developments and projects proposed in the region. SCCRTC's goals are supported by several specific policies available for review in Chapter 3 of the SCCRTC RTP."
SCCRTC	c. Under Protect the env't: Update to reflect new Goal 4 language (replace "minimizes" with word "reduce")	128	Changed.
SCCRTC	a. Insert SCCRTC Goal: Increase mobility by providing an improved and integrated multi-modal transportation system in to the Enhanced Modal Integration Row corresponding with the RTC.	128	SCCRTC Goal listed for two SAFETEA-LU Goals.
SCCRTC	b. Under Safety & Security: See policies under 1.8 from 4/29 file. (we inadvertently omitted them from the Draft, though they had been approved by our board in June 2009).	128	Updated.

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SCCRTC	90. Page 147- Appendix I: SAFEs are responsible for installing and maintaining roadside call boxes. Call boxes are intended to enable motorists to obtain assistance and roadway information. However, it is not intended that any services provided be considered an emergency system. SAFEs also provide other motorist aid services, such as free tow trucks during peak periods, and implementing intelligent transportation systems that serve motorists such as roadway detection and information dissemination.	147	"SAFEs are responsible for installing and maintaining the emergency call boxes that link stranded motorists to the California Highway Patrol. As the SAFE, SCCRTC, TAMC, and SBCOG collect an additional $1.00 fee per vehicle registration. Call boxes are intended to enable motorists to obtain assistance and roadway information. However, it is not intended that any services provided be considered an emergency system. SAFEs also provide other motorist aid services, such as free tow trucks during peak periods, and implementing intelligent transportation systems that serve motorists such as roadway detection and information dissemination. Call boxes are located on: State Routes 1, 9, 17, 129 and 152 in Santa Cruz County; State Routes 25, 101 and 156 in San Benito County; and State Routes 1, 68, 101, and 156 in Monterey County. "
SCCRTC	b. Scott's Valley Transit Center ~~219~~ 223	151	Changed.
SCCRTC	c. Pasatiempo ~~63~~ 57	151	Changed.
SCCRTC	d. Quaker Meeting House ~~Church~~ 12 (DELETE WORD "CHURCH")	151	Changed.
SCCRTC	e. Soquel Dr ~~57~~ 121	151	Changed.
SCCRTC	~~a.~~ Resurrection Church ~~78~~ 75	151	Changed.
SCCRTC	a. Summit (Informal Lot) 12	151	Currently states "Summit (Informal Lot) 12
SCCRTC	92. Note: Transit mode split references are inconsistent because RTC relies on Census and MTP relies on TDM.	?	Data are developed through the RTDM and are therefore more appropriately calibrated to the AMBAG region, and is consistent with the adopted Forecast.
SCCRTC	74. Page 80 & 147: The Transportation Sales Tax is not a "transit" sales tax. Change 1st sentence to state "A new ~~transit~~ sales tax…" Change $370 million to over $300 million based on new estimates for sales tax. Delete last sentence in this section that references $400 million.	80, 147	"The new Transportation Sales Tax is identified as a revenue source for Santa Cruz County."
The Campaign for Sensible Transportation	The Campaign for Sensible Transportation (CFST) offers the following comments on both the Draft 2010 RTP and on the Supplemental EIR for the MTP and respective RTPs. In what follows, we devote a section to each.	SEIR	Since comments from CFST are on the SEIR and SCCRTC's RTP specific comments received are addressed in those documents, and are recognized as received.