2 Project Description

This section describes the proposed MTP/SCS and RTPs, including the project objectives, project location and characteristics, 2040 MTP/SCS transportation projects and discretionary actions needed for approval.

2.1 Project Objectives

The 2040 MC-RTP, the 2040 SCC-RTP, the 2040 SBC-RTP and the 2040 MTP/SCS (hereafter referred to as the 2040 MTP/SCS) have been prepared to comply with the current California Transportation Commission Regional Transportation Plan Guidelines (CTC RTP Guidelines), pursuant to Government Code Section 14522, to prepare a regional transportation plan, a long-range transportation planning document which will provide policy guidelines regarding the planning and programming of transportation projects within each respective County through 2040. Further, Government Code Sections 65050, 65400, 65584.01-04, 65587, 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans to increase efficiency and reduce GHG emissions. The following sections describe the legislative requirements and project objectives associated with the 2040 MTP/SCS.

General Legislative Requirements

The Association of Monterey Bay Area Governments (AMBAG) as the federally-designated metropolitan planning organization (MPO) representing Monterey, San Benito and Santa Cruz counties, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as a Metropolitan Transportation Plan (MTP). The MTP contains a compilation of the projects proposed in the Regional Transportation Plans (RTPs) prepared by the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz Counties, respectively. The MTP is a document used to achieve a coordinated and balanced regional transportation system.

AMBAG is also responsible for preparing a Sustainable Communities Strategy (SCS) as part of the MTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008 (discussed further below). The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The California Transportation Commission’s document 2017 California Regional Transportation Plan Guidelines serves as the guidance for RTP development. All RTP updates started after the 2017 RTP Guidelines were adopted by the CTC (January 18, 2017) must use the new RTP Guidelines. AMBAG started their MTP/SCS and the County RTPs, were started prior to this adoption, however, AMBAG
has chosen to follow the 2017 RTP Guidelines for the 2040 MTP/SCS. Under both federal and State law, the RTPAs and MPOs must update the RTPs and MTP every four years.\(^1\) AMBAG adopted its most recent MTP/SCS in June 2014. The 2035 MTP/SCS covered a 25 year period between 2010 and 2035.

**SB 375 Requirements**

The Sustainable Communities Strategy and Climate Protection Act, SB 375 (codified at CAL. GOVT CODE §§ 14522.1, 14522.2, 65080.01, 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588; CAL. PUB. RES. CODE §§2161.3, 21155, 21159.28), is a law passed in 2008 by the California legislature that requires each MPO to demonstrate, through the development of an SCS, how its region will integrate transportation, housing and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State. In addition to creating requirements for MPOs, it also creates requirements for the California Transportation Commission (CTC) and CARB. Some of the requirements include the following:

- The CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs or MTPs.
- The CARB must develop regional GHG emission reduction targets for automobiles and light trucks for 2020 and 2035 by September 30, 2010. These targets were approved on September 23, 2010.
- Each MPO must prepare an SCS as part of its RTP or MTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP or MTP.
- After adoption, each MPO must submit its SCS to CARB for review.
- CARB must review each SCS to determine whether or not, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

AMBAG reduction targets from CARB are identified as a zero percent per capita change from 2005 levels by 2020 and a five percent per capita reduction from 2005 levels by 2035. These targets apply to the entire AMBAG region for all on-road light duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. Therefore, AMBAG, through the 2040 MTP/SCS, must maintain or reduce these levels to meet the 2020 target and reduce these levels to meet the 2035 targets. It should be noted that new targets for the AMBAG region will be established for the next update to the MTP/SCS, scheduled in 2022.

SB 375 specifically states that nothing in the law changes local governments local land use authorities. The 2040 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. The 2040 MTP/SCS includes and accommodates the growth

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\(^1\) 23 C.F.R. §450.322(c); Gov. Code §65080(d).
projections for the region. SB 375 also requires that forecasted development patterns for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.\(^2\)

In addition, this 2040 MTP/SCS EIR lays the groundwork for the streamlined review of qualifying development projects. Qualifying projects that meet statutory criteria and are consistent with the 2040 MTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws; see Section 1.3.1.

**MAP-21**

The Moving Ahead for Progress in the 21\(^{st}\) Century Act (MAP-21) was enacted in 2012, preceding the FAST Act that builds upon what was started with MAP-21. Through the MTP development process, MAP-21 encourages AMBAG to:

Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.\(^3\)

Specifically, MAP-21 requires that the MTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance 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 integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.\(^4\)

The 2040 MTP/SCS and the RTPs prepared by the Monterey, San Benito and Santa Cruz RTPAs have been prepared to meet these requirements.

**Fixing America’s Surface Transportation Act (Fast Act)**

The most recent federal transportation legislation, Fixing America’s Surface Transportation (FAST) Act builds on the changes made by MAP-21, and, was enacted in 2015 (Public Law 94-114). The Moving Ahead for Progress in the 21\(^{st}\) Century Act (MAP-21), enacted in 2012, made a number of reforms to the metropolitan and statewide transportation planning processes, including

\(^2\) The RHNA was updated as part of the 2035 MTP/SCS and will be updated for the next MTP/SCS scheduled for adoption in 2022.


incorporating performance goals, measures and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses. The statewide and metropolitan long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. Additionally, the FAST Act requires the planning process to consider projects/strategies to improve the resilience and reliability of the transportation system, address stormwater mitigation and enhance travel and tourism.

Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

Through the RTP development process, the FAST Act encourages MPOs, such as AMBAG, to:

- Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.  

Specifically, the FAST Act requires that the RTP planning process:

- Provide for consideration of projects and strategies that will:
  
  (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
  
  (B) increase the safety of the transportation system for motorized and non-motorized users;
  
  (C) increase the security of the transportation system for motorized and non-motorized users;
  
  (D) increase the accessibility and mobility of people and for freight;
  
  (E) protect and enhance 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;
  
  (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  
  (G) promote efficient system management and operation;
  
  (H) emphasize the preservation of the existing transportation system.
  
  (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  
  (J) enhance travel and tourism.  

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Planning Final Rule – FAST Act

On May 27, 2016, the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule was issued, with an effective date of June 27, 2016 (Title 23 CFR Parts 450 and 771 and Title 49 CFR Part 613). This final rule states, “On or after May 27, 2018, an RTPA may not adopt an RTP that has not been developed according to the provisions of MAP-21/FAST Act as specified in the Planning Final Rule.” This rule applies to the AMBAG MTP/SCS as its projected adoption is for June 2018.

Metropolitan/Regional Transportation Plans

The procedures for developing Regional Transportation Plans – also referred to as Metropolitan Transportation Plans – are provided in the California Transportation Commission’s 2017 California Regional Transportation Plan Guidelines. Because the AMBAG document encompasses three RTPs, it is referred to as a Metropolitan Transportation Plan as AMBAG is the MPO overseeing the tri-county area. The guidelines apply to both MTP/RTPs and identify the purpose of an MTP/RTP to be as follows:

- Provide an assessment of current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region’s mobility and accessibility needs;
- Guide and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements in sufficient detail to serve as a foundation for:
  - Development of the Federal Transportation Improvement Program (FTIP) and the Interregional Transportation Improvement Program (ITIP);
  - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process; and
- Identification of project purpose and need.
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, Native American Tribal Governments and State and Federal agencies in responding to statewide and interregional transportation issues and needs;
- Provide a forum for 1) participation and cooperation, and 2) facilitating partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involve community-based organizations as part of the public, Federal, State and local agencies, Native American Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

RTPs and MTPs must include long-term horizons (at least 20 years) that reflect regional needs, identify regional transportation issues/problems and develop and evaluate solutions that incorporate all modes of travel. RTPs and MTPs must also recommend a comprehensive approach that provides direction for programming decisions to meet the identified regional transportation
needs. RTPs and MTPs must be fully consistent with the requirements of MAP 21 and other federal laws and regulations, including conformity with the 1990 Clean Air Act Amendments and consistency with the Federal Transportation Improvement Program (FTIP). Because the 2040 MTP/SCS is a compilation of three RTPs, consistency between the documents is addressed within the MTP.

**Project Objectives**

The underlying purpose of the 2040 MTP/SCS is to coordinate and facilitate the programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2040 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB and in accordance with other State and Federal regulations. In developing the 2040 MTP/SCS, AMBAG followed the FAST Act requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance 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 integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

The primary objective of the 2040 MTP/SCS is to comply with applicable regulatory requirements, including CTC Guidelines and SB 375, including SB 375’s regional GHG reduction targets. AMBAG’s specific objectives for the 2040 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG region accomplishes the following: Serves regional goals, objectives, policies and plans.

- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

### 2.2 Project Location

The 2040 MTP/SCS covers the entire area of Monterey, San Benito, and Santa Cruz counties and includes all the incorporated cities and unincorporated communities contained therein (see Figure 1). Capital improvement projects identified in the 2040 MTP/SCS are located on State highways,
Figure 1  Project Location
county roads and locally owned streets, as well as on transit district property, and public utility lands. A description of the study area is provided in Section 3.0, Environmental Setting.

2.3 Project Characteristics

The 2040 MTP/SCS is a technical update to the 2035 MTP/SCS which was adopted in June 2014. The technical updates from the 2035 MTP/SCS consisted of changing the base year from 2010 to 2015; updating the growth forecasts from 2010-2035 to 2015-2040; updating project cost estimates; updating revenue assumptions; and minor changes to transportation project lists. The MTP/SCS vision, policies and goals/performance metrics have not changed. The 2040 MTP/SCS and the RTPs prepared by Monterey, San Benito and Santa Cruz reflect changes in legislative requirements, local land use policies and resource constraints.

The 2040 MTP/SCS plans how the AMBAG region will meet its transportation needs for the period from 2015 to 2040, considering existing and projected future land use patterns as well as forecast population and job growth. The 2040 MTP/SCS estimates approximately $9.7 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian; aviation, as well as transportation demand management measures (TDM) and transportation systems management (TSM).

The 2040 MTP/SCS is based on a preferred land use and transportation scenario which defines a pattern of future growth and transportation system investment for the region emphasizing a transit oriented development and infill approach to land use and housing. Population and job growth is allocated principally within existing urban areas near public transit. Table 3 is the projected population growth within the AMBAG region.
Table 3  Forecasted AMBAG Population Growth 2015-2040

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2015</th>
<th>2020</th>
<th>2040</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterey County</td>
<td>432,637</td>
<td>448,211</td>
<td>501,751</td>
<td>16%</td>
</tr>
<tr>
<td>Carmel-By-The-Sea</td>
<td>3,824</td>
<td>3,833</td>
<td>3,876</td>
<td>1%</td>
</tr>
<tr>
<td>Del Rey Oaks</td>
<td>1,655</td>
<td>1,949</td>
<td>2,987</td>
<td>80%</td>
</tr>
<tr>
<td>Gonzales</td>
<td>8,411</td>
<td>8,827</td>
<td>18,756</td>
<td>123%</td>
</tr>
<tr>
<td>Greenfield</td>
<td>16,947</td>
<td>18,192</td>
<td>22,327</td>
<td>32%</td>
</tr>
<tr>
<td>King City</td>
<td>14,008</td>
<td>14,957</td>
<td>16,063</td>
<td>15%</td>
</tr>
<tr>
<td>Marina</td>
<td>20,496</td>
<td>23,470</td>
<td>30,510</td>
<td>49%</td>
</tr>
<tr>
<td>Monterey</td>
<td>28,576</td>
<td>28,726</td>
<td>30,976</td>
<td>8%</td>
</tr>
<tr>
<td>Pacific Grove</td>
<td>15,251</td>
<td>15,349</td>
<td>16,138</td>
<td>6%</td>
</tr>
<tr>
<td>Salinas</td>
<td>159,486</td>
<td>166,303</td>
<td>184,599</td>
<td>16%</td>
</tr>
<tr>
<td>Sand City</td>
<td>376</td>
<td>544</td>
<td>1,494</td>
<td>297%</td>
</tr>
<tr>
<td>Seaside</td>
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<td>34,301</td>
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<td>Soledad</td>
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<td>26,399</td>
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<td>Unincorporated County Territory</td>
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<td>105,361</td>
<td>106,418</td>
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<tr>
<td>San Benito County</td>
<td>56,445</td>
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<td>Hollister</td>
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<td>Santa Cruz County</td>
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</tr>
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<td>Capitola</td>
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<td>10,809</td>
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<tr>
<td>AMBAG Total</td>
<td>762,676</td>
<td>791,600</td>
<td>883,300</td>
<td>16%</td>
</tr>
</tbody>
</table>


The preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway capacity, local street improvements, active transportation and transit investments to serve a more concentrated urban growth pattern.

The 2040 MTP/SCS is organized into seven chapters plus an Executive Summary:

- **Executive Summary.** Includes an overview of the 2040 MTP/SCS, the preferred scenario and its performance, an explanation of the planning process and the allocation of transportation funding.
- **Chapter 1 – Vision.** Discusses legal authority, the overall purpose of the 2040 MTP/SCS and transportation-related issues and challenges faced by the region.
Chapter 2 – Transportation Investments. Defines how to make the most out of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and management strategies. The transportation investments are intended to provide more travel choices for the region’s residents, businesses and visitors.

Chapter 3 – Financial Plan. The financial plan presents funding strategies that are reasonably available by 2040.

Chapter 4 – Sustainable Communities Strategy. Describes how the SCS was developed, identifies the land use and transportation connection, identifies the transportation system and programs, discusses resource areas and farmland, methods to accommodate the region’s housing needs, how AMBAG will meet GHG reduction targets and implementation strategies.

Chapter 5 – Performance Measures. Provides an introduction to the concept of performance measures as they relate to accomplishing the 2040 MTP/SCS goals while meeting social equity responsibilities.

Chapter 6 – Public Participation. Provides a public participation process including methods for engaging the community and local jurisdictions in the development of the 2040 MTP/SCS.

Chapter 7 – Glossary. Identifies key terms and their definitions.

Appendices. The appendices include the following:

A. Regional Growth Forecast
B. Financial Plan
C. Project List
D. Public Participation and Consultation
E. SCS Documentation
F. Travel Demand Model and Land Use Model Documentation
G. Performance Measures
H. Complete Streets Guidebook
I. SCS Maps
J. MTP Checklist

Of these seven chapters, the Vision Element, Transportation Investments, Financial Plan and Sustainable Communities Strategy (Chapters 1, 2, 3 and 4) are the four components that include provisions with the potential to create physical changes to the environment and are the primary focus for analysis in this EIR. These chapters are described in more detail below.

2.3.1 Chapter 1 – Vision

The 2040 MTP/SCS serves as a blueprint for addressing the mobility and sustainability challenges faced in the region. The vision of the 2040 MTP/SCS is to improve the quality of life for residents by implementing suitable or appropriate land use and transportation choices for the future.

The 2040 MTP/SCS is built on a set of integrated policies, strategies and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2040. AMBAG began developing the 2040 MTP/SCS by adopting the following goals and policy objectives:

Access and Mobility. Provide convenient, accessible and reliable travel options while maximizing productivity for all people and goods in the region.
- **Economic Vitality.** Raise the region’s standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

It is AMBAG’s intent that the goals and policy objectives be supported by the individual RTPs prepared by Monterey, San Benito and Santa Cruz counties. The goals, policies and objectives that create the framework for each RTP that comprise the MTP are summarized below:

### 2.3.1.1 2040 Monterey County RTP

The 2040 MC-RTP Policy Element is intended to address transportation issues affecting Monterey County. For each issue, a goal to address that issue is adopted, and then policies/objectives are adopted to accomplish that goal. Goals for the 2040 MC-RTP include:

- **Goal 1: Access and Mobility.** Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight.
- **Goal 2: Safety and Health.** Design, operate and manage the transportation system to reduce serious injuries and fatalities, promote active living and lessen exposure to pollution.
- **Goal 3: Environmental Stewardship.** Protect and enhance the County's built and natural environment. Act to reduce the transportation system’s emission of Greenhouse Gasses.
- **Goal 4: Social Equity.** Reduce disparities in health, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.
- **Goal 5: Economic Benefit.** Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.

### 2.3.1.2 2040 San Benito County RTP

The 2040 SBC-RTP Policy Element is intended to address transportation issues affecting San Benito County. For each issue, a goal to address that issue is adopted, and then policies/objectives are adopted to accomplish that goal. Goals for the 2040 SBC-RTP include:

- **Goal 1: Access and Mobility.** Provide convenient, accessible and reliable travel options while maximizing productivity for all people and goods in the region.
- **Goal 2: Economic Vitality.** Raise the region’s standard of living by enhancing the performance of the transportation system.
- **Goal 3: Environment.** Promote environmental sustainability and protect the natural environment.
Goal 4: Healthy Communities. Protect the health of our residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.

Goal 5: Social Equity. Provide an equitable level of transportation services to all segments of the population.

Goal 6: System Preservation & Safety. Preserve and ensure a sustainable and safe regional transportation system.

2.3.1.3 2040 Santa Cruz County RTP

The 2040 SCC-RTP Policy Element is intended to address transportation issues affecting Santa Cruz County. For each issue, a goal to address that issue is adopted, and then policies and objectives are adopted to accomplish that goal. Goals for the 2040 SCC-RTP include:

- Goal 1: Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy. There is a strong relationship between achieving access, health, economic benefit, climate and energy goals and meeting targets. In many cases, actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

- Goal 2: Reduce transportation related fatalities and injuries for all transportation modes. Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

- Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment. The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups and ecological function.

This framework of goals and policy objectives was used to guide the development of the 2040 MTP/SCS and specifically the performance measures developed by AMBAG to evaluate how well the 2040 MTP/SCS and alternatives perform. For reference, the performance objectives are provided in the 2040 MTP/SCS and addressed in more detail Section 7.0, Alternatives.

2.3.2 Chapter 2 - Transportation Investments

Chapter 2 sets forth the investments and strategies within the 2040 MTP/SCS. The investments discussed in the chapter are intended to optimize the performance and to strategically expand the existing transportation system as shown on Figure 2, Figure 5 and Figure 7. The investments address transportation system preservation, roadway, rail, bus, airport, bicycle and pedestrian facilities and demand and systems management. The Monterey Bay area has invested and placed a high priority on protecting the region’s existing multimodal transportation system to ensure that the system is operating efficiently, safely and effectively as possible. Transportation investment strategies have not changed in this 2040 MTP/SCS update. As described previously, project cost estimates and revenue assumptions have been updated, along with some minor changes to the transportation project lists. However, the vision, policies and goals/performance metrics have not changed from 2035.
One of the primary goals of the 2040 MTP/SCS is to reduce per capita greenhouse gas emissions over the next 25 years. A strategic transportation system expansion would provide the region with mobility and accessibility by targeting expansion around bus transit, rail, key roadways and active transportation. The 2040 MTP/SCS provides over $5.6 billion for highway, local streets and roads investments which include corridor improvements, roadway widenings and extensions, new roads and maintenance/repair. Another focus of the 2040 MTP/SCS is providing $3 billion for a long term public transit network that meets the regions mobility needs. The remaining transit funding is separated between maintenance and operation costs, as well as adding new transit vehicles and infrastructure. The 2040 MTP/SCS is focused on active transportation projects, which refers to bicycle and pedestrian facilities. Since one of the primary goals of the 2040 MTP/SCS is to reduce greenhouse gas emissions, active transportation plays a large role in reducing congestion, increasing health and overall quality of life. The 2040 MTP/SCS intends to make active transportation more attractive and feasible for all different users in the region, and the 2040 MTP/SCS has provided nearly $643 million for active transportation projects. These investments and improvements include addition of bike lanes, roadway widenings and extensions, sidewalks and trails. These efforts are in direct accordance with the Complete Streets Act of 2008 (AB 1358). The 2040 MTP/SCS also considers airport improvements which would improve regional and state system capacity and safety.

The transportation network is crucial for the Central Coast as the network provides the access and means of travel for the agricultural products grown in the region. The health of all the major roads, highways and railways are vital to the success and safety of the region. Lastly, the 2040 MTP/SCS address transportation demand management (TDM) and traffic systems management (TSM) which intend to improve the efficiency and effectiveness of the network. The strategies employed by these management programs would reduce vehicular demand and congestion, which is directly in line with the goal of reducing greenhouse gas emissions. The 2040 MTP/SCS allocates nearly $42 million to TDM strategies which include vanpool and telecommuting. The 2040 MTP/SCS allocates $26 million to TSM projects and programs which include, but are not limited to, autonomous vehicles, shared vehicles, incident management, ramp metering and traffic signal synchronization.

The 2040 MTP/SCS transportation projects are further described in Section 2.4, below. A complete discussion of 2040 MTP/SCS transportation investments and plans is provided in Chapter 2 of the 2040 MTP/SCS.

The 2040 MTP/SCS includes Financially Constrained projects which identify the programs and projects proposed by RTPAs, local and county government, public transit operators and airport operators in the tri-County region for which funding will likely be available. These include a full range of programs and projects intended to improve roadway capacity/vehicular flow, enhance transit operations, improve safety, support transportation planning and travel demand management, promote high occupancy vehicle use, encourage active transportation travel and improve multimodal and intermodal facilities. Specifically, the 2040 MTP/SCS includes the following types of transportation system improvement projects:

- **Active Transportation Projects.** The 2040 MTP/SCS includes projects that would complete Class I bike trails and Class II bike lanes, as well as sidewalk gap closures, trail access improvements, pedestrian bridges, bicycle and pedestrian treatments such as signal priority and amenities and related improvements to facilitate the use of transportation infrastructure by pedestrians and bicyclists such as traffic calming measures.

- **Highway and Local Roadway Projects.** Continued operation and maintenance of the region’s highway, arterial and local street system is a focus of the 2040 MTP/SCS. Caltrans and each
county and local jurisdiction within the Plan area have proposed projects for the roadway system that address current and future needs based on existing traffic conditions and projected traffic increases. These include a range of road widening and extension projects, operational improvements such as auxiliary lanes, interchange/intersection improvements, safety improvements and freeway overcrossings. In addition, projects that improve or rehabilitate existing roadway infrastructure are included in the 2040 MTP/SCS. These projects include resurfacing, restriping, signal modifications and related improvements.

- **Transportation Demand Management.** The 2040 MTP/SCS includes Transportation Demand Management (TDM) projects and programs to reduce travel demand particularly during the peak period and more efficiently use the existing transportation system.

- **Transit Projects.** These projects include improvements designed to enhance express bus service as well as the expansion of passenger and freight throughout the tri-county area. Improvements include the construction of dedicated transit lanes, intermodal stations, new rail track and related infrastructure. Funding is also programmed to support transit operations, maintenance and investments in paratransit services.

- **Other Projects.** The 2040 MTP/SCS includes projects intended to improve overall operations at existing public use airports in the tri-county area, improve wildlife corridor crossings and administration and planning.

The 2040 MTP/SCS does not provide project designs or a construction schedule. Adoption of the 2040 MTP/SCS would not represent an approval action for any of the individual transportation programs and projects listed in the financially constrained Plan. Detailed site-specific alignment, location, design and scheduling of the improvement projects which are included in the 2040 MTP/SCS are not fixed by the 2040 MTP/SCS, and these individual projects may be modified substantially from their initial description in the 2040 MTP/SCS at the time they are considered for implementation.

### 2.3.3 Chapter 3 – Financial Plan

The Financial Plan identifies how much money is available to support the region’s surface transportation investments, including transit, highways, local road improvements, system preservation and demand management goals. It also addresses the need for investment in goods movement infrastructure. The projects included in the 2040 MTP/SCS are “financially constrained,” which means there is a plan in place to secure the funding. In most cases, future programming action will be required.

The financial forecasts in the 2040 MTP/SCS 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 2040 MTP/SCS were developed collectively with transportation planning agencies the Monterey Bay Area including AMBAG, TAMC, SCCRTC, SBtCOG, Caltrans, Monterey-Salinas Transit (MST), the Santa Cruz County Metro Transit District, the three Counties and 18 cities.

The Financial Plan identifies major federal, state and regional/local funding sources anticipated to be available during the life of the 2040 MTP/SCS. The majority of federal revenue is projected to come from the Urbanized Area Formulation Program, federal transit capital programs and miscellaneous federal highway revenue sources. State revenue sources include the State Highways Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP) and
the Transportation Alternatives Program (TAP). Local revenue sources include the Transportation Development Act (TDA)/Local Transportation Fund (LTF), gas tax, transit fares and developer fees. In November 2016, TAMC and SCCRTC passed local sales tax measures, Measure X and Measure D respectively, to fund transportation projects of all modes in their respected counties. This significant local investment in transportation will account for a stable funding source for local road maintenance, transit operations, active transportation investments and other congestion reducing projects. Together, these measures are expected to generate roughly $860 million over 22 years. Total revenue is projected to be $9.7 billion. A complete discussion of the 2040 MTP/SCS financial plan is provided in Chapter 3 of the 2040 MTP/SCS.

2.3.4 Chapter 4 – Sustainable Communities Strategy

The SCS ultimately consists of the preferred land use and transportation scenario selected by AMBAG as best capable of meeting MTP goals. The 2040 MTP/SCS simultaneously addresses the region’s transportation needs and encourages infill development near transit investments to reduce vehicle miles traveled (VMT), the number of miles vehicles operate in congested conditions (CVMT) and overall GHG emissions. This strategy selectively increases residential and commercial land use capacity within transit corridors in existing urban areas, shifting a greater share of future growth to these corridors.

The SCS, as outlined in Chapter 4 of the 2040 MTP/SCS, includes SCS toolkits, opportunity areas, programs and strategies, protection of natural resources, and implementation strategies, as described below:

- **SCS Toolkits.** The SCS toolkits consist of examples of projects and best practices to help achieve regional and local sustainability goals and emission reduction targets through efforts to provide housing, jobs and services in proximity to one another and to better link them by transit and safe and convenient bicycle and pedestrian access. The tools are grouped in separate Infill Housing, Economic Development and Transportation sections of the toolkit.

- **Opportunity Areas.** SB 375 includes provisions for CEQA streamlining for developments that meet a specific set of criteria specified in California Public Resources Code Section 21155. At a minimum, this criteria includes proximity to high quality transit. Areas that qualify for streamlining are called “opportunity areas.”

- **Programs and Strategies.** This section describes programs and strategies that are generally less costly than infrastructure improvements to the transportation network, but that can improve traffic flow as well as the effectiveness of the transportation system as a whole. These programs and strategies include TSM measures, such as ramp metering, and TDM measures, such as promoting telecommuting and expanding vanpool services.

- **Protection of Natural Resources.** The SCS incorporates adopted habitat plans as well as the conservation of other sensitive resource lands such as steep slopes, wetlands, and floodplains as reflected in plans by local jurisdictions. These local and regional plans ensure the conservation of plant and animal species, and natural habitats through low density zoning, conservation easements, and land purchases.

- **Implementation Strategies.** This section provides a list of strategies that AMBAG, RTPAs, local jurisdictions and other stakeholders may consider in order to successfully implement the SCS.

The transportation projects, programs and strategies contained in the MTP are major components of the SCS. However, the SCS also focuses on the general land use growth pattern for the region,
because the geographic relationships between land uses—including density and intensity—help determine travel demand. Thus, to meet requirements of SB 375, the SCS:

- Identifies existing and future land use patterns;
- Establishes a future land use pattern to meet GHG emission reduction targets;
- Identifies transportation needs and the planned transportation network;
- Considers statutory housing goals and objectives;
- Identifies areas to accommodate long-term housing needs;
- Identifies areas to accommodate eight-year housing needs;
- Considers resource areas and farmland;
- Presents implementation strategies; and
- Complies with federal law for developing an MTP.

Overall, the land use scenario in the SCS provides a diverse mixture of land uses, such as commercial and retail uses, in combination with residential uses that have been shown to reduce vehicle miles traveled and thereby reduce greenhouse gas emissions. Combining mixed use development with infill development, rather than building on the fringes of urbanized areas, reduces greenhouse gas emissions by reducing the distance that people have to travel to get their basic needs met. The SCS land use scenario assumes increased density via infill development and mixed use in existing commercial corridors in combination with high quality transit service that includes bus service that has headways of 15 minutes or less during the peak period or rail service. By combining increased density and accessibility to transit there is a higher likelihood that people will choose to use transit rather than drive to maximize VMT reduction. Figure 2 through Figure 8 show the SCS land use scenarios and location of the RTP projects.

In developing the SCS scenario alternatives, AMBAG created a set of place types which established a set of land use designations common to general plans for the three counties and 18 cities in the region. The following metrics and characteristics were established as the primary determinants of place type designations:

- **Density.** The general density of a particular land use, expressed as Floor to Area Ratio (FAR) and/or dwelling units per acre
- **Setting.** The surrounding land use and development context
- **Character.** The urban and built form, including building placement, street pattern and pedestrian or auto-orientation
- **Transportation.** The level of transit access, quality of the pedestrian environment and presence of bicycle infrastructure

The SCS preferred scenario is consistent with the region’s RHNA which was last updated as part of the 2035 MTP/SCS. All three counties in the AMBAG region have enough housing capacity to accommodate the current RHNA allocations. The allocations do not exceed forecasted growth and can be accommodated through infill and redevelopment. Housing in the AMBAG region is further discussed in Section 4.13, Population and Housing.

Within the Monterey Bay region, the State’s Farmland Mapping and Monitoring Program has identified a total of 292,088.4 acres of Important Farmland, including 236,282 acres in Monterey County, 36,159.9 acres in San Benito County and 19,646.5 acres in Santa Cruz County. Protection of agricultural resources is further described in Section 4.2, Agriculture and Forestry Resources.
The SCS does not create a mandate for land use policies at the local level. In fact, SB 375 specifically states that the SCS cannot dictate local land use policies (see Government Code Section 65080(b)(2)(K)). Rather, the SCS is intended to provide a regional policy foundation that local governments may build upon as they choose and generally includes quantitative growth projections.

2.4 2040 MTP/SCS Transportation Projects

The types of transportation projects comprising the MTP are summarized below. All projects by type and jurisdiction are shown in Appendix B.

- **Active Transportation.** These projects are focused on improvements designed to benefit pedestrians and bicyclists. They include the construction of Class I-III bicycle lanes, sidewalk gap closures, ADA accessible ramps and sidewalks, pedestrian bridges, widening shoulders, maintenance, rehabilitation and repair projects, installation of traffic calming devices, roundabouts, new lighting and trail access. Within Monterey County, specific projects include the Fort Ord Regional Trail and Greenway (FORTAG), which would include approximately 30 miles of bike and pedestrian trails through the former Fort Ord; citywide intersection ADA upgrades in the City of Monterey; and sidewalk repairs at 6,000 locations. Within San Benito County, specific projects include construction of a portion of the San Benito River Recreational Trail and installation of bike lanes along Santa Ana Road, Buena Vista Road, North Street, Central Avenue, Airline Highway, Meridian Street and Sunnyslope Road. In Santa Cruz County, specific projects include several segments of the Monterey Bay Sanctuary Scenic Trail Network and installation of bicycle/pedestrian bridges over Branciforte Creek and Highway 1 at Mar Vista Drive. The Monterey Bay Sanctuary Scenic Trail (MBSST) is planned to be a multiuse recreation and interpretive pathway that links existing and newly established trail segments into a continuous coastal trail around the Monterey Bay. The MBSST Final Master Plan and Environmental Impact Report was adopted by SCCRTC in November 2013.

- **Highway Improvements.** These projects are generally focused on U.S. 101 and the state highway system throughout each of the three counties. They include the development of new infrastructure such as new interchanges, new and widened roadway lanes, ramp improvements, new overcrossings, roundabouts and other modifications designed to improve safety and capacity. Specific projects in Monterey County include the State Routes (SR) 156 Corridor Widening Project, construction of a new interchange on U.S. 101 at Harris Road and construction of frontage roads along U.S. 101 in South County. In San Benito County, specific projects include a new interchange at U.S. 101 and SR 25 in Santa Clara County; the SR 25 Corridor Improvement Project; and construction of a four-lane expressway south of existing SR 156. Specific projects in Santa Cruz County include the construction of auxiliary lanes on Highway 1 from State Park Drive to Park Avenue, from Park Avenue to Bay Avenue/Porter Street, from 41st Avenue to Soquel Avenue and from San Andreas Road/Larkin Valley Road to Freedom Boulevard.

- **Highway Operations, Maintenance and Rehabilitation.** These projects focus on improvements to more efficiently use existing highway system infrastructure. These include resurfacing, restriping, signal modifications and other improvements designed to more efficiently use existing facilities. Representative actions include funding the State Highway Operations and Protection Program (SHOPP) and safety in all three counties; congestion relief improvements to SR 68 from Blanco Road to SR 1 in Monterey County; Highway 156/Fairview Road Intersection
Improvements in San Benito County; and replacement of the Highway 1 bridge over San Lorenzo River in Santa Cruz County.

- **Local Street and Road Improvements.** These projects are generally focused on county and local streets and roadways. They include the development of new infrastructure such as street widening, realignments, extensions and related improvements designed to improve safety and capacity. Representative improvements include road widening projects along the Marina-Salinas Corridor, including Davis Road, Reservation Road and Imjin Parkway, in Monterey County; and widening Fairview Road from McCloskey Road to SR 25 in San Benito County.

- **Local Street and Road Operations, Maintenance and Rehabilitation.** These projects focus on improvements to existing county and local streets and roadway infrastructure. These include resurfacing, restriping, signal modifications, streetscapes and other improvements designed to maintain and more efficiently and effectively use existing facilities. Specific projects in Monterey County include the Jolon Road overlay safety improvements and operational and capacity improvements to San Miguel Canyon Road. Specific projects in San Benito County include system preservation and maintenance within unincorporated San Benito County and the City of Hollister and installation of a new bridge at Union Road over the San Benito River. Projects in Santa Cruz County include ongoing maintenance, repair and operation of the street system within unincorporated Santa Cruz County and the cities of Santa Cruz, Watsonville, Capitola and Scotts Valley.

- **Rail Projects.** The only regular rail passenger train currently operating in the region is provided by Amtrak, the Coast Starlight. It connects Los Angeles to Seattle and stops in Salinas, the only Amtrak rail station in the region. This route operates one train in each direction daily. In the future, Amtrak plans to expand service by offering the Coast Starlight service with stations in Soledad and King City. There is also bus service in the region for connections to the Capital Corridor route between San Jose and Sacramento. TAMC is working to extend the Capital Corridor commuter rail service to Salinas. In addition, SCCRTC is evaluating rail service as part of the Unified Corridor Investment Study.

- **Other Projects.** These projects are primarily focused on the construction of various improvements at public airports within the study area. These include the construction of a new terminal building, roads and surface parking at the Monterey Airport and taxiway lighting and signage improvements at the Marina Airport in Monterey County; operations and maintenance at the Hollister Airport in San Benito County; and new hangars and other improvements at the Watsonville Airport in Santa Cruz County. Other projects in San Benito County include COG planning and administration. Other projects in Santa Cruz County include UC Santa Cruz parking operations and maintenance, RTC administration and planning and Measure D administration and implementation.

- **Transportation Demand Management.** Within Monterey County, these projects are focused on installation of Wireless Access in Vehicular Environments (WAVE) technology, ITS signal improvements and development/implementation of the Monterey Bay Area 511 Traveler Information, which includes both Monterey and Santa Cruz Counties and the Monterey and Rideshare/Commute Alternatives. Funds would cover the existing vanpool program within Monterey County and the commute solutions rideshare program in Santa Cruz County. TDM projects include a rideshare/commute alternatives program in Monterey County; rideshare and vanpool programs in San Benito County; and various vanpool, bicycling and commuter incentive programs designed to reduce VMT in Santa Cruz County.
- **Transit ADA.** These funds would cover paratransit services and related requirements in Monterey and Santa Cruz Counties. No transit ADA projects are proposed for San Benito County.

- **Transit Improvements.** These projects include improvements such as the purchase of rolling stock, bus rehabilitation, purchase of communication equipment, bus shelters and ancillary equipment used to rehabilitate/upgrade existing transit stops/stations. Specific improvements would include a rail extension and bus rapid transit projects in Monterey County and commuter rail and express bus service to connect San Benito County with Santa Clara County.

- **Transit Operations.** Funds would cover transit operations and preventative maintenance projects. Within Monterey, San Benito and Santa Cruz County, the majority of funds would cover transit operations. Within Monterey County, funds would cover bus operations; within San Benito County funds would cover general transit operations and transit planning and technology improvements; within Santa Cruz County, funds would cover operations and maintenance for exiting bus services and ongoing capital acquisition of transit vehicles for the University of California, Santa Cruz campus.

- **Transit Rehabilitation.** Within Monterey County, these projects include bus electrification and replacement, bus station rehabilitation and preventative maintenance. In San Benito County, these projects include transit vehicle replacement and bus stop improvements. In Santa Cruz County, these projects include bus replacement and maintenance, transit system technology improvements and bus stop improvements.

- **Transportation System Management.** These projects include advanced traveler information kiosks and new signal boxes and detectors in Monterey County; emergency call boxes and wayfinding signs in San Benito County; and tow truck patrols on Highways 1 and 17, call box system maintenance and transit priority queues in Santa Cruz County.

Transportation projects and land use projects that are included in the 2040 MTP/SCS are shown in Figure 2 through Figure 8. Chapter 4 of the 2040 MTP/SCS describes the proposed Sustainable Communities, with Chapter 5 identifying the metrics to quantify the transportation, environmental, economic and equity benefits of the Plan. Appendix G of the 2040 MTP/SCS highlights the performance of the MTP/SCS for 2040. The performance of the Revenue Constrained network is compared in Appendix G to other network scenarios, such as 2015 Existing and 2040 No Build.
Figure 2  MTP Projects Monterey County

*Imagery provided by ESRI and its licensors © 2017.
Additional data provided by AMBAC 2017e.*
Figure 3  SCS Land Use Monterey County: North

2040 Land Use Pattern - Monterey County (Coast)
December 2017, Source: AMBAG

Urban Residential
Urban Commercial/Mixed Use
Suburban Residential
Suburban Commercial/Mixed Use
Town/Rural Residential
Town/Rural Commercial/Mixed Use
Industrial/Institutional

Source: AMBAG, 2017

Monterey
Salinas
Figure 5  MTP Projects San Benito County

Imagery provided by ESRI and its licensors © 2017.
Additional data provided by AMBAG 2017.e.
Figure 6  SCS Land Use San Benito County

Source: AMBAG, 2017e
Figure 7  MTP Projects Santa Cruz County
Figure 8  SCS Land Use Santa Cruz County
2.5 Intended Use of EIR

2.5.1 Agencies Expected to Use EIR in Decision-making

The CEQA Guidelines (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making and the approvals for which the EIR will be used to the extent known at the time the EIR is released. This EIR will inform AMBAG, in addition to other responsible agencies, persons and the general public, of the environmental effects of the proposed Plan and the identified alternatives. AMBAG will use the EIR for the purposes of review and approval of the 2040 MTP/SCS and the RTPAs will use the EIR for the purposes of review and approval of the county level 2040 RTPs.

The lead agencies for projects analyzed in this program EIR may use it as the basis first-tier analyses of topics such as regional growth, regional transportation and land use alternatives and cumulative impacts. RTPAs may incorporate information provided in this EIR into future transportation plans such as congestion management programs, countywide transportation plans, or county bicycle and pedestrian plans. Other agencies expected to use the EIR include: Caltrans, RTPAs, transit providers in the region (such as Monterey-Salinas Transit, Santa Cruz Metropolitan Transit District and San Benito County Express), the Monterey Bay Air Resources District, cities and counties.

Mitigation measures described in this EIR may be incorporated into project-level environmental impact analyses by implementing agencies as appropriate to mitigate identified project-level impacts. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

This EIR is also intended to facilitate the CEQA streamlining benefits of SB 375 for local jurisdictions, described in Section 1.3.1, CEQA Streamlining Opportunities.

2.5.2 Project Permits and Approvals

To complete the 2040 MTP/SCS process, AMBAG will first certify the EIR and then adopt the 2040 MTP/SCS. Subsequently, TAMC, SCCRTC and SBtCOG will adopt their RTP’s. Additional environmental review will be conducted by implementing agencies, as the lead agency for the individual projects contained within the 2040 MTP/SCS, prior to project implementation.

Depending on the location of the project, future approvals for individual transportation projects identified in the 2040 MTP/SCS would have to be completed by one or more of the following agencies:

- California Department of Transportation
- Caltrans
- Monterey Bay Air Resources District
- California Coastal Commission
- Transportation Agency for Monterey County
- Council of San Benito County Governments
- Santa Cruz Regional Transportation Commission
- Monterey-Salinas Transit
- Santa Cruz Metropolitan Transit District
- San Benito County Express
Cities and counties in the AMBAG region

The following public agencies would need to review the assumptions inherent in the 2040 MC-RTP before it could be implemented:

- AMBAG
- Caltrans
- California Transportation Commission
- California Coastal Commission
- Cities of: Carmel, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside and Soledad
- County of Monterey
- Monterey Bay Air Resources District
- Monterey-Salinas Transit

The following public agencies would need to review the assumptions inherent in the 2040 SCC-RTP before it could be implemented:

- AMBAG
- Caltrans
- California Transportation Commission
- California Coastal Commission
- Cities of: Capitola, Santa Cruz, Scotts Valley and Watsonville
- County of Santa Cruz
- Monterey Bay Air Resources District
- Santa Cruz Metropolitan Transit District

The following public agencies would need to review the assumptions inherent in the 2040 SBC-RTP before it could be implemented:

- AMBAG
- Caltrans
- California Transportation Commission
- San Benito County Local Transportation Authority
- Cities of: Hollister, San Juan Bautista
- County of San Benito
- Monterey Bay Air Resources District

As future transportation system improvement projects identified in the 2040 MTP/SCS are planned and designed, site-specific environmental review will be conducted by the agencies responsible for implementing such projects.

Caltrans is a Responsible Agency for all projects planned within its rights-of-way. Any public agencies or private developers contemplating work within a Caltrans right-of-way are required to obtain an approved encroachment permit from Caltrans prior to beginning that work.
2.6 Relationship with Other Plans and Programs

The RTPs and MTP provide a sound basis for the allocation of state and federal transportation funds for transportation projects within each county over the subsequent 20 years. The RTPs and MTP follows guidelines established by the State of California Transportation Commission to:

- Describe the transportation issues and needs facing the AMBAG region and each county;
- Identify goals and policies for how AMBAG and the RTPAs will meet those needs;
- Identify the amount of money that will be available for identified projects; and
- Include a list of prioritized transportation projects to serve the county’s long-term needs consistent with the funds allocated while considering environmental impacts and planning for future land use.

The 2040 MTP/SCS and the RTPs prepared by the Monterey, San Benito and Santa Cruz RTPAs has been evaluated for consistency with the goals, policies and objectives currently being implemented by municipal and county planning agencies within the region as well as the Local Area Formation Commissions (LAFCO) for Monterey, San Benito and Santa Cruz County. This discussion is provided in Section 5.0, MTP Consistency with Other Plans Analysis.

The 2040 MTP/SCS would be implemented with several other existing AMBAG programs designed to reduce adverse impacts to transportation resources, air quality, greenhouse gas (GHG) emissions and energy. As the MPO for the Monterey Bay Region, AMBAG strives to provide leadership in the areas of transportation, environmental and economic planning. One of the ways AMBAG improves the transportation system, while at the same time improving air quality and stimulating the local economy, is to provide commuters with viable options to driving alone. AMBAG works closely with regional partner agencies such as TAMC, SCCRTC, SbtCOG, MST, SCMETRO, MBARD and local jurisdictions on various transportation and land use planning projects and activities. AMBAG staff provides technical and program related assistance to partner agencies for project and/or program implementation. The following is a summary of programs that AMBAG and partner agencies support:

1. **Regional Vanpool Program.** The Regional Vanpool Program provides a sustainable transportation solution for the region’s unique land use, demographic and employment characteristics. Moreover, the Regional Vanpool Program fills in a market niche and serves traditionally underserved population groups including, but not limited to, low income and minority population, rural communities and agriculture workers. The AMBAG Regional Vanpool Program consists of the following two components:

   a. **Traditional employment vanpools.** This initiative started due to the AMBAG rideshare program for Monterey County receiving a number of commuter inquiries regarding vanpool seats and the inability to properly match the requests with available services.

   b. **Agriculture employment vanpools.** In 2010, AMBAG completed the AMBAG Vanpool Program Study funded by Caltrans grants, which identified the existence and extent of the unmet transportation needs among the agricultural worker population in the region. The study provided valuable information about the population and areas that needed the service.
2. **AMBAG Energy Watch Program.** AMBAG and Pacific Gas and Electric Company (PG&E) partnered to deliver the AMBAG Energy Watch Program in Monterey, San Benito and Santa Cruz Counties. The program reduces energy use in our area by providing the following resources to eligible PG&E customers:
   a. Energy assessments and audits
   b. Direct installation of energy efficient equipment
   c. Technical assistance and financial incentives for energy efficient retrofits in municipal buildings
   d. Energy efficiency seminars and training courses in the region
   e. Information on other PG&E energy efficiency programs and services
   f. Assistance accessing 0 percent or 3 percent financing for energy efficiency projects
   g. Developing Energy Action Strategies for jurisdictions
   h. Compiling greenhouse gas inventories for jurisdictions

3. **Electric Vehicle Infrastructure for the Monterey Bay Area.** AMBAG conducted a suitability study identifying the best locations for electric vehicle (EV) infrastructure in the Monterey Bay Area and successfully installed four EV station as a pilot program. TAMC, SCCRTC and other partner agency are using the EV master plan to install other charging locations under this project. AMBAG with the help of consultant, it has placed four stations in the region.

4. **Complete Streets Planning & Design Guidelines.** Complete streets are streets for everyone that are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists and transit riders. Complete streets are designed for all ages and abilities and are designed to take the focus away from automobiles. An existing transportation budget can incorporate complete streets projects with little to no additional funding, accomplished through reprioritizing projects and allocating funds to projects that improve overall mobility. Complete streets gain more productivity out of the existing roadway and public transportation system, which is vital to reducing congestion and at a low cost, can be fast to implement and have a high impact.

5. **Rideshare.** RTPAs provide Rideshare and Commute Alternatives, Rideshare and Emergency, developing Park & Ride Lots.

6. **Bike to School Day and Bike to Work Day Program.** International Programs supported by AMBAG to promote students and residents to bicycle to school and work. More information can be found at: www.walkbiketoschool.org

7. **Safe Routes to School Program.** This program aims to improve the health of kids and the community by making walking and bicycling to and from school safer, easier and more enjoyable.

8. **Regional Ecological Framework Project**

9. **Zero Emission Electric Motorcycle Pilot Project.** To reduce air pollution while contributing to the safety of the community, providing electric motorcycles to regions’ police departments is an important first step in demonstrating the effectiveness of electric vehicles.

10. **Freeway Service Patrol and Motorist Assistance Program.** The Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local transportation agency. The FSP program is a
free service of privately owned tow trucks that patrol designated routes on congested urban California freeways.

11. **Seniors & Accessible Transportation Services.** Focused transportation services to meet the unique needs of Seniors and other individuals with accessibility issues.
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