Appendix A

Notice of Preparation and NOP Response Letters

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

Notice of Preparation for an Environmental Impact Report

2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2050 MTP/SCS.

Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, AMBAG is soliciting your views on the scope and contents of the 2050 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2050 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

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

The 2050 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz, and Monterey counties through the year 2050. The 2050 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs through 2050 and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each county to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The RTPs address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

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

region covered by one of the state's metropolitan planning organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft EIR, **all written comments on the Notice of Preparation (NOP) must be received within the required public review and comment period, which begins Friday, January 26, 2024, and ends Friday, March 1, 2024 at 5:00 PM (PST)**. Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940**, or e-mail comments to hadamson@ambag.org no later than 5:00 p.m. (PST) on Friday, March 1, 2024.

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

AMBAG will host two virtual EIR scoping meetings/public workshops, each providing the same information. The purpose of the meetings is to inform the public of the 2050 MTP/SCS EIR and solicit input on the scope and content of the environmental analysis and alternatives. The date, time, and login information for the virtual meetings are as follows:

- **Wednesday, February 21, 2024 from 12:00 – 1:30 p.m.**
  https://us06web.zoom.us/webinar/register/WN_zBizO6gxS5WJztQlNUQb7Q
  Webinar ID: 890 1881 8507

- **Thursday, February 22, 2024 from 6:00 – 7:30 p.m.**
  https://us06web.zoom.us/webinar/register/WN_6DzlGH3AQ1SPuhJzO9fGgw
  Webinar ID: 861 8365 3590

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

Project Location

The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2050 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2050 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2050 MTP/SCS also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MPO) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2050 MTP/SCS for the region. The 2050 MTP/SCS EIR will analyze the plan's impacts on the physical environment, identify measures to avoid or mitigate significant environmental effects, and a reasonable range of alternatives that would avoid or substantially lessen any significant impacts. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

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

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

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2050. The RTPs address all forms of transportation and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission to describe the transportation issues and needs facing each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list

of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from our transportation partners, local jurisdictions, stakeholders, and members of the public will develop SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario to become the project description for purposes of the EIR. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail, as well as alternatives.

The 2050 MTP/SCS EIR has the potential to affect the following resource topics, which will be addressed in the EIR:

- Aesthetics and Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Mineral Resources
- Greenhouse Gases/Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project's basic goals and objectives, while avoiding or substantially lessening any of the Project's significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project's basic goals and objectives or failure to avoid or substantially lessen any of the Project's significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

Project Location Figure

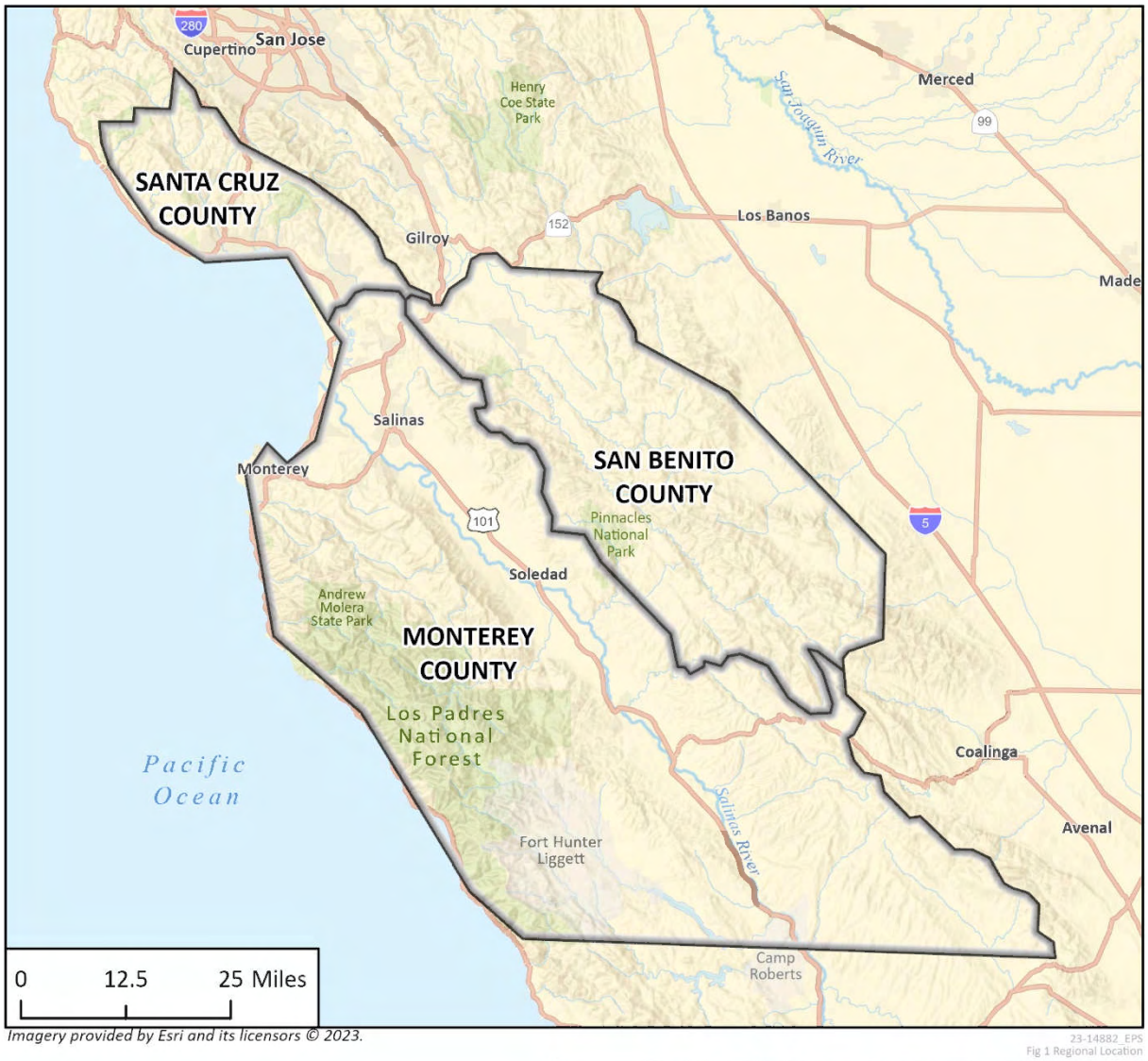

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Fig 1 Regional Location

Project Location (County Boundaries)

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JAN 31 2024

STATE OF CALIFORNIA — Gavin Newsom, Governor

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January 26, 2024

Heather Adamson
Association of Monterey Bay Area Governments (AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940

Re: 2024010524, 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties Project, San Benito, Santa Cruz, and Monterey Counties

Dear Ms. Adamson:

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

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

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

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

AB 52

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

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

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

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

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

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

SB 18

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

cc: State Clearinghouse

KING CITY
CALIFORNIA

FEB 16 2024

February 14, 2024

AMBAG
ATTN: Heather Adamson
24580 Silver Cloud Court
Monterey, CA 93940

RE: Comments on Notice of Preparation for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Dear Ms. Adamson,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The City of King (City) has been working on several transportation projects that should be included in the MTP/SCS. Additionally, the City is in the process of updating its Land Use Element (LUE) of the General Plan.

Since 2006, the City has been working toward the construction of an accelerated platform and multimodal transit center (MMTC) to accommodate Amtrak passenger service for the Coast Starlight which runs from Los Angeles to Seattle, Washington. The City has obtained partial funding for the MMTC. The project is under design and Union Pacific (UP) is reviewing the engineering design plans to make recommendations on needed rail improvements. Other major projects under planning and development are Active Transportation Plan projects including roundabouts, citywide bike and walking path, safe routes to school improvements, and citywide electric vehicle charging station plan.

The City is also updating the General Plan LUE. The draft LUE proposes three Opportunity Zones that will increase densities and allow flexible development standards. The Opportunity Zones are located: 1. along West Broadway Street, 2. near the proposed location of the MMTC, and 3. adjacent to First Street and Highway 101.

We look forward to reviewing the draft environmental document. If you have any questions, please do not hesitate to contact me at (831) 385-3281.

Sincerely,

Erin Amy for Doreen Liberto

Doreen Liberto, AICP
Community Development Director

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March 1, 2024

Heather Adamson
Director of Planning
Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940
Electronically Sent <hadamson@ambag.org>

SCH # 2024010524

Dear Ms. Adamson:

The California Department of Transportation (Caltrans), Aeronautics Program has reviewed the Notice of Preparation (NOP)of an Environmental Impact Report for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and 2050 Regional Transportation Plans (RTP) for San Benito, Santa Cruz, and Monterey Counties. One of the goals of the California Department of Transportation (Caltrans), Aeronautics Program, is to assist cities, counties, planning agencies and organizations, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the NOP.

The three-county Association of Monterey Bay Area Governments (AMBAG) region contains fourteen public use airports, two government/military airfields, and corporations who are developing innovative aviation technology in the region.

Please be aware that portions identified in the MTP/SCS and project sites may be located within an Airport Influence Area (AIA), or safety zone of an Airport Land Use Compatibility Plan (ALUCP) formed by the ALUC pursuant to the PUC, Section 21674. Density and Intensity compatibility around airports should also be considered as a potential impact given the long-range nature of the plan. Given the anticipated amount of development and increased pressures of housing in the state approaching to 2050, increased density surrounding airports can lead to adverse impacts on communities and should be reviewed for potential consequences to health and safety. Sensitive land uses such as residential areas, schools, hospitals, senior homes, and other facilities should also be reviewed for airport land use compatibility.

Proposed projects may also be subject to 14 CFR Part 77 Conical Surface standards and CNEL contours noise compatibility of an airport, which may require noise reduction measures. Please be aware, Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. In addition, any proposed projects identified as hazardous material sites compiled pursuant to Government Code Section 65962.5, compatibility restrictions should be reviewed per the ALUCP of an airport.

Please consider the regional scale of the environmental impact analysis and ensure impacts to airport-related noise and safety hazards are fully mitigated, therefore project-level agencies should consider project-level mitigation measures and adherence to the local ALUCP of an airport for compatibility guidelines and restrictions.

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development of airports, as declared by the California Legislature. A responsibility of the ALUC is to assess potential risk to aircraft and persons in airspace and people occupying areas within the vicinity of the airport. Additional detail and background can be found be in the California Airport Land Use Planning Handbook https://dot.ca.gov/programs/aeronautics/airport-land-use-planning.

The Aeronautics Program commends AMBAG and encourages the continued collaboration with aviation stakeholders on regional aviation planning issues.

If you have any questions or need additional information, please contact me by email at ingrid.mcroberts@dot.ca.gov.

Sincerely,

Ingrid McRoberts

Ingrid McRoberts
Aviation Planner
Caltrans Aeronautics Program

c: State Clearinghouse

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

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March 14, 2024

Heather Adamson
Association of Monterey Bay Area Governments (AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940
hadamson@ambag.org
(831) 883-3750

Subject: 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties (Project).
Notice of Preparation (NOP)
SCH No.: 2024010524

Dear Heather Adamson:

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

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. While the comment period may have ended, CDFW respectfully requests that the Association of Monterey Bay Area Governments still consider our comments.

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

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CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id*., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

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

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

Fully Protected Species: CDFW has jurisdiction over fully protected species of birds, mammals, amphibians and reptiles, and fish, pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research,
- Efforts to recover a fully protected, endangered, or threatened species, live capture and relocation of a bird species for the protection of livestock, or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

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Additionally, specified types of infrastructure projects may be eligible for an incidental take permit for unavoidable impacts to fully protected species if certain conditions are met (see Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process if an incidental take permit may be pursued for the Project.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Monterey Bay Area Governments (AMBAG)

Objective: As the metropolitan planning organization for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The 2050 MTP/SCS is both a long-range transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. The Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC) are the State-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP), which will be evaluated in the forthcoming Programmatic Environmental Impact Report (PEIR). The 2050 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2050 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2050 MTP/SCS also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MTP) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning.

Location: Monterey County, Santa Cruz County, and San Benito County

COMMENTS AND RECOMMENDATIONS

The NOP indicates that the Environmental Impact Report (EIR) for this Project will be a PEIR. Per project information, the draft PEIR will be characterized as one large project and acts as the first tier of environmental review.

CDFW is unable to provide substantive comments due to the limited Project information provided to us. Many special-status plant and animal species in the proposed Project

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area have been reported to the California Natural Diversity Database (CNDDB) (CDFW 2024). The following species, organized by potential for occurrence within Monterey, Santa Cruz, and San Benito Counties, should be considered as part of the PEIR that will be drafted for this Project:

Monterey County

The federally endangered (FE) tidewater goby (*Eucyclogobius neweberryi*)*;* federally threatened (FT) steelhead - south-central California coast DPS (*Oncorhynchus mykiss irideu*); Fully Protected (FP), State endangered (SE) and FE California condor (*Gymnogyps californianus*) and Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); SE and FE coastal dunes milk-vetch (*Astragalus tener var. titi*), Hickman's cinquefoil (*Potentilla hickmanii*), Monterey clover (*Trifolium trichocalyx*), and California Ridgway's rail (*Rallus obsoletus obsoletus*), least bell's vireo (*Vireo bellii pusillus*), Menzies' wallflower (*Erysimum menziesii*), Tidestrom's lupine (*Lupinus tidestromii*), and foothill yellow-legged frog - south coast DPS (*Rana boylii*); SE and FT foothill yellow-legged frog-central coast DPS and beach layia (*Layia carnosa*); SE seaside bird's beak (*Cordylanthus rigidus* ssp. *littoralis*); SE and fully protected (FP) bald eagle (*Haliaeetus leucocephalus*); SE Santa Lucia mint (*Pogogyne clareana*); State rare (SR) adobe sanicle (*Sanicula maritima*) and Pismo clarkia (*Clarkia speciosa ssp. immaculata*); State Candidate endangered (SCE) Crotch's bumble bee (*Bombus crotchii*) and western bumble bee (*Bombus occidentalis*); State threatened (ST) and FE San Joaquin kit fox (*Vulpes macrotis mutica*) and Monterey gilia (*Gilia tenuiflora*); ST and FT California tiger salamander - central California DPS (*Ambystoma californiense*); FP and ST California black rail (*Laterallus jamaicensis coturniculus*); ST bank swallow (*Riparia riparia*), Swainson's hawk (*Buteo swainsoni*), and tricolored blackbird (*Agelaius tricolor*); federally proposed endangered (FPE) and ST longfin smelt (*Spirinchus thaleichthys*); FP and FT southern sea otter (*Enhydra lutris nereis*); FP golden eagle (*Aquila chrysaetos*), northern elephant seal (*Mirounga angustirostris*), and white-tailed kite (*Elanus leucurus*); State species of special concern (SSC) and FE arroyo toad (*Anaxyrus californicus*); FT and SSC California red-legged frog (*Rana draytonii*) and western snowy plover (*Charadrius nivosus nivosus*); federally proposed threatened (FPT) and SSC western spadefoot (*Spea hammondii*) and western pond turtle (*Emys marmorata*); and the SSC American badger (*Taxidea taxus*), yellow-breasted chat (*Icteria virens*), burrowing owl (*Athene cunicularia*), black swift (*Cypseloides niger*), coast horned lizard (*Phrynosoma blainvillii*), coast range newt (*Taricha torosa*), Monterey dusky-footed woodrat (*Neotoma macrotis luciana*), Monterey hitch (*Lavinia exilicauda harengus),* northern California legless lizard (*Anniella pulchra*), northern harrier (*Circus hudsonius*), Pacific lamprey (*Entosphenus tridentatus*), pallid bat (*Antrozous pallidus*), purple martin (*Progne subis*), San Joaquin coachwhip (*Masticophis flagellum ruddocki*), Salinas pocket mouse (*Perognathus inornatus psammophilus*), southern coastal roach (*Hesperoleucus venustus subditus*),

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Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), yellow warbler (*Setophaga petechia*), loggerhead shrike (*Lanius ludovicianus*), grasshopper sparrow (*Ammodramus savannarum*), short-eared owl (*Asio flammeus*), olive-sided flycatcher (*Contopus cooperi*), willow flycatcher (*Empidonax traillii*), and Monterey shrew (*Sorex ornatus salarius*).

San Benito County

The FT steelhead - south-central California coast DPS; FP, SE and FE blunt-nosed leopard lizard (*Gambelia sila*) and California condor; SE and FE giant kangaroo rat (*Dipodomys ingens)* and least bell's vireo; SE and FT western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) and foothill yellow-legged frog - central coast; SE seaside bird's-beak; SCE Crotch's bumble bee and western bumble bee; ST and FE San Joaquin kit fox; ST and FT California tiger salamander - central California DPS; ST bank swallow, Nelson's (*San Joaquin*) antelope squirrel (*Ammospermophilus nelson*), Swainson's hawk, and tricolored blackbird; SSC and FT California red-legged frog; the FPT and SSC western pond turtle and western spadefoot toad; and SSC American badger, burrowing owl, California glossy snake (*Arizona elegans occidentalis*), coast horned lizard, coast range newt, long-eared owl (*Asio otus*), Monterey dusky-footed woodrat, mountain plover (*Charadrius montanus*), northern California legless lizard, northern harrier, pallid bat, Salinas pocket mouse, San Joaquin coachwhip, short-eared owl, Townsend's big-eared bat, Tulare grasshopper mouse (*Onychomys torridus tularensis*), short-nosed kangaroo rat (*Dipodomys nitratoides brevinasus*), two-striped gartersnake (*Thamnophis hammondii*), western mastiff bat, western red bat *(Lasiurus frantzii*), and yellow-breasted chat (*Icteria virens*).

Santa Cruz County

The FE and SE coho salmon-central California coast ESU (*Oncorhynchus kisutch* pop. 4), Santa Cruz wallflower (*Erysimum teretifolium*), Scotts Valley polygonum (*Polygonum hickmanii*), and white-rayed pentachaeta (*Pentachaeta bellidiflora*); FP, SE, and FE Santa Cruz long-toed salamander and California condor; FP and SE bald eagle; FP golden eagle and white-tailed kite; ST and FP California black rail; FP and FT southern sea otter; SE Beldings savannah sparrow (*Passerculus sandwichensis belding*); SE and FT Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), Santa Cruz tarplant (*Holocarpha macradenia*), and marbled murrelet (*Brachyramphus marmoratus*); SE San Francisco popcornflower (*Plagiobothrys diffusus*) and Humboldt County milk-vetch (*Astragalus agnicidus*); SR Dudley's lousewort (*Pedicularis dudleyi*); ST and FE Monterey gilia; ST and FT California tiger salamander; ST bank swallow and tricolored blackbird; SCE Crotch's bumble bee and western bumble bee; FT and SSC California red-legged frog and western snowy plover; FPT and SSC western pond turtle; and SSC California giant salamander (*Dicamptodon ensatus*), Santa Cruz black salamander (*Aneides niger)*, Cassin's auklet (*Ptychoramphus aleuticus*), Vaux's swift (*Chaetura vauxi*), black swift, mountain plover, purple martin, yellow-breasted chat, loggerhead

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shrike, saltmarsh common yellowthroat (*Geothlypis sinuosa*), yellow warbler, grasshopper sparrow, Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*), yellow rail (*Coturnicops noveboracensis*), Northern harrier, short-eared owl, long-eared owl, burrowing owl, olive-sided flycatcher, Monterey hitch, Pacific lamprey, San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), American badger, Monterey shrew, pallid bat, Townsends big-eared bat, western red bat, northern California legless lizard, and coast horned lizard.

Botanical Surveys

As this is a metropolitan transportation plan, additional projects may be tiered from this Project. CDFW recommends that the Project PEIR include a measure requiring each project that is tiered under the parent project to assess the subsequent project site(s) for suitable habitat for special-status plants and conduct botanical surveys.

If a project contains suitable habitat for special-status species, the project area should be surveyed by a qualified botanist for any possible special-status plants following the "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities" (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline) as part of the biological technical studies completed in support of the CEQA documents tiered from this Plan. CDFW recommends that the plant surveys be floristic and, if necessary, utilize a known reference site for any special status plants in order to provide a high level of confidence in the effort and results.

If a special status plant is found, CDFW recommends that the special status plant species be avoided whenever possible by delineating and observing a no disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species. If a State or federally listed plant species is identified during botanical surveys, it is recommended that consultation with CDFW and/or the USFWS be conducted to determine permitting needs.

California Endangered Species Act

Reasonably foreseeable future projects tiered from the Project PEIR may be subject to CDFWs regulatory authority pursuant to CESA. In the event that species listed under CESA are detected during surveys, consultation with CDFW is warranted to discuss how to implement the Project and avoid "take," or if avoidance is not feasible, to acquire a State Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground disturbing activities. In addition, CDFW advises that

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mitigation measures for the CESA listed species be fully addressed in the CEQA document prepared for any future project tiered from the Project PEIR.

CDFW therefore recommends that the Project PEIR include information related to these requirements and advises that projects tiered from the Project PEIR retain a qualified biologist to determine if potential impacts to CESA listed species may require the need to obtain a 2081 ITP.

Nesting birds

CDFW recommends that all projects tiered from the Project PEIR occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February 15 through September 15), each future project applicant is responsible for ensuring that implementation of their project does not result in a violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate future Project-related impacts on nesting birds, CDFW recommends that a qualified biologist conduct an assessment of nesting habitat during biological surveys in support of each project's CEQA document, and then conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around each future project site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from each future project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

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

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support any variance from these buffers and notify CDFW in advance of implementing a variance.

Cumulative Impacts

Given that this Project is serving primarily as a planning tool and that future project-level CEQA documents are expected to be tiered from it, CDFW recommends that a cumulative impact analysis be conducted for all potential biological resources that will either be significantly or potentially significantly impacted by implementation of the Project including those whose impacts are determined to be less than significant with mitigation incorporated or for those resources that are rare or in poor or declining health and will be impacted by the any future project, even if those impacts are expected to be relatively small (i.e. less than significant). CDFW recommends cumulative impacts be analyzed using an acceptable methodology to evaluate the impacts of past, present, and reasonably foreseeable future projects on resources and be focused specifically on the resource, not the project. An appropriate resource study area identified and utilized for this analysis is advised. CDFW staff is available for consultation in support of cumulative impacts analyses as a trustee and responsible agency under CEQA.

Lake and Streambed Alteration

Reasonably foreseeable future projects tiered from the Project PEIR may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires project proponents to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; or (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial in nature. For additional information on notification requirements, please contact our staff in the LSA Program at (559) 243-4593, or R4LSA@wildlife.ca.gov.

CDFW therefore recommends that the Project PEIR include information related to these requirements of Fish and Game code and advise that projects tiered from the Project retain a qualified biologist to determine if potential impacts to streams may require the need to obtain a 1600 LSAA.

Federally Listed Species

CDFW recommends consulting with the USFWS on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with

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essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS to comply with FESA is advised well in advance of any ground disturbing activities.

ENVIRONMENTAL DATA

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

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion

CDFW is available to meet with you ahead of the Project PEIR preparation to discuss potential impacts and possible mitigation measures, including site specific impacts and mitigation measures, for some or all of the resources that may be analyzed in the PEIR. If you have questions regarding this letter, please contact Kelley Nelson, Environmental Scientist, at (559) 580-3194 or by email at kelley.nelson@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...

Julie A. Vance
R4, Central Region
Regional Manager

DocuSigned by:
Erin Chappell
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Erin Chappell
R3, Bay Delta Region
Regional Manager

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ec: Patricia Cole, USFWS
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CDFW LSA/1600
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State Clearinghouse
Governor's Office of Planning and Research
State.clearinghouse@opr.ca.gov

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LITERATURE CITED

California Department of Fish and Wildlife. 2024. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed February 22, 2024.

Appendix B

2050 MTP/SCS and RTPs Transportation Project List

Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR002-CM-2026	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	$100
MON-CAR024-CM-2026	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	$290
MON-CAR025-CM-2026	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	$93
MON-CAR027-CM-2026	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	$87
MON-CAR035-CM-2026	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	$1,160
MON-CAR038-CM-2026	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	$500
~~MON-CAR040-CM-2026~~	~~Lincoln/Fourth Trestle Bridge~~	~~Reconstruction of a failing pedestrian bridge as recommended by a Bridge Assessment Report prepared by a Structural Engineer~~	~~$1,000~~
MON-GRN001-GR-2026	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge	$3,548
MON-GRN005-GR-2026	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	$1,548
MON-GRN010-GR-2026	12th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN011-GR-2026	13th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN012-GR-2026	2nd Avenue Bike Lanes	Construct Class II bike lane on northbound side of the road	$1
MON-GRN013-GR-2026	3rd Street Bike Lanes	Construct Class II Bike lanes	$1
MON-GRN014-GR-2026	7th Street Bike Lanes	Construct Class III bike lanes.	$1
MON-GRN015-GR-2026	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	$1
MON-GRN016-GR-2026	Elm Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN017-GR-2026	Pine Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN018-GR-2026	Walnut Avenue Bike Lanes	Construct Class II bike lane.	$1
MON-KCY008-CK-2026	Airport Road Bike Lane	Sign Class III bike lane.	$2

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY009-CK-2026	Metz Road Bike Lane	Stripe Class II, restripe roadway	$200
MON-KCY037-CK-2026	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	$120
MON-KCY038-CK-2026	Vanderhurst Bike Lanes	Install class II bike lanes.	$20
MON-KCY039-CK-2026	1st St Bike Lanes	Install class II bike lanes	$20
MON-KCY040-CK-2026	Broadway Bike Lanes	Install class II bike lanes	$5
MON-KCY045-CK-2026	Division St Repaving & Bike Lanes	Division St Repaving & install class II bike lanes	$1,100
MON-KCY046-CK-2026	San Antonio Dr Bike Lanes	Install class II bike lanes: Includes pedestrian improvements (road diet)	$10,000
MON-KCY047-CK-2026	N. Third St Bike Lanes	Install class II bike lanes	$50
MON-KCY048-CK-2026	Franciscan Way Bike Lanes	Install class II bike lanes	$50
MON-MAR009-MA-2026	Abdy Way, Cardoza to Healy	Construct new sidewalk and pavement	$200
MON-MAR026-MA-2026	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	$6,000
MON-MAR039-MA-2026	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	$1,000
MON-MAR108-MA-2026	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	$30
MON-MAR114-MA-2026	Del Monte Boulevard Road Diet	Road diet and add Class II bike lanes. Triggered by Marina Station Subdivision	$16,200
MON-MAR157-MA-2026	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	$6,800
MON-MRY002-MY-2026	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	$208
MON-MRY035-MY-2026	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	$3,500
MON-MRY037-MY-2026	Citywide Wayfinding Sign Program - Pedestrian Phase	Provide a comprehensive pedestrian and bicycle wayfinding sign program	$200
MON-MRY038-MY-2026	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	$431
MON-MRY040-MY-2026	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	$1,900
MON-MRY041-MY-2026	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	$250

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MRY043-MY-2026	Mark Thomas Drive and Sloat Avenue Separated Bike/Ped Path	Ped and Bicycle improvements to connect N Fremont project to downtown via Mark Thomas drive, Fairgrounds Road, and Sloat Avenue, including a potential Roundabout on Sloat - Mark Thomas.	$1,000
MON-MRY048-MY-2026	Citywide Sidewalk Repair	Sidewalk panel repair	$2,000
MON-MRY050-MY-2026	E Franklin St. Bicycle and Pedestrian Improvements	Ped and bike improvements between the Monterey Sports Center and the Rec Trail, including a road diet and a wider multiuse path.	$200
MON-MYC003-UM-2026	Blackie Road	Install class II bikeway	$5,400
MON-MYC026-UM-2026	Elkhorn Road	Install class II bikeway	$10,900
MON-MYC040-UM-2026	Inter-Garrison Road	Install class II bikeway	$10,800
MON-MYC046-UM-2026	Laureles Grade Road	Install class II bikeway	$6,497
MON-MYC053-UM-2026	Metz Road	Install Class III bikeway	$24
MON-MYC068-UM-2026	Porter Drive	Install Class III bikeway	$30
MON-MYC085-UM-2026	San Juan Grade Road	Install class II bikeway	$6,120
MON-MYC115-UM-2026	Corral de Tierra	Install class II bikeway	$8,508
MON-MYC118-UM-2026	Williams Rd.	Install Class III bikeway	$2
MON-MYC124-UM-2026	Harris Road Improvements	Lt Channelization, shoulder improvements	$8,000
MON-MYC135-UM-2026	Bluff Rd	Install Class III bikeway	$5
MON-MYC138-UM-2026	Camphora Gloria Road	Install class II bikeway	$5,850
MON-MYC145-UM-2026	Castro St	Install Class III bikeway	$1
MON-MYC146-UM-2026	Castroville Boulevard	Install Class II bikeway.	$3,602
MON-MYC149-UM-2026	Central Ave	Install Class III bikeway	$22
MON-MYC150-UM-2026	Chualar River Rd	Install Class III bikeway	$8
MON-MYC151-UM-2026	Cooper - Nashua Rd	Install Class III bikeway	$15
MON-MYC152-UM-2026	Cooper Road	Install Class III bikeway	$9
MON-MYC168-UM-2026	Davis Road	Install Class II bikeway.	$3,193
MON-MYC185-UM-2026	Geil St	Install Class III bikeway	$1
MON-MYC193-UM-2026	Harrison Rd	Install class II bikeway	$82

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC231-UM-2026	Reservation Rd Pedestrian/Bicycle Access	Install class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	$140
MON-MYC240-UM-2026	San Benancio Road	Install Class II bikeway.	$5,182
MON-MYC246-UM-2026	San Juan Road to Pajaro Levee	Install Class II bikeway.	$663
MON-MYC248-UM-2026	Sanctuary Scenic Trail 15A	Install Class I bikeway	$5,082
MON-MYC251-UM-2026	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	$5,552
MON-MYC252-UM-2026	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	$7,404
MON-MYC258-UM-2026	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	$3,411
MON-MYC291-UM-2026	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	$250
MON-MYC327-UM-2026	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	$4,000
MON-MYC328-UM-2026	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	$7,700
MON-MYC337-UM-2026	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	$500
MON-MYC340-UM-2026	Castroville ATP-6	Install sidewalks and bike paths	$6,600
MON-MYC342-UM-2026	Chualar ATP-6	Install sidewalks and bike paths	$6,400
MON-PGV008-PG-2026	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	$2,000
MON-PGV011-PG-2026	Recreational Trail Repairs	Repair failing sections of recreational trail	$3,000
MON-SCY016-SA-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$600
MON-SCY020-SA-2026	Multiuse Trail Project	New multiuse trail system connecting the Monterey Bay Coastal Recreational Trail at Canyon Del Rey Blvd. to Playa Ave. at California Ave along the railroad right-of-way (ROW) with a portion along existing city streets. Project is approximately 1-mile in length.	$2,200
MON-SCY021-SA-2026	West End Stormwater Improvement Project	Rehabilitate Contra Costa St. and Catalina St. to incorporate Low Impact Development (LID) strategies to treat runoff, mitigate flooding, increase urban greening, improve ADA and pedestrian accessibility. Install stormwater control measures and related infrastructure.	$3,000
MON-SEA029-SE-2026	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	$700

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SEA033-SE-2026	Bike Upgrades - City-Wide	Install class II bike lanes city wide. (See ATP)	$2,000
MON-SEA036-SE-2026	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	$2,750
MON-SEA037-SE-2026	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	$38,000
MON-SEA044-SE-2026	Gen Jim Moore Path	Install Class I bikeway	$1,206
MON-SEA046-SE-2026	San Pablo Pedestrian Bridge Demolition and Reconstruction	This project will demolish and reconstruct the bridge over San Pablo Avenue that connects the Manzanita Stuart Park and Lincoln Cunningham Park.	$1,200
MON-SNS003-SL-2026	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	$16,000
MON-SNS005-SL-2026	E Alisal St/Alisal Rd. Bikeway	Install shared Class I bike path along East Alisal and Alisal Rd. to City Limits	$6
MON-SNS046-SL-2026	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	$3,500
MON-SNS064-SL-2026	Calle Del Adobe / West Laurel Dr Bike lanes	Install class II bike lanes	$156
MON-SNS065-SL-2026	Carr Lake Bikeways	Construct Class I and Class II Bikeways	$5,000
MON-SNS066-SL-2026	East Alisal St (Future St) and Freedom Parkway (Future St) Bike lanes	Install class II bike lanes	$200
MON-SNS075-SL-2026	N Maderia / King St Class III Bikeway	Install Class III bikeway signage	$1
MON-SNS076-SL-2026	N Maderia / Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	$5
MON-SNS078-SL-2026	Natividad Creek Bike Path	Install new bike path	$680
MON-SNS080-SL-2026	Rossi St Extension Class II Bike lanes	Install class II bike lanes	$175
MON-SNS083-SL-2026	Russell Rd Class II Bike lanes	Install Class II Bike lanes	$155
MON-SNS084-SL-2026	San Juan Grade Class II Bike lanes	Install class II bike lanes	$230
~~MON-SNS087-SL-2026~~	~~Trevin Ave Class II bike lanes~~	~~Install class II bike lanes~~	~~$25~~
MON-SNS104-SL-2026	Alisal Street Widening	Install Class I shared use bike path between Skyway Blvd. and Alisal Rd.	$2,908
MON-SNS129-SL-2026	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	$1,050
MON-SNS131-SL-2026	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	$375
MON-SNS137-SL-2026	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	$2,500
MON-SNS161-SL-2026	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	$1,100
MON-SNS164-SL-2026	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS282-SL-2026	Abbott Street Bike Improvements	Install Class ll bicycle facilities	$1,266
MON-SNS297-SL-2026	Romie Lane Bike Improvements	Construct bike/ped improvements, bulb outs, ADA ramps	$150
MON-SOL006-SO-2026	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers at various locations	$55
MON-SOL043-SO-2026	Pedestrian Lighting	Construct pedestrian lighting along various City streets	$900
MON-SOL044-SO-2026	Pinnacles Bike Route	Construct a class I bike path/class II bike lanes along Metz Rd to encourage bicycle tourism.	$500
MON-SOL081-SO-2026	Citywide Safe Routes to Schools Improvements	Construct improvements that support walking, bicycling, and carpooling to schools within the city, such as complete streets, traffic calming measures, traffic control devices, roadway and intersection safety measures, pedestrian and bicycle facilities, signing and striping, lighting, signalization, and related features.	$800
MON-SOL082-SO-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$4,000
MON-TAMC006-TAMC-2026	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	$12,741
MON-TAMC010-TAMC-2026	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. (TAMC projects 16, 17, 18, and 20 are segments of this overall project)	~~$45,547~~ $80,000
MON-TAMC011-TAMC-2026	Safe Routes to Schools	Countywide Safe Routes to Schools program	$20,000
MON-TAMC016-TAMC-2026	FORTAG - 218 Canyon Del Rey Segment	Constructs 1.5 miles of bike and pedestrian path adjacent to Canyon Del Rey.	$23,860
MON-TAMC017-TAMC-2026	FORTAG - Laguna Grande	Constructs 0.35 miles of bike and pedestrian path adjacent to Laguna Grande.	$10,500
MON-TAMC018-TAMC-2026	FORTAG - California Ave Segment	Constructs 1.8 miles of bike and pedestrian path adjacent to California Avenue in the City of Marina.	$9,449
MON-TAMC020-TAMC-2026	FORTAG - Jerry Smith Trailhead Segment	Constructs 2.1 miles of bike and pedestrian path adjacent to the Jerry Smith Trailhead in Fort Ord National Monument.	$12,238

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CT011-CT-2026	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey. (Phase 1,three (3) easternmost intersections (San Benancio, Corral de Tierra and Laureles Grade).	$330,004
~~MON-CT023-CT-2026~~	~~State Route 156 and US 101 Interchange~~	~~Construct new interchange for SR156 and US101 (related to CT022 and CT036)~~	~~$350,000~~
MON-CT030-SL-2026	US 101 - Salinas Corridor	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible.	$52,000
MON-CT031-CT-2026	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety by closing the center median eliminating turning movements at 11 existing at-grade intersections, relocating/reconstructing the existing Abbott Street interchange, relocating/reconstructing the Chualar Main Street interchange, and providing necessary frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements will also enhance bicycle and pedestrian mobility and facilitate transit access.	$350,000
MON-CT036-CT-2026	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	$126,000
MON-GON015-GO-2026	US 101 / Gloria Road Interchange	US 101/Gloria Road Interchange Improvements. (EA 05-OP930) PM 68.4/70.4	$50,000
MON-GRN008-GR-2026	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	$39,800
MON-KCY006-CK-2026	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77)	$32,580
MON-MAR136-MA-2026	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	$590
MON-MAR137-MA-2026	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	$500
MON-SOL002-SO-2026	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	$60,000
MON-SOL003-SO-2026	US 101 - South Interchange	Install new interchange south of US 101 and Front Street/Moranda.	$45,000
MON-SOL014-SO-2026	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	$16,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project description	Total Cost ($ 000s)
MON-CT039-CT-2026	SR 218 - Operational Improvements and Complete Streets	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers.	$16,450
MON-CT040-CT-2026	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	~~$1,693,214~~ $1,843,905
MON-GON014-GO-2026	US 101/5th Street Interchange	Install roundabouts at on and off ramps	$20,000
MON-MAR134-MA-2026	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	$26
MON-MAR135-MA-2026	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	$2,000
MON-MYC288-UM-2026	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	$14,900
MON-PGV010-PG-2026	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	$10,502
MON-SNS123-SL-2026	US 101 / Boronda Improvements	Auxiliary Lanes/Ramp Improvements	$960
MON-TAMC008-TAMC-2026	Holman Highway (SR 68) Safety Improvements	Make safety and operational improvements to Holman Highway (SR 68) in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	$22,300

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY016-CK-2026	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	$10,000
MON-KCY017-CK-2026	South San Antonio Extension - Lonoak Connection	Road and Ped/Bike Construction. Includes bridge over San Lorenzo Creek.	$15,000
MON-MAR077-MA-2026	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete streets design with the widening. Previous FORA project.	$1,915
MON-MAR150-MA-2026	Del Monte Blvd Extension	Construct new roadway	$16,000
MON-MAR154-MA-2026	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	$41,750
MON-MAR165-MA-2026	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	$2,075
MON-MRY005-MY-2026	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	$8,000
MON-MYC147-UM-2026	SR 156 - Blackie Road Extension	Construct new road from Castroville Blvd to Blackie Rd.	$18,000
MON-MYC192-UM-2026	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	$13,300
MON-MYC238-UM-2026	Salinas Road Improvements G12 Salinas Road Improvements - Project Area 5	Widen to Four Lanes btwn Future Hwy 1 and Salinas Rd Interchange and Existing Four Lane Section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	$15,200
MON-MYC245-UM-2026	San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpenteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.	$71,900
MON-MYC307-UM-2026	Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with a high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (PW&F;)	$71,742
MON-SNS006-SL-2026	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	$12,325
MON-SNS008-SL-2026	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	$1,647

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS012-SL-2026	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	$6,671
~~MON-SNS035-SL-2026~~	~~Lincoln Avenue Widening~~	~~Widen Lincoln to 4 lanes between West Market and Gavilan~~	~~$1,117~~
MON-SNS044-SL-2026	Natividad Road Widening	Widen from 2 to 4 lanes	$4,296
MON-SNS050-SL-2026	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	$3,078
MON-SNS052-SL-2026	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets; accommodations for bikes and peds.	$14,737
MON-SNS059-SL-2026	Williams Road Widening	Widen from 2 to 4 lanes	$5,500
MON-SNS090-SL-2026	Russell Road Extension	Extend 4 lane arterial	$17,557
MON-SNS092-SL-2026	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	$3,635
MON-SNS093-SL-2026	Independence Boulevard Extension	Extend as 2 lane collector	$1,374
MON-SNS094-SL-2026	Hemingway Drive Extension	Construct 4 lane road	$2,871
MON-SNS095-SL-2026	Constitution Boulevard Extension	Construct 4 lane street	$9,556
MON-SNS096-SL-2026	Sanborn Road Extension	Construct 4 lane arterial	$6,895
MON-SNS097-SL-2026	Williams Russell Collector	Construct new north - south connection	$8,115
MON-SNS098-SL-2026	Sconberg Parkway Extension	Extend as 2 lane collector street with bike lanes	$5,119
MON-SNS108-SL-2026	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	$2,161
MON-SNS121-SL-2026	McKinnon Street Extension	Extend as a two lane collector from Boronda Rd to Rogge Road	$3,710
MON-SNS279-SL-2026	Rossi Rd Extensions	Extend Rossi St as 4-lane arterial between Western Bypass and Davis Rd with bike lanes.	$2,488
MON-SNS281-SL-2026	El Dorado Drive Extension	Extend as two lane collector from Boronda Rd to Rogge Rd	$2,398
~~MON-SNS282-SL-2026~~	~~Abbott Street Widening~~	~~Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street~~	~~$1,266~~

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR010-CM-2026	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	$464
MON-CAR012-CM-2026	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report, Shared bike lane on San Carlos Street from Eighth Avenue to Thirteenth Avenue	$2,134
MON-CAR026-CM-2026	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	$232
MON-CAR028-CM-2026	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	$870
MON-CAR029-CM-2026	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	$1,630
MON-CAR031-CM-2026	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	$910
MON-CAR036-CM-2026	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	$2,900
~~MON-CAR039-CM-2026~~	~~Fourth Avenue Outfall Reconstruction~~	~~Replacement of the 4th Avenue Outfall which is showing structural deficiencies and is in a high level of disrepair.~~	~~$1,000~~
MON-DRO008-DR-2026	Angelus/Rosita Drainage Repairs	Install new curb/gutter and drain inlets	$150
MON-DRO010-DR-2026	Rosita Rd. Repairs	Street repairs and hillside stabilization	$625
MON-DRO012-DR-2026	South Boundary Rd. Safety & Operational Improvements	Reconstruct street to improve safety and operations, install dedicated ped/bike trail, and relocate intersection with Gen Jim Moore with installation of a roundabout.	$1,200
MON-DRO013-DR-2026	Via Verde Drainage Improvements	Install new curb, gutter and drain inlet	$90
MON-GON001-GO-2026	5th Street - Fanoe Road	Install two lane roundabout	$4,500
MON-GRN003-GR-2026	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	$6,000
MON-GRN003B-GR-2026	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	$30,000
MON-GRN006-GR-2026	Thorne Road roadway realignment at US 101	Realign Thorn Road and add traffic signal.	$7,300
MON-GRN007B-GR-2026	Traffic Signal Installations	Install traffic signals.	$450
MON-GRN019-GR-2026	Oak Avenue Pavement Overlay	Overlay street - Intersection and paving improvements (Oak Ave/101/4th St)	$200
MON-GRN021-GR-2026	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	$3,954

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-GRN025-GR-2026	Walnut Avenue Widening and Pedestrian Improvement Project	Widen Walnut Avenue between El Camino Real and Hwy 101 on the southbound side of Walnut Ave to add right turn lane. Increase corner radius at Walnut Ave. and EL Camino Real, install approx. 1,300 ft of new sidewalk and bike lane. The project will install a mid block RRFB crosswalk and relocate utilities and apparatus as necessary.	$1,400
MON-KCY043-CK-2026	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	$7,000
MON-KCY044-CK-2026	Lonoak RR Crossing Improvements	Railroad crossing improvements	$600
MON-KCY050-CK-2026	7th Street / Monte Vista Area Repaving	7th Street / Monte Vista Repaving	$3,000
MON-KCY052-CK-2026	Broadway Street Repaving	Broadway Street Repaving	$2,000
MON-KCY054-CK-2026	Metz Road Repaving	Metz Road Repaving	$1,200
MON-MAR002-MA-2026	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	$1,200
MON-MAR006-MA-2026	2nd Ave - 8th St	Install new traffic signal or roundabout	$1,000
MON-MAR035-MA-2026	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	$2,000
MON-MAR058-MA-2026	Palm Ave @ TAMC RR	Widen/construct new gates Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	$688
MON-MAR116-MA-2026	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	$3,000
MON-MAR118-MA-2026	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	$11,000
MON-MAR138-MA-2026	Imjin Parkway & California Avenue	Lane configuration improvements or Roundabout (Project triggered by The Dunes Subdivision)	$2,500
MON-MAR139-MA-2026	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	$1,000
MON-MAR141-MA-2026	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	$1,000
MON-MAR145-MA-2026	California Ave & Marina Heights Dr	Signalize or roundabout (Project triggered by Sea Haven Subdivision)	$870
MON-MAR147-MA-2026	Imjin Pkwy & Preston Dr	Construct new roundabout [part of MAR154]	$870
MON-MAR148-MA-2026	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	$200
MON-MAR152-MA-2026	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	$13,008
MON-MAR158-MA-2026	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	$91

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAR159-MA-2026	Pavement Management Program	City-wide roadway maintenance	$17,052
MON-MDR016-MDR-2026	Pavement Management Plan with coring	Pavement Management Plan with coring	$112
MON-MRY011-MY-2026	Munras - Webster Improvements	Intersection improvements	$650
MON-MRY021-MY-2026	Citywide Street Overlay	Street overlay program	$2,500
MON-MRY022-MY-2026	Citywide Street Reconstruction	Street Reconstruction	$3,000
MON-MRY023-MY-2026	Citywide Street Panel Replacement	Street Panel Replacement	$3,500
MON-MRY034-MY-2026	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	$3,000
MON-MRY046-MY-2026	Citywide Road Rehabilitation	Reconstruction of various streets	$2,000
MON-MRY049-MY-2026	Citywide Street Resurfacing	Street resurfacing program	$2,000
MON-MYC043-UM-2026	Jolon Rd Overlay Safety Improvements	Shoulder widening, & Geometric Improvements, and installation of 39.2 miles of Class II bikeway.	$58,000
MON-MYC062-UM-2026	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	$11,500
MON-MYC075-UM-2026	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	$29,300
MON-MYC136-UM-2026	Bridge Barrier Rail Replacement	Replace and Rehabilitation of various bridges Countywide	$500
MON-MYC154-UM-2026	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US101.	$27,900
MON-MYC156-UM-2026	CVMP - Laureles Grade Paved Turnouts and Signs	Paved Turnouts and Signs	$1,538
MON-MYC157-UM-2026	CVMP - Carmel Valley Road between Laureles Grade and Ford Shoulder Widening	Shoulder Widening	$2,308
MON-MYC159-UM-2026	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing Lanes in front of September Ranch	$8,014
MON-MYC162-UM-2026	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install Signal or Widen (prior to Grade Separation)	$7,890
MON-MYC164-UM-2026	CVMP - Laureles Grade Shoulder Addition	Shoulder Improvements	$5,105
MON-MYC165-UM-2026	CVMP - Left-Turn Channelization - W of Ford Drive	Left-Turn Channelization	$2,000
MON-MYC167-UM-2026	CVMP - Sight Distance Improvements at Dorris	Sight Distance Improvements	$2,377

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC181-UM-2026	G12 Pajaro to Prunedale Corridor - Project Area 1	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC31~~3~~2)	$33,355
MON-MYC188-UM-2026	Gonzales River Rd Bridge Replace	Bridge replacement	$55,000
MON-MYC200-UM-2026	Johnson Cyn Land - Phase I	Overlay Existing Roadways: Gloria, Iverson, and Johnson Cyn Rds	$3,000
MON-MYC202-UM-2026	Johnson Road Bridge	Bridge replacement	$1,520
MON-MYC227-UM-2026	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	$11,000
MON-MYC260-UM-2026	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	$92
MON-MYC266-UM-2026	Street Rehabilitation/Overlay	Overlay roadways.	~~$499,037~~ $473,176
MON-MYC289-UM-2026	PW&F; Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	$7,000
MON-MYC290-UM-2026	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	$5,000
MON-MYC295-UM-2026	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (PW&F;)	$1,688
MON-MYC297-UM-2026	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F;)	$4,500
MON-MYC298-UM-2026	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (PW&F;)	$12,000
MON-MYC299-UM-2026	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (PW&F;)	$1,000
MON-MYC300-UM-2026	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F;)	$600
MON-MYC301-UM-2026	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA-PW&F;)	$1,080

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC302-UM-2026	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (PW&F;)	$2,700
MON-MYC304-UM-2026	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F;)	$600
MON-MYC305-UM-2026	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (PW&F;)	$903
MON-MYC309-UM-2026	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (PW&F;)	$432
MON-MYC310-UM-2026	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (PW&F;)	$344
MON-MYC311-UM-2026	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing between Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class 1 bike path SB on San Miguel Canyon between the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between Moro Rd and Langley Canyon Rd. (RMA-PW&F; Full corridor project identified as MYC181) (Includes former MYC247 project).	$4,515
MON-MYC312-UM-2026	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 project is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5' minimum buffer to building entrance on Salinas Rd and exit on Bishop St; Reconfigure SB approach of Porter Drive/Main St. (RMA-PW&F; component of full corridor project MYC181)	$1,950
MON-MYC315-UM-2026	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F;)	$5,243

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC316-UM-2026	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (PW&F;)	$900
MON-MYC318-UM-2026	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA-PW&F;)	$7,712
MON-MYC321-UM-2026	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (PW&F;)	$10,887
MON-MYC323-UM-2026	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F;)	$4,700
MON-MYC324-UM-2026	Rogge Road Intersection Improvements	Construct intersection improvements. (PW&F;)	$1,125
MON-MYC331-UM-2026	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (PW&F;)	$556
MON-MYC341-UM-2026	Chualar Canyon Road Bridge	Four Bridge Repair	$3,400
MON-PGV001-PG-2026	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	$1,000
MON-PGV005-PG-2026	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	$1,400
MON-PGV013-PG-2026	Pine Ave. Resurfacing	Repair and resurface street	$11,800
MON-PGV014-PG-2026	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	$800
MON-PGV015-PG-2026	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair / improvements, catch basins, manholes, cross gutters	$800
MON-SCY018-SA-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation of the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, storm drain improvements, signage and striping, and related features.	$750
MON-SEA005-SE-2026	Fremont Boulevard at Broadway Avenue Intersection Improvements	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	$400
MON-SEA030-SE-2026	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	$58,951
MON-SEA039-SE-2026	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim. Includes complete streets elements- such as bike lanes on both sides of the road.	$15,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SEA040-SE-2026	General Jim Corridor Improvements	Roundabout installation intersection improvements along General Jim at Hilby, San Pablo, McClure, Normandy and Gigling	$15,000
MON-SEA041-SE-2026	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	$17,500
MON-SNS011-SL-2026	Boronda - Main Improvements	Construct intersection improvements	$2,161
MON-SNS033-SL-2026	Laurel Drive Intersection Improvements	Median Improvements / median left turn lanes between Adams St and Main St	$583
MON-SNS041-SL-2026	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	$1,260
MON-SNS042-SL-2026	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	$1,250
MON-SNS109-SL-2026	San Juan Grade - Russell Rd intersection improvements	Install Signal	$371
MON-SNS112-SL-2026	Boronda Rd -East Constitution intersection improvements	Install Traffic Signal Improvements	$546
MON-SNS114-SL-2026	Boronda Rd - Williams Rd Intersection Improvements	Install Signal or Roundabout	$5,224
MON-SNS115-SL-2026	Natividad Rd - Russell Rd (future extension) Intersection Improvements	Install Signal	$5,142
MON-SNS144-SL-2026	Boronda Road Roundabouts	Roundabouts at 4 intersections, at its intersections with McKinnon St, El Dorado Dr, Natividad Rd and Independence Blvd.	$44,000
MON-SNS147-SL-2026	Sherwood Dr/Sherwood Place Intersection	Traffic Signal or Roundabout Installation	$400
MON-SNS148-SL-2026	Market Street/Merced	Traffic Signal Installation	$400
MON-SNS154-SL-2026	Boronda/Sanborn Intersection	Roundabout Installation	$400
MON-SNS155-SL-2026	Constitution Blvd/Las Casitas Intersection Improvements	Traffic Signal Installation	$760
MON-SNS160-SL-2026	Traffic Calming Projects	Traffic Calming Local	$2,500
MON-SNS261-SL-2026	Old State Road and Williams Rd Traffic Signal	Traffic Signal or Roundabout Installation	$4,508
MON-SNS262-SL-2026	Natividad and Rogge Road Traffic Signal	Install traffic signal	$2,243
MON-SNS263-SL-2026	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	$873
MON-SNS264-SL-2026	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes. Possible roundabout.	$2,062

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~MON-SNS265-SL-2026~~	~~East Front St/Sherwood Dr/Market St Intersection Improvements~~	~~Installation of southbound left turn lane~~	~~$6,433~~
MON-SNS267-SL-2026	South Main St/West Blanco/East Blanco Intersection Improvements	Install NB left turn lane	$489
MON-SNS268-SL-2026	Sun St/Market St Install Traffic Signal	New traffic signal	$800
MON-SNS269-SL-2026	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	$1,500
MON-SNS270-SL-2026	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert Shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	$96
MON-SNS271-SL-2026	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	$645
MON-SNS272-SL-2026	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	$221
MON-SNS273-SL-2026	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	$85
MON-SNS275-SL-2026	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS276-SL-2026	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS277-SL-2026	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	$800
MON-SNS283-SL-2026	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	$140,000
MON-SOL007-SO-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation on the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, utility relocations (if needed, signage and striping, and related features.	$2,000
MON-SOL033-SO-2026	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	$2,000
MON-SOL035-SO-2026	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	$2,800
MON-SOL036-SO-2026	New Arterial 1/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SOL037-SO-2026	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	$2,000
MON-SOL038-SO-2026	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	$2,300
MON-SOL039-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,900
MON-SOL040-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$5,000
MON-SOL042-SO-2026	Gabilan Dr/Sn Vincente Rd Intersection Improvements	Construct intersection and install signal	$300
MON-SOL052-SO-2026	Front St and San Vicente Rd Intersection Improvements	Intersection Improvements; Add 2 Front St left turn lanes and San Vicente Rd free-right turn lane	$750
MON-SOL053-SO-2026	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection improvements (2013 TIF M1); install signal	$200
MON-SOL076-SO-2026	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 - remainder); construct traffic signals at 4 locations	$6,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAA002-MAA-2026	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	$600
MON-MAA006-MAA-2026	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	$150
MON-MAA015-MAA-2026	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	$500
MON-MAA021-MAA-2026	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	$600
MON-MAA027-MAA-2026	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	$7,500
MON-MAA028-MAA-2026	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	$12,300
MON-MAA029-MAA-2026	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	$11,600
MON-MDR001-MDR-2026	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	$154
MON-MDR003-MDR-2026	Rehabilitation of Taxiway B and Apron (Construction)	Rehabilitation of Taxiway B and Apron (Construction)	$995
MON-MDR004-MDR-2026	PAPI Runway 11 - Electrical Improvements	REIL Runway 11 - Electrical Improvements (Re-package, Advertise, and Construction)	$939
MON-MDR005-MDR-2026	Apron Rehabilitation AWOS	Design of Apron Rehabilitation AWOS	$130
MON-MDR008-MDR-2026	AWOS (Construction)	AWOS (Construction)	$400
MON-MDR009-MDR-2026	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	$130
MON-MDR017-MDR-2026	Rehabilitation of Runway (Design)	Rehabilitation of Runway (Design)	$280
MON-MDR018-MDR-2026	Rehabilitation of Runway (Construction)	Rehabilitation of Runway (Construction)	$2,100
MON-MPA061-MRA-2026	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	$35,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MPA063-MRA-2026	Rehab Terminal Building	Rehab Existing Terminal Building	$3,000
MON-SAP039-SLA-2026	Environmental Study RSA Improvements	Environmental Study RSA Improvements	$500
MON-SAP040-SLA-2026	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	$960
MON-SAP041-SLA-2026	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	$20,790
MON-TAMC009-TAMC-2026	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	~~$5,000~~ $10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-TAMC005-TAMC-2026	Monterey County Go831 Traveler Information and Rideshare/ Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County in coordination with Vision Zero and Safe Routes to School programs.	~~$9,018~~ $9,000

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST014-MST-2026	Mobility Management	Mobility Management	$92,000
MON-MST015-MST-2026	RIDES Bus Replacement	RIDES Bus Replacement (paratransit)	$26,420
MON-MST017-MST-2026	RIDES Operations	RIDES Operation (paratransit operations)	$285,642
MON-TAMC012-TAMC-2026	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	$10,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY053-CK-2026	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike / pedestrian connections and parking	$45,000
MON-MST003-MST-2026	Bus Station/Stops	General transit station and stop improvements	$150,000
MON-MST004-MST-2026	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	$69,865
MON-MST005-MST-2026	Communication/Radio Equipment	Communication/Radio Equipment	$30,000
MON-MST007-MST-2026	Safety and Security	Safety and Security	$25,340
MON-MST008-MST-2026	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	$60,000
MON-MST009-MST-2026	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: $8M Measure X for Salinas Maintenance & Ops Facility	$100,000
MON-MST010-MST-2026	Bus Replacement	Replacement of fixed route buses	~~$206,220~~ $206,215
MON-MST011-MST-2026	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	$50,000
MON-MST016-MST-2026	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station. (estimated to be under construction in 2025 and completed in 2028)	$99,000
MON-MST018-MST-2026	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	$50,000
MON-TAMC003-TAMC-2026	Monterey County Rail Extension Kick Start	Extends existing rail service from Gilroy to Salinas and constructs stations and track improvements in Gilroy and Salinas.	$135,900
MON-TAMC014-TAMC-2026	Pajaro Station	Constructs the Pajaro/ Watsonville passenger rail/multimodal station	~~$11,055~~ $135,739
MON-TAMC015-TAMC-2026	Castroville Station	Constructs the Castroville passenger rail/multimodal station	$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST002-MST-2026	Bus Operations	General operations for fixed route and public demand response services (On-call)	$950,000

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST006-MST-2026	Preventative Maintenance	Preventative Maintenance	$21,000
MON-MST012-MST-2026	Bus Rehab/Renovate	Bus Rehab/Renovate	$28,400
MON-SNS120-SL-2026	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	$2,300

San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A59-2026	Unidentified Future Active Transportation Improvements	Lump Sum of Future Unidentified Active Transportation Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$20,169
SB-COH-A20-2026	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	$21
SB-COH-A24-2026	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	$14
SB-COH-A28-2026	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	$11
SB-COH-A30-2026	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	$32
SB-COH-A32-2026	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	$11
SB-COH-A33-2026	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	$53
SB-COH-A36-2026	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street.	$14
SB-COH-A60-2026	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	$6,760
SB-COH-A66-2026	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	$18
SB-COH-A67-2026	Cerra Vista Bike Route	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	$10
SB-COH-A68-2026	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	$6
SB-COH-A69-2026	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	$15
SB-COH-A70-2026	Steinbeck Drive Bike Route	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	$1
SB-COH-A71-2026	Meridian Road Bike Route	Class III, .47 miles, End of Meridian Street to Memorial Drive.	$6
SB-COH-A73-2026	Beverly Drive Bike Route	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	$7
SB-COH-A79-2026	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	$5
SB-SBC-A127-2026	Pedestrian Improvements	Maintenance and rehab work.	$40
SB-SBC-A22-2026	Airline Highway Bike Path	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	$42

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A34-2026	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	$118
SB-SBC-A60-2026	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	$205
SB-SBC-A61-2026	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	$9
SB-SBC-A62-2026	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	$9
SB-SBC-A63-2026	Union Road Bike Route	Class III, 3.83 miles, Highway 156 to Cienega Road.	$51
SB-SBC-A64-2026	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	$10
SB-SBC-A65-2026	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$5,627
SB-SBC-A66-2026	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$8,538
SB-SBC-A68-2026	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	$7,800
SB-SBC-A80-2026	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	$30
SB-SBC-A85-2026	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	$10
SB-SBC-A89-2026	Buena Vista Traffic Calming Project	Physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.	$1
SB-SJB-A06-2026	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	$200
SB-SJB-A11-2026	Third Street Bike Lane	Striping a bike lane on Third Street.	$40
SB-SJB-A12-2026	First Street Bike Lane	Striping a bike lane on First Street.	$40
SB-SJB-A13-2026	Fourth Street Bike Lane	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	$45
SB-SJB-A17-2026	Franklin Street Bike Route	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	$30
SB-SJB-A18-2026	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park on San Jose Street.	$40

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SJB-A19-2026	San Jose Street - The Alameda Bike Route	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	$40
SB-SJB-A20-2026	Second Street Bike Route	Class III, 0.14 miles, San Jose Street to Monterey Street.	$40
SB-SJB-A21-2026	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	$650
SB-SJB-A22-2026	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	$125
SB-SJB-A23-2026	1st Street Bike Route	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	$45
SB-SJB-A26-2026	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	$60
SB-SJB-A28-2026	Third Street Transformation Project	Streetscape with Pedestrian / Bicycle Enhancements, Traffic Calming	$1,553
SB-SJB-A29-2026	Multimodal Transportation Hub	Multimodal Transportation Hub & Bicycle Network	$850
SB-SJB-A30-2026	2nd Street Corridor Pedestrian Safety Enhancement	Sidewalk infill, New pedestrian crossings, and ADA ramps	$400
SB-SJB-A31-2026	Sidewalk Gap Project #1	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A32-2026	Sidewalk Gap Project #2	Sidewalk infill, new pedestrian crossings, and ADA ramps	$2,800

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-CT-A44-2026	State Route 25 Corridor Improvement Project, Phase I	Convert to four lane expressway from San Felipe Road to Hudner Lane.	$106,000
SB-CT-A45-2026	State Route 25 Corridor Improvement Project, Phase II	Convert to four lane expressway from Hudner Lane to Bloomfield Road.	$135,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-CT-A02-2026	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	$6,824
SB-CT-A43-2026	State Highway Operation and Protection Program	Grouping of various projects managed by Caltrans for the safety, maintenance, rehabilitation, and operation of the State Highway System. This represents the state's "fix-it-first" approach for a wide variety of highway infrastructure, including the four primary asset classes - pavement, bridges, drainage, and transportation management systems elements.	$275,500
SB-SJB-A27-2026	Eastbound Hwy 156 Right Turn Lane onto southbound The Alameda	Procure ROW and add RHTL from eastbound Hwy	$786
SB-VAR-A01-2026	Unidentified Future State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$259,000

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A18-2026	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	$13,360
SB-COH-A55-2026	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	$13,842
SB-COH-A57-2026	Pacific Way (New Road): San Felipe Road to Memorial Drive	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	$7,412
SB-COH-A77-2026	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	$1,700
SB-SBC-A04-2026	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	$5,463
SB-SBC-A05-2026	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	$15,448
SB-SBC-A09-2026	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	$20,790
SB-SBC-A57-2026	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	$2,800
SB-SBC-A58-2026	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merril Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	$3,500
SB-SBC-A67-2026	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	$20,350
SB-SJB-A05-2026	Roundabout at Third Street & Donner Street	Striping a roundabout and widening Third Street.	$1,000
SB-SJB-A09-2026	Lang Street to Lang Street	Construct and connect Lang Street, 2 lanes	$1,000
SB-VAR-A02-2026	Unidentified Future LS&R Capital Improvements (2030-2050)	Lump Sum of Future Unidentified LS&R Capital Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$130,335

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A13-2026	West Gateway Improvement Project	Streetscape and intersection improvements.	$4,850
SB-COH-A58-2026	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	$575
SB-COH-A61-2026	City of Hollister Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$68,040
SB-COH-A63-2026	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	$550
SB-COH-A64-2026	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	$400
SB-COH-A65-2026	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	$700
SB-COH-A78-2026	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	$700
SB-COH-A80-2026	2024 City Roadway Improvement Plan	This project includes pavement grind and overlays, slurry seals, re-striping, driveway replacement, safety improvements, and ADA ramp upgrades in various areas.	$8,278
SB-COH-A81-2026	Section 1 Road Rehabilitation Project – Cape Seal	Cape Seal project for approximately 157,333 square yards of roadway in the western section of the city scoring 3 or 4 in the pavement evaluation report.	$6,800
SB-COH-A82-2026	Section 2 Road Rehabilitation Project	Grind and overlay project for approximately 4.6 miles of roadway in this section of the city scoring 3 or 4 in the pavement evaluation report prepared.	$5,175
SB-COH-A83-2026	Section 1 Grind and Overlay Rehabilitation Project	Grind and overlay project for approximately 70,720 square feet of roadway in the western section of the city with a pavement index of 5 from the pavement evaluation report.	$942
SB-COH-A84-2026	Section 2 Grind and Overlay Road Rehabilitation Project	Grind and overlay project for approximately 0.5 miles of roadways in this section of the City with a pavement index of 5 from the pavement evaluation from 2021.	$1,038
SB-COH-A85-2026	2027 Citywide Roadway Improvement	The work to be performed includes cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A86-2026	North Gateway Beautification Project (San Felipe Road)	The work to be performed includes cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$8,000
SB-COH-A87-2026	Section 3 Road Rehabilitation Project - Cape Seal	Cape seal project for approximately 6.4 miles of roadways in this section of the City scoring 3 or 4 in the pavement evaluation report prepared in 2021.	$10,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A88-2026	2029 Citywide Road Improvement Project	The work to be performed includes, but is not necessarily limited to base failure repair, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-SBC-A101-2026	Cienega Rd - Mudstone Ranch to Bird Creek	Roadway Recovery	$3,000
SB-SBC-A103-2026	Chappell Road Remodel	Maintenance and rehab work.	$569
SB-SBC-A104-2026	Wright Rd - Buena Vista Rd to SR 25	Maintenance and rehab work	$2,900
SB-SBC-A105-2026	Shore Rd Rehabilitation - Frazier Lake Road to San Felipe Road	Maintenance and rehab work	$4,000
SB-SBC-A106-2026	Wright Rd - McCloskey Road (SR 25 to Fairview Road)	Maintenance and rehab work.	$250
SB-SBC-A107-2026	Cienega Road from SR25 to Hollister Hills	Maintenance and rehab work.	$15,000
SB-SBC-A108-2026	Cienega Rd from Hidden Valley to Mudstone Ranch	Maintenance and rehab work.	$3,000
SB-SBC-A109-2026	Frazier lake Rd - Shore Rd to 1.8 Miles beyond Shore Rd	Maintenance and rehab work.	$1,500
SB-SBC-A110-2026	San Juan Hwy Improvements	Maintenance and rehab work	$1,200
SB-SBC-A111-2026	San Juan Bautista SS Force Main (County partnering to pave adjacent vehicular lane)	Maintenance and rehab work	$4,000
SB-SBC-A112-2026	Cole Road, from S Ricardo to N Ricardo to Anzar Road	Maintenance and rehab work.	$1,290
SB-SBC-A113-2026	Fairview Rd - Los Viboras Rd to Acquistapace Rd	Maintenance and rehab work.	$364
SB-SBC-A114-2026	Fairview Rd - Acquistapace Rd to 1000' N of Fallon RD	Maintenance and Rehab	$800
SB-SBC-A115-2026	Fairview Road - San Felipe Rd to Ludis Ln	Maintenance and rehab work.	$415
SB-SBC-A116-2026	Salinas Road (Alameda) SJ Hollister to Mission Vinyard	Maintenance and rehab work.	$310
SB-SBC-A117-2026	F Street - Tres Pinos	Maintenance and rehab work.	$290
SB-SBC-A118-2026	Fairview Rd CIR Santa Ranch to 100 south of Santa Ana Creek Bridge	Maintenance and rehab work.	$1,015

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A119-2026	Fairview Rd CIR 100' S Santa Ana Creek Bridge to McCloskey	Maintenance and rehab work.	$790
SB-SBC-A120-2026	Union Rd CIR 417' W Ladd Lane to Union Bridge Project Limit	Maintenance and rehab work.	$410
SB-SBC-A121-2026	Panoche Road	Maintenance and rehab work.	$1,100
SB-SBC-A122-2026	Coalinga Road	Maintenance and rehab work.	$500
SB-SBC-A123-2026	King City Rd / Bitterwater Road	Maintenance and rehab work.	$700
SB-SBC-A124-2026	Fairview Rd - MBGR Repair	Maintenance and rehab work.	$90
SB-SBC-A125-2026	Speed Attenuation Projects - Various Locations	Maintenance and rehab work	$310
SB-SBC-A126-2026	Guard Rail on Buena Vista (2), Quien Sabe Road, and Anzar Road	Maintenance and rehab work.	$90
SB-SBC-A128-2026	CSA / CFD Capital Projects - Multiple Locations	Maintenance and rehab work.	$1,200
SB-SBC-A129-2026	Storm Drain - Fairview Rd - Santana Ranch - Santa Ana Creek	Maintenance and rehab work.	$80
SB-SBC-A130-2026	Lovers Lane Culvert Extension	Maintenance and rehab work.	$150
SB-SBC-A131-2026	San Juan Canyon Rd - Salinas to 6.4 miles beyond Salinas Rd	Maintenance and rehab work.	$6,800
SB-SBC-A132-2026	Seely Avenue - Carpenteria Rd to .5 miles beyond Carpenteria Rd.	Maintenance and rehab work.	$720
SB-SBC-A133-2026	Union Rd - SR 156 to 3 miles beyond SR 156	Maintenance and rehab work.	$4,100
SB-SBC-A134-2026	Tres Pinos Improvements	Maintenance and rehab work.	$1,075
SB-SBC-A135-2026	Salinas Rd - the Alameda to County Limit	Maintenance and rehab work.	$2,870
SB-SBC-A136-2026	Fairview Road - Orchard Rd to Los Viboras Rd	Maintenance and rehab work	$600
SB-SBC-A53-2026	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	$3,700
SB-SBC-A54-2026	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	$4,825

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A56-2026	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	$3,300
SB-SBC-A59-2026	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	$2,870
SB-SBC-A69-2026	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	$600
SB-SBC-A70-2026	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north&south; legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd.; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	$655
SB-SBC-A71-2026	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project with bicycle lanes. TIF	$700
SB-SBC-A73-2026	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	$734
SB-SBC-A74-2026	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	$600
SB-SBC-A75-2026	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	$3,400
SB-SBC-A77-2026	San Benito County Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$27,300
SB-SBC-A83-2026	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	$4,400
SB-SBC-A84-2026	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	$4,000
SB-SBC-A98-2026	New Idria Rd - Emergency Crossing Repair - Bridge Construction	Emergency Crossing Repair	$2,890
SB-SBC-A99-2026	Cienega Rd Bridge at Bird Creek Replacement	Creek Replacement	$3,100

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SJB-A02-2026	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	$1,500
SB-SJB-A03-2026	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	$1,000
SB-SJB-A04-2026	Roundabout at San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	$1,500
SB-SJB-A14-2026	Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	$1,200
SB-SJB-A15-2026	2035-2050: City of San Juan Bautista Local Street and Roadway Maintenance	System preservation and maintenance - Lump Sum (includes multiple projects)	$14,329
SB-VAR-A03-2026	Unidentified Future LSR Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified Local Street, Road, & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$247,014

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A58-2026	SBtCOG Planning and Administration	SBtCOG operating budgets - includes staff activities and capital expenses. Does not include pass-through funds (2025-2050).	$21,750
SB-COH-A40-2026	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	$22,500
SB-COH-A41-2026	Hollister Airport Capital Improvement Program	Capital improvements grouped project list from the Airport Capital Improvement Program.	$1,762
SB-COH-A90-2026	Unidentified Future Hollister Airport Capital Improvements (2030-2050)	Lump Sum of future unidentified airport capital improvements (2030-2050).	$10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A08-2026	TDM Lump Sum	Lump sum project for local jurisdiction and SBtCOG travel demand management improvements, including the SBtCOG regional rideshare program (2025-2050). TDM improvements in the City of Hollister, San Benito County, and San Juan Bautista.	$4,050

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A65-2026	Specialized Transportation Services, including ADA, Senior, and On-Demand Transit (2025-2050)	Lump-sum of the LTA's on-demand services. Includes Dial-a-Ride, Paratransit, and Specialized Transportation Services.	$53,006

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A55-2026	Hollister Exchange Mobility Hub	Mobility Hub to service LTA operations and encourage multi-modal transportation.	$2,165
SB-LTA-A58-2026	Transit Vehicles - Fleet Expansion	Lump-Sum for Future Fleet Vehicles to support 25% increase in transit service hours in the 2030-2050 timeframe; all Zero-Emission Buses and supportive infrastructure	$14,500
SB-LTA-A59-2026	Unidentified Future Transit Capital Improvements to Support Expanded LTA Services	Lump-Sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$5,743

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A42-2026	LTA Planning and Administration	LTA operating budgets - includes staff activities and office-related capital expenses. Does not include service operations contracts (2025-2050).	$11,145
SB-LTA-A56-2026	Transit Fare Modernization	Upgrading the current fare collection system	$1,250
SB-LTA-A63-2026	Intercounty Express	Commuter oriented service that provides connections from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$10,932
SB-LTA-A64-2026	Tripper	The Tripper provides service throughout the City of Hollister in the morning and afternoon.	$1,127
SB-LTA-A66-2026	Intercounty Express via SR 25	Commuter oriented service that provides connections, via the State Route 25 Corridor, from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$13,088
SB-LTA-A67-2026	Route 1: Central	Provides service within the city of Hollister. Major service locations include San Benito High School, Hollister Mobility Hub, Hazel Hawkins Hospital, and the San Benito Health Foundation & Clinic.	$3,015
SB-LTA-A68-2026	Route 2: Buena Vista	Provides service within the city of Hollister. Major service locations include Hollister Mobility Hub, Sunnyslope Elementary, Rancho San Justo Middle School, Downtown Hollister, County Courthouse, and McCray Street Shopping Center.	$3,953
SB-LTA-A69-2026	Tres Pinos Shuttle	Provides service from Hollister Exchange Mobility Hub to Tres Pinos. Includes a stop at the Gavilan College Hollister Campus.	$2,738
SB-LTA-A72-2026	Future Transit Operating Costs for LTA Services (2030-2050)	Lump-Sum for unidentified future transit operations (2030-2050).	$36,348

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A48-2026	Transit Vehicles - Replacing Existing Vehicles & Expansion Vehicles	Replacing existing fleet vehicles; vehicle replacements to meet the 2040 zero-emission bus (ZEB) transit mandate (all replacement buses after 2035 are ZEB).	$41,837
SB-LTA-A57-2026	Transit Facility Yard Improvements	Improvements to the LTA transit facility to accommodate changes in operations.	$7,363
SB-LTA-A61-2026	Transit Capital - On Street	Capital improvements to existing LTA facilities on streets and roads (eg. signage, shelters, fare equipment) (2025-2050).	$7,300
SB-LTA-A62-2026	Transit Capital - On Bus	Capital improvements to LTA vehicles (e.g., AVL, APC) to continue existing operations and services (2025-2050).	$7,500
SB-LTA-A73-2026	Future Unidentified Transit Capital Improvements for Maintaining the Existing Bus Fleet & Facilities	Lump-Sum for unidentified future transit capital improvements to support the maintenance of the existing vehicle fleet and facilities (2030-2050).	$12,368

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A44-2026	Emergency Motorist Aid System (SAFE)	Lump-sum for emergency call box program and additional CHP safety patrol. (2025-2050)	$1,050
SB-VAR-A04-2026	Unidentified Future Transportation System Management Improvements	Lump-sum of Future Unidentified Transportation System Improvements (2030-2050) in Hollister, San Juan Bautista, and San Benito County	$18,640

Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P03-CAP-2026	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Rosedale Av.	$500
~~SC-CAP-P05-CAP-2026~~	~~Cliff Drive Resiliency Project & Improvements~~	~~Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.~~	~~$8,000~~
SC-CAP-P12-CAP-2026	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	$500
SC-CAP-P16-CAP-2026	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	$300
SC-CAP-P27-CAP-2026	Citywide Accessible Ramps	Install accessible ramps on sidewalks citywide.	$400
SC-CAP-P40-CAP-2026	46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	$100
SC-CAP-P41-CAP-2026	Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	$70
SC-CAP-P42-CAP-2026	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	$150
SC-CAP-P46-CAP-2026	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	$30
SC-CAP-P47-CAP-2026	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	$400
SC-CAP-P48-CAP-2026	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	$250
SC-CAP-P51-CAP-2026	Citywide Sidewalk Program	Fill gaps in sidewalks and sidewalk access ramps.	$1,250
SC-CAP-P52-CAP-2026	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	$3,194

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P38-USC-2026	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	$2,000
SC-CO-P41-USC-2026	Countywide Sidewalks	Install sidewalks.	$11,050
SC-CO-P46a-USC-2026	Hwy 9 Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	$3,500
SC-CO-P50-USC-2026	East Cliff Dr Pedestrian Pathway (7th-12th Ave)	Construct pedestrian pathway on East Cliff.	$1,760
SC-CO-P71-USC-2026	Countywide Bike Projects	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	$23,733
SC-CO-P103-USC-2026	East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	Construct sidewalks and bike lanes on East Cliff where there are gaps	$7,000
SC-CO-P108-USC-2026	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	$4,500
SC-CT-09-CT-2026	Hwy 9 Felton Pedestrian Safety Project (EA 05-1M400)	Construct 4-6-foot-wide sidewalks, curbs, and gutters on the southbound side of State Route 9 from Graham Hill Road to the San Lorenzo Valley School Complex	$27,300
SC-CT-P83-CT-2026	Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)	Install curb extensions and high visibility crosswalks for enhanced pedestrian safety	$10,126
SC-MTD-P23-MTD-2026	Watsonville Transit Center Bike Station	Establish bike station at Watsonville Transit Center.	$500
SC-MTD-P49-MTD-2026	Pacific Station Bike Station	Establish a bike station at Pacific Station.	$500
~~SC-RTC-27b-RTC-2026~~	~~MBSST Rail Trail Corridor Maintenance~~	~~Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. $1M/yr)~~	~~$13,000~~
SC-RTC-27c-RTC-2026	MBSST Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc.); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc. (est. $435k/yr)	$6,600

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-27d-RTC-2026	MBSST Trail Maintenance	Ongoing maintenance for trail portion of corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	$13,000
SC-RTC-37-RTC-2026	Hwy 9 Felton-SLV Schools Complete Streets Enhancement (EA 05-1M551)	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	$2,149
~~SC-RTC-38-RTC-2026~~	~~Go Santa Cruz County Bicycle Incentives Program~~	~~Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.~~	~~$2,500~~
SC-SC-23-SCR-2026	West Cliff Multi-Use Path Rehabilitation Project Phase 3	The project will rehabilitate the Wets Cliff multi-use path. Work will include repaving failing sections of the path and surface sealing the entire length of the path from Swanton to David Way to increase the lifespan of the asphalt path (m400819).	$500
SC-SC-54-SC-2026	Bay Corridor Design and Complete Streets Implementation	Complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bike lanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	$4,530
SC-SC-57-SC-2026	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	$3,841
SC-SC-P09-SCR-2026	Sidewalk Program	Install and maintain sidewalks and access ramps.	$5,000
SC-SC-P105-SCR-2026	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	$1,020
SC-SC-P123-SCR-2026	Soquel/Branciforte Bike Lane Treatments (San Lorenzo River to Branciforte)	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	$410
SC-SC-P125-SCR-2026	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	$1,404
SC-SC-P126-SCR-2026	Almar Ave Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	$200
SC-SC-P132-SCR-2026	Swanton Blvd Multi-Use Trail Connector	Install a 10-12 foot wide multi-use trail along Swanton, protected bike facility and sidewalk infill on Delaware, and multimodal intersection improvements at Delaware/Swanton and Delaware/Natural Bridges.	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P134-SCR-2026	Ocean-Plymouth Multi-modal Transportation Improvements	Improve the bike and pedestrian connections through the Ocean-Plymouth intersection	~~$200~~ $2,000
SC-SC-P137-SCR-2026	Frederick Street Park Accessible Ramp to Harbor	Install multi-use accessible ramp from park to Harbor to improve access	$300
SC-SC-P138-SCR-2026	Riverwalk Improvements	Pavement rehabilitation and bike and ped upgrades including ADA accessibility, lighting, signage, and striping	$1,000
SC-SC-P140-SCR-2026	Natural Bridges Drive Protected Bike Lanes	Install protected bike lanes on Natural Bridges Drive between Delaware Avenue and Mission Street Extension to connect the Wilder Path, Segment 7, and the Swanton Delaware project.	$350
SC-SC-P141-SCR-2026	Laurel Street Sidewalks	Construct sidewalks to fill gaps	$1,000
SC-SC-P145-SCR-2026	Arterial Roadway Protected Bike Lanes	Install protected bike lanes on all arterial roadways	$5,000
SC-SC-P23-SCR-2026	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	$150
~~SC-SC-P29-SCR-2026~~	~~Morrissey Blvd Bike Path over Hwy 1~~	~~Install a Class 1 bicycle and pedestrian facility on freeway overpass.~~	~~$8,000~~
SC-SC-P30-SCR-2026	Murray St to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	~~$115~~ $210
SC-SC-P59-SCR-2026	King Street Bike Lanes (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications.	$500
SC-SC-P69-SCR-2026	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	$500
SC-SC-P75-SCR-2026	Active Transportation Plan Lump Sum Projects	Construct projects and implement programs from the Active Transportation Plan	$41,666
SC-SC-P142-SCR-2026	AB 413 Citywide Daylighting	Implementing daylighting citywide per AB 413	$1,932
SC-SV-35-SV-2026	Scotts Valley Dr Complete Streets Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, and traffic signal modifications. The buffered bike lane design will narrow existing vehicle lanes to accommodate striped or landscaped buffers, enhancing safety and comfort for cyclists while maintaining efficient traffic operations.	$1,100
SC-SV-P05-SCV-2026	Citywide Sidewalk Program	Install sidewalks to fill gaps.	$1,250

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P100-SCV-2026	Whispering Pines Dr Separated Bikeways (Mt Hermon-Lundy Ln)	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. Source SRTS Plan	$75
~~SC-SV-P101-SCV-2026~~	~~Vine Hill Rd Bicycle and Pedestrian Overcrossing of Highway 17~~	~~Bike/Ped overcrossing connecting Vine Hill Rd and Santas Village Rd~~	~~$20,000~~
SC-SV-P21-SCV-2026	Lockwood Ln Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	$50
SC-SV-P30A-SCV-2026	Mt Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.	$520
SC-SV-P35-SCV-2026	Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	$410
SC-SV-P41-SCV-2026	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	$4,931
SC-SV-P45-SCV-2026	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	$4,130
SC-SV-P49-SCV-2026	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	$375
SC-SV-P53-SCV-2026	Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	Study options to install a new bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	~~$1,000~~ $1
SC-SV-P56-SCV-2026	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	$53
SC-SV-P64-SCV-2026	Citywide Crosswalk Improvements	Upgrade crosswalks near schools to high visibility. Source SRTS Plan.	$300

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-SV-P73-SCV-2026~~	~~Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades~~	~~Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes- narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.~~	~~$700~~
SC-SV-P74-SCV-2026	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	$100
SC-SV-P79-SCV-2026	Lockewood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	$90
SC-SV-P82-SCV-2026	Mt Hermon Rd Complete Streets Bike & Ped Improvements	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	~~$700~~ $20,000
SC-SV-P95-SCV-2026	Hwy 17 On/Off Ramp Bike & Pedestrian Improvements	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan. Short term	$207
SC-SV-P99-SCV-2026	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	$44
SC-TRL-13-20-RTC-2026	MBSST Segments 13 to 20 (Rio Del Mar to Pajaro Junction)	~~MBSST segments 13 to 20, excluding Segment 18 (listed as TRL 18c). Portion of ZEPRT project (RTC 35).~~ Design, environmental clearance, and construction of MBSST Segments 13-20 (minus Segment 18 which is listed separately as TRL 18b/c).	~~$23,000~~ $14,800
SC-UC-P33-UC-2026	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	$400
SC-UC-P38-UC-2026	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	$400
SC-VAR-P08-VAR-2026	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	$2,500
SC-VAR-P10-VAR-2026	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	$500
SC-VAR-P27-VAR-2026	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	$20,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P29-VAR-2026	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	$150
SC-VAR-P31-VAR-2026	Countywide Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	$1,500
SC-VAR-P32-VAR-2026	Bicycle Treatments for Intersection Improvements	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	$3,500
SC-VAR-P33-VAR-2026	Neighborhood Greenways and Bike Boulevards	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	$500
SC-VAR-P35-VAR-2026	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	$10,000
SC-VAR-P39-VAR-2026	Active Transportation Plans	Prepare or Update Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	$1,750
~~SC-VAR-P44-VAR-2026~~	~~Electric Bicycle Commuter Incentive Program~~	~~Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.~~	~~$684~~
~~SC-VAR-P51a-VAR-2026~~	~~Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).~~	~~$2,150~~
~~SC-VAR-P51b-VAR-2026~~	~~Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR9 (PM 8.11)~~	~~$11,050~~
SC-VAR-P51c-VAR-2026	Hwy 9 Ben Lomond Complete Streets (SLV PID Segment 3)	May be implemented by RTC or Caltrans, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$10,525

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P51d-VAR-2026	Hwy 9 Brookdale Complete Streets (SLV PID Segment 4)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Implementation of priorities for Brookdale identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$11,125
~~SC-VAR-P52-VAR-2026~~	~~Ben Lomond Complete Streets (County Roads)~~	~~May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,455~~
~~SC-VAR-P53-VAR-2026~~	~~Boulder Creek Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$1,475~~
~~SC-VAR-P54-VAR-2026~~	~~Felton Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,985~~
SC-VAR-P57-VAR-2026	AB 413 Countywide Daylighting Implementation	AB 413 prohibits parking within 20 feet of a crosswalk, effectively "daylighting" intersections to improve visibility for pedestrians and drivers, thereby enhancing safety.	$2,000
SC-VAR-P58-VAR-2026	Countywide Pedestrian Signal Upgrades	Installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times to facilitate roadway crossings by visually and mobility impaired persons.	$500
SC-WAT-01A-WAT-2026	Hwy 1 Harkins Slough Bike-Ped Overcrossing (Safer Access to PVHS & Beyond) (EA 05-1G490)	Install ped bridge over SR1, sidewalks, Class IV bike lanes, intersection modifications at Harkins Slough Rd/Green Valley Rd/Silver Leaf, high visibility crosswalks, new and upgraded curb extensions/ramps, and pedestrian & bike safety programs intersection to improve bike and ped access.	$10,550
SC-WAT-P15-WAT-2026	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: $100/yr.	$2,500
SC-WAT-P19-WAT-2026	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths.	$15,486
SC-WAT-P36-WAT-2026	Alley Improvements	Repair & reconstruct some alleys.	$104

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P49-WAT-2026	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$45
SC-WAT-P50-WAT-2026	5th St (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$41
SC-WAT-P75-WAT-2026	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches (some portions=WAT 47 in RTIP).	$7,500
SC-WAT-P76-WAT-2026	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	$2,400
SC-WAT-P81-WAT-2026	Lee Rd Trail	Construct bike/pedestrian trail on Lee Road from Railroad Crossing to Harkins Slough Rd. Prepare environmental documents and construction plans, secure permits.	$2,100
SC-WAT-P94-WAT-2026	Install complete street features on Walker St	Integrate flexible delineators within existing bike lane buffers. Maintain and/or add a clear path of travel for pedestrians and complete sidewalks, where possible. Coordinate planned improvements with the Monterey Bay Sanctuary Scenic Trail Network Master Plan.	$1
TRL-05-2026	MBSST Segment 5 (Wilder Ranch to Davenport)	Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 5. Project includes 7.5 miles of Class 1 multi-use bicycle/pedestrian paved path with shoulders along the rail corridor on north coast of Santa Cruz County from Wilder Ranch to Davenport. Also includes Davenport crosswalk at Hwy 1/Ocean St, two parking lots at Yellowbank Beach and Davenport Beach, a path from the Bonny Doon parking lot to the rail trail, and a new ped overpass over Hwy 1 at Yellowbank. (Combined Trl 5a, Trl 5b, Trl 5c).	$51,400
TRL-07cSC-2026	MBSST Segment 7 Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	$4,450
TRL-10-11-2026	MBSST Segments 10 and 11 (17th Avenue to State Park Drive)	4.15 mile bicycle/pedestrian multiuse path parallel to railroad tracks between 17th Ave in Live Oak to State Park Drive in Aptos/Seacliff. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail. Includes ATP-funded non-infrastructure safety, education, and encouragement programs; 3 RRFBs, 5 intersection lighting, 5 new bike racks, 6 green cross-bike striping, 400 feet new sidewalk, 13 ADA ramps, 3 benches, trash cans, interpretative signage, curb bulb-outs.	~~$115,000~~ $100,800
TRL-18B-2026	MBSST Segment 18 Phase 2 (Watsonville Slough Trailhead to Walker St)	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
TRL-18~~Lc~~-2026	MBSST Segment 18 Phase 3 (Lee Road to Ohlone Pkwy)	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	$2,500
TRL-8-9a-2026	MBSST Segments 8 and 9 (Pacific Ave to 17th Ave)	2.18 mile multiuse trail along the rail corridor between Pacific Ave/Beach St in the City of Santa Cruz to 17th Ave in County of Santa Cruz and non-infrastructure safety, education, and encouragement programs.	~~$58,300~~ $50,000

Table 2 Highway Improvements

AMBAG ID	Project	PROJECT DESCRIPTION	Total Cost ($ 000s)
SC-RTC-24e-RTC-2026	3 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (State Park to Bay/Porter) & Mar Vista Bike/Ped Xing	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought tolerant landscaping. [Part of Highway 1 CIP project (RTC 24a)] (EA# 05-1C733)	~~$98,700~~ $20,000
SC-RTC-24f-RTC-2026	2 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (41st Ave to Soquel Ave) & Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. Caltrans Project ID 05-0C732	~~$43,900~~ $8,400
SC-RTC-24g-RTC-2026	4 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (Freedom Blvd to State Park Dr) & Trail Segment 12	Construct auxiliary lanes between State Park Dr-Rio Del Mar and Rio Del Mar Blvd - Freedom Blvd interchanges and modify shoulders to allow buses to use shoulders. Includes soundwalls and retaining walls; widening of the bridge over Aptos Creek/Spreckles Drive; Segment 12 of the MBSST (State Park Dr-Rio Del Mar Blvd/Sumner); and reconstruction of two railroad bridges over Highway 1, including bike/ped trail. [Part of Highway 1 CIP project (RTC 24a)] (EA# 05-C734)	$285,000
SC-SC-38-SCR-2026	Hwy 1 at San Lorenzo Bridge Replacement	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	$15,500

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-CO-P106-USC-2026~~	~~Pajaro River Flood Risk Management Project~~	~~Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost $400M and be primarily funded by State and Federal Water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element; $136M estimate for bridges over Hwy 1 ($100M), 129 ($18M), 152 ($18M)]~~	~~$136,000~~
SC-CO-P113-USC-2026	Shark Fin Cove Parking Formalization	Formalize parking facilities and make operational improvements along State Route 1 for enhanced access to Shark Fin Cove.	$2,000
SC-CT-34-CT-2026	Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)	In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.	$25,000
SC-CT-P45-CT-2026	SHOPP Highway Preservation (Bridge, Roadway, Roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation, and some mobility improvements. Includes repaving, culverts, etc.	~~$207,844~~ $204,225
SC-CT-P46-CT-2026	SHOPP Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects.	~~$228,618~~ $225,000
SC-CT-P47-CT-2026	SHOPP Minors	Various small SHOPP projects (Capital Costs less than $1.25 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements.	$1,200
SC-CT-P49-CT-2026	Hwy 17 Access Management - Operational Improvements	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	$10,000
SC-CT-P59-CT-2026	Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement (EA-05-1H470)	Replace bridges to maintain standards of safety and reliability.	$21,150
SC-CT-P60-CT-2026	Hwy 9 Upper Drainage and Erosion Control Improvements (EA 05-1G950)	Replace failed culverts systems and construct energy dissipaters.	$14,432
SC-CT-P63-CT-2026	Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	$17,068
SC-CT-P73-CT-2026	Hwy 17 Drainage Improvements (EA 05-1K670)	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems.	$10,052

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CT-P74-CT-2026	Hwy 1 Pavement Project (EA 05-1M110)	Preserve pavement and replace 87 ADA ramps as needed. Enhance crosswalk striping; add pedestrian refuge islands; extend sidewalk for use as a bus stop in 2 locations.	$21,200
SC-CT-P76-CT-2026	Hwy 9 Felton South Santa Cruz 9 CAPM (EA 05-1K890)	Preserve pavement, rehabilitate 5 drainage systems, install 2 TMS, construct sidewalk in Felton from Kirby to Laurel west side and Kirby to Russell east side. (El Solyo Heights in Felton to north of SR 1 in Santa Cruz).	$25,037
SC-CT-P77-CT-2026	Hwy 9 Upper Pavement Project (EA 05-1K900)	Preserve pavement, reconstruct guardrail, rehabilitate drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line).	$13,145
SC-CT-P79-CT-2026	Hwy 129 Watsonville to County Line Pavement Project (EA 05-1R340)	Preserve pavement, rehabilitate 2 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	$16,400
SC-CT-P80-CT-2026	Hwy 236 Boulder Creek Bridge Scour Repair Project (EA 05-1P240)	Repair scour on bridge abutment at Boulder Creek Bridge on State Route 236	$13,400
~~SC-CT-P81-CT-2026~~	~~Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)~~	~~Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)~~	~~$11,707~~
SC-CT-P82-CT-2026	Hwy 152 Pavement and Complete Streets (EA 05-1P110)	Preserve pavement, install bike lanes, install curb extensions, enhance crosswalks to high-visibility striping, install new crosswalks, consider installation of enhanced pedestrian crossing features such as pedestrian hybrid beacons and rectangular rapid flashing beacons.	$44,714
~~SC-CT-P83-CT-2026~~	~~Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)~~	~~Install curb extensions and high-visibility crosswalks for enhanced pedestrian safety.~~	~~$10,126~~
SC-CT-P84-CT-2026	Waddell Creek Bridge Replacement (EA 05-1R420)	Replace and raise Waddell Creek bridge (Br No 36-0065) for sea-level rise resilience. Add a Class 1 multiuse path to new bridge structure. Cost, schedule, and scope details to be further developed.	$42,350
~~SC-RTC-24j-RTC-2026~~	~~7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange~~	~~Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]~~	~~$14,000~~
~~SC-SC-38-SCR-2026~~	~~Hwy 1 at San Lorenzo Bridge Replacement~~	~~Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460~~	~~$15,500~~

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P81-SCR-2026	Hwy 1 Mission St at Chestnut/King/Union Intersection Modification	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	$4,650
SC-SC-P136-SCR-2026	Hwy 1 Mission St at Fair Ave Intersection Modification	Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.	$700
SC-VAR-P51a-VAR-2026	Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).	$2,150
SC-VAR-P51b-VAR-2026	Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR9 (PM 8.11)	$11,050
SC-VAR-P51e-VAR-2026	Hwy 9 Boulder Creek Complete Streets (SLV PID Segment 5)	The project proposes a 5-foot shoulder and sidewalk on both sides, enhancing existing crosswalks at Lomond Street, Forest Street, and SR 236. Median islands are included within the existing continuous left turn lane. Posted Speed Limits are 25 and 35 mph. SR 9 crosses a narrow bridge with sidewalk on both sides, then changes abruptly when it passes Bear Creek Road. This project proposes local widening at this location to better accommodate all modes of transport. Adding a standard left turn at this location would include major tree removal, therefore at this time only local widening at Bear Creek Rd is proposed.	$9,850
SC-VAR-P55-VAR-2026	Rural Highway Safety Improvements - North County	Implement priorities identified in the Rural Highways Safety Plan for conventional State Routes 1, 9, 35, and 236 to achieve Vision Zero.	$173,026
SC-VAR-P56-VAR-2026	Rural Highway Safety Improvements - South County	Implement priorities identified in the Rural Highways Safety Plan for conventional SR-129 and SR-152 to achieve Vision Zero goals.	$37,800

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P55-CAP-2026	Porter Street and Highway 1 Intersection Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	$1,300
SC-CO-P100-USC-2026	Brimblecom Road Bridge Replacement	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.	$3,025

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P101-USC-2026	Two Bar Road Bridge Rehabilitation	The project will consist of rehabilitating the existing narrow one lane structure and roadway approaches by widening to two lanes with shoulders and standard bridge approaches.	$1,865
SC-CO-P102-USC-2026	Glen Arbor Road Bridge Replacement	The project will consist of replacing the existing narrow two lane structure and roadway approaches by widening to 12 foot lanes with 8 foot shoulders and standard bridge approaches.	$3,959
SC-CO-P104-USC-2026	Soquel Dr to 41st Ave Dedicated Right Turn Lane	Project will add a dedicated right turn lane in the eastbound direction of Soquel Dr to 41st Ave	$550
SC-CO-P105-USC-2026	Soquel Dr to Soquel Ave Dedicated Right Turn Lane	Project will add a dedicated right turn lane in the eastbound direction of Soquel Dr to Soquel Ave	$550
SC-CO-P88-USC-2026	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span precast voided concrete slab bridge and standard bridge approaches.	$50
SC-CO-P90-USC-2026	Fern Dr at San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two lane clear span reinforced concrete box girder bridge and standard bridge approaches.	$2,830
SC-WAT-P90-WAT-2026	Hwy 152 Couplet Conversion	Convert East Lake Avenue and East Beach Street, which currently operate as one-way couplets, into two-way streets. For East Lake Ave, replace the westbound through lanes and dedicated right turn lane at intersections with one through lane in each direction and dedicated center turn lane at intersections or along full length of commercial blocks as needed for local access; a center left turn lane may not be necessary through the length of the corridor and parking may be feasible where no left turn is needed. For East Beach St, replace two eastbound through lanes with one through lane in each direction; preserve on-street parking, where feasible; and dedicate 7 feet of curb-to-curb right-of-way for parklets on north side or widened sidewalks on both sides.	$1
SC-WAT-P91-WAT-2026	Square off and Vacate Portions of Union St and Alexander St	Square off the connection between Union St and Alexander St from East Lake Avenue to East Beach Street and vacate that portion of Union Street for private development, as shown on Figure 4-1 of the DWSP. This project would help create an opportunity site for future development, as described on page 60 and illustrated in Figure 3-5 of the DWSP.	$1

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
CAP-16SC-2026	Bay Avenue/ Capitola Ave Intersection Modifications/ Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	~~$4,000~~ $8,000
CAP-22SC-2026	41st Ave Pavement Rehabilitation and Multimodal Improvements	Pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	~~$2,000~~ $2,500
CO-36SC-2026	Seacliff Village Streetscape Improvements	Construct sidewalks, bike lanes, bus turnouts/stops, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area-consistent with the Seacliff Village Plan adopted by the BOS in 2003.	$3,200
CO-92SC-2026	Soquel San Jose Rd/ Porter St Resurfacing & Multimodal Improvements	Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.	$3,600
SC-42SC-2026	Soquel Ave at Frederick St Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	$600
SC-CAP-P05-CAP-2026	Cliff Drive Resiliency Project & Improvement	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	$8,000
SC-CAP-P06-CAP-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities, within the City limits.	$25,114
SC-CAP-P07-CAP-2026	Bay Avenue/Hill St Intersection Modification/ Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$3,500
SC-CAP-P07p-CAP-2026	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	$10,000
SC-CAP-P09-CAP-2026	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	$300
SC-CAP-P28-CAP-2026	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	$400
SC-CAP-P32-CAP-2026	Bay Avenue/Monterey Ave Intersection Modification	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P34-CAP-2026	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	$400
SC-CAP-P38-CAP-2026	40th Ave & Clares St Intersection Improvements	Widen intersection and signalize.	$600
SC-CAP-P53-CAP-2026	Capitola Rd & 45th Ave Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$400
SC-CAP-P54-CAP-2026	Wharf Road and Stockton Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$350
SC-CAP-P57-CAP-2026	Stockton Ave and Capitola Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$500
SC-CO-100-USC-2026	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	$300
SC-CO-95-USC-2026	Corralitos Corridor Resurfacing	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	$1,500
SC-CO-96-USC-2026	Emergency Routes Resurfacing Phase 2	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	~~$3,200~~ $5,000
SC-CO-99-USC-2026	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	$2,044
SC-CO-P02-USC-2026	Airport Blvd Improvements (City limits to Green Valley Rd)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	$1,240
SC-CO-P03-USC-2026	Amesti Road Multimodal Improvements (Green Valley to Browns Valley Rd)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	$600
SC-CO-P08-USC-2026	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	$620

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P09-USC-2026	East Cliff Dr Improvements (32nd Ave to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	$1,000
SC-CO-P10-USC-2026	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	~~$775~~ $423
SC-CO-P109-USC-2026	Countywide Pavement Management	Pavement Resurfacing of County Maintained Roads Countywide (595 miles maintained roadways).	$215,000
SC-CO-P11-USC-2026	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	$775
SC-CO-P111-USC-2026	Conference Dr Bridge Scour Repair	Project will perform repairs on existing bridge	$544
SC-CO-P112-USC-2026	East Zayante Rd Bridge Spall Repair	Project will perform repairs on existing bridge	$544
SC-CO-P18-USC-2026	Soquel Ave Improvements (City of SC to Gross Rd)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	$2,560
SC-CO-P19-USC-2026	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk and bike facility gaps, some landscaping. Additional elements completed in CO 89 Soquel Dr Buffered project.	$31,300
SC-CO-P24-USC-2026	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	$243
SC-CO-P26a-USC-2026	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26b-USC-2026	West Beach Drive Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26g-USC-2026	Casserly Rd Improvements (Hwy 152 to Green Valley Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$600
SC-CO-P26h-USC-2026	Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P26i-USC-2026	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	$340
SC-CO-P26p-USC-2026	Mattison Lane Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$400
SC-CO-P26r-USC-2026	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26s-USC-2026	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	Roadway improvements and pavement rehabilitation.	$170
SC-CO-P27a-USC-2026	37th/38th Ave (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	$570
SC-CO-P27c-USC-2026	Corcoran Ave Improvements (Alice St to Felt St)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$150
SC-CO-P27e-USC-2026	Main Street Improvements (Porter St to Cherryvale Ave)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,360
SC-CO-P27f-USC-2026	Mill St Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$280
SC-CO-P29f-USC-2026	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$340
SC-CO-P30d-USC-2026	Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$240
SC-CO-P30n-USC-2026	Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$725

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P33d-USC-2026	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	~~$141~~ $310
SC-CO-P35-USC-2026	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	~~$141,356~~ $158,139
SC-CO-P36-USC-2026	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$500
SC-CO-P37-USC-2026	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	$500
SC-CO-P58-USC-2026	Robertson Street & Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	$1,595
SC-CO-P62-USC-2026	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	$410
SC-CO-P85-USC-2026	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	$2,110
SC-CO-P97-USC-2026	Countywide Guardrails	Install guardrails on County roads.	~~$11,000~~ $11,560
SC-CO-P110-USC-2026	Countywide Culvert Replacement	Pavement Resurfacing of County Maintained Roads Countywide.	$8,500
SC-RTC-24j-RTC-2026	7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	$14,000
SC-SC-37-SCR-2026	Murray Street Bridge Seismic Retrofit	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	$20,000
SC-SC-55-SC-2026	Bay Street Paving	Repave Bay Street between Mission and Lennox Street using mill and overlay approach.	$989

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P07-SCR-2026	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits.	$75,678
SC-SC-P12-SCR-2026	Morrissey/Poplar/Soquel Intersection Modification	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	$2,070
SC-SC-P101-SCR-2026	Delaware-Swift Intersection Improvements	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	$600
SC-SC-P104-SCR-2026	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	$32,300
SC-SC-P109-SCR-2026	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	$1,500
SC-SC-P128-SCR-2026	Citywide Street Sweeping	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	$15,800
SC-SC-P129-SCR-2026	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	$3,000
SC-SC-P130-SCR-2026	Mission Street Improvement Plan	Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.	$6,500
~~SC-SC-P142-SCR-2026~~	~~AB 413 Citywide Daylighting~~	~~Implement daylighting citywide per AB 413~~	~~$1,932~~
SC-SC-P143-SCR-2026	Passenger Rail Roadway and Crossing Enhancements	Modify city roadways to accommodate passenger rail service.	$2,000
SC-SC-P83-SCR-2026	West Cliff/Bay Street Modifications	Install mini-roundabout to replace the all-way stop to improve safety and capacity.	$500
SC-SC-P90-SCR-2026	High St/Moore St Intersection Modification	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	$100
SC-SC-P91-SCR-2026	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	~~$1,000~~ $1
SC-SC-P93-SCR-2026	Beach/Cliff Intersection Modification	Modify intersection for multimodal (train, bike, ped, auto) safety and access improvements.	$210
SC-SC-P96-SCR-2026	Bay/California Multimodal Intersection Improvements	Update intersection to facilitate multimodal mobility, safety and capacity improvements.	$1,100

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-34-SV-2026	Mt Hermon Road Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, ADA compliant curb ramps upgrades, and traffic signal modifications.	$800
SC-SV-P06-SCV-2026	Citywide Access Ramps	Place handicap ramps at various locations.	$126
SC-SV-P27-SCV-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repairs, and operation of road/street system within the City limits.	$25,141
SC-SV-P28-SCV-2026	Neighborhood Traffic Calming	Citywide traffic calming devices.	$750
SC-SV-P47-SCV-2026	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	$620
SC-SV-P51-SCV-2026	Mt Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	$130
SC-SV-P52-SCV-2026	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	~~$1,000~~ $105
SC-SV-P73-SCV-2026	Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades	Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections	$3,100
SC-UC-P01-UC-2026	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	$2,125
SC-UC-P59-UC-2026	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	$1,365

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-UC-P66-UC-2026	Transportation-Related Stormwater Management Projects	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	$800
SC-UC-P78-UC-2026	Hagar Drive Roundabouts and Safety Improvements	Install three compact roundabouts, add vertical reflectors on curves and add new delineators to create protected bike lanes.	$2,309
SC-VAR-P13-VAR-2026	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	$82,000
SC-VAR-P14-VAR-2026	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	$59,200
SC-VAR-P50-VAR-2026	Climate Adaptation, Resiliency, and Hazard Mitigation	Projects to make transportation infrastructure more resilient, including through the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]	$20,000
SC-VAR-P52-VAR-2026	Ben Lomond Complete Streets (County Roads)	May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,455
SC-VAR-P53-VAR-2026	Boulder Creek Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$1,475
SC-VAR-P54-VAR-2026	Felton Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,985
SC-WAT-45-WAT-2026	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, install bus pullout and shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P06-WAT-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.	$37,500
SC-WAT-P13-WAT-2026	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access ($20k/yr).	$825
SC-WAT-P24-WAT-2026	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements ($1.2M/yr).	$30,537
SC-WAT-P31-WAT-2026	Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	Roadway, pedestrian, and bicycle facilities.	$1,050
SC-WAT-P34-WAT-2026	Airport Blvd Modifications (Hanger Way to Ross Ave)	Reconstruct or repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	$1,050
SC-WAT-P35-WAT-2026	Bridge Maintenance	Maintenance of bridges	$600
SC-WAT-P45-WAT-2026	Green Valley Rd Rehabilitation	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	$4,320
SC-WAT-P72-WAT-2026	Freedom Blvd (Green Valley Rd to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	$4,558
SC-WAT-P77-WAT-2026	Elm St Improvements Project	Road reconstruction and sidewalk improvements	$483
SC-WAT-P95-WAT-2026	Clifford Ave Road Rehab & Traffic Calming	Rehabilitate 2,200 foot segment of Clifford Ave (Main St to Pennsylvania Dr), replace non-compliant curb ramps, install continuous Class II bike lanes, add 6 speed tables for traffic calming, upgrade traffic signage to meet reflectivity standards, and apply new striping and pavement markings.	$2,425

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-04SC-2026	Planning, Programming & Monitoring (PPM) - SB45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: $200k/yr.	$4,772
SC-AIR-P01-WAT-2026	Lump Sum Watsonville Municipal Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, runway rehabilitation and extensions and surface improvements, taxiway construction and maintenance, and signage.	$27,000
SC-AIR-P02-WAT-2026	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average $3M/year.	$50,000
SC-CO-P96-USC-2026	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	$5,000
~~SC-CT-34-CT-2026~~	~~Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)~~	~~In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.~~	~~$25,000~~
SC-CT-P75-CT-2026	Hwy 1 Wildlife Crossing & Drainage Improvement Project (EA 05-1M530)	Culvert replacement with consideration of wildlife access across the Highway 1 (Main St interchange in Watsonville to north of Larkin Valley Rd interchange).	$19,564
SC-CT-P81-CT-2026	Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)	Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)	$11,707
SC-RTC-27b-RTC-2026	MBSST Rail Corridor Maintenance	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion), etc. and encroachments (est. $1M/yr)	$13,000
SC-RTC-36-RTC-2026	Regional Conservation Investment Strategy (RCIS)	Early mitigation planning for transportation projects	$5,000
SC-RTC-P07-RTC-2026	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: $650K/yr.	$17,500
SC-RTC-P08-RTC-2026	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: $630k/yr.	$15,750
SC-RTC-P50-RTC-2026	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	$180

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-P51-RTC-2026	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	$120
SC-RTC-P59-RTC-2026	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax – Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	$16,500
SC-RTC-P61-RTC-2026	Santa Cruz Branch Rail Line Trestle Reconstruction and San Vincente Restoration	Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vincente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment	$3,500
SC-VAR-P07-VAR-2026	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	$175,000
SC-VAR-P21-VAR-2026	Plug-in Electric Vehicle Access, Education & Promotion	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	$1,000
SC-VAR-P25-VAR-2026	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	$300
SC-VAR-P49-VAR-2026	EV Charging Stations for Low Income Residents	EV charging station installation with a focus on equity so low income residents can access home charger especially those living in apartment/multi-dwelling units.	$8,000
SC-WAT-P04-WAT-2026	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues ($5k/yr).	$193
SC-WAT-P80-WAT-2026	Lake Avenue Underground Utilities	Underground existing overhead utilities.	$2,400

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-17SC-2026	Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, short term loaner ebikes. Avg cost: $150/yr. Coordinates with Bike to Work program.	$1,500
SC-CO-50-USC-2026	Community Traffic Safety Coalition/Vision Zero	Countywide program that aims to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC envisions safe, accessible, and equitable transportation for all.	$9,000
SC-MTD-P42-MTD-2026	Youth/Senior/Disabled/Low-Income Fixed-Route Transit Incentives	Incentives to encourage fixed-route bus ridership. Includes existing discounts for Seniors and persons with disabilities. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	$18,000
SC-RTC-02a-RTC-2026	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: $315k.	$2,601
SC-RTC-15-RTC-2026	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: $25k/yr.	$70
SC-RTC-26-OTH-2026	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Includes Bike Month and Love to Ride online bike tracking and encouragement. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: $200K/yr-includes in-kind donations and staff time.	$3,680
SC-RTC-38-RTC-2026	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	$2,500
SC-RTC-P48-VAR-2026	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: $100k/year.	$1,730
SC-RTC-P49-RTC-2026	RTC Bikeway Map	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	$250

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-P53-VAR-2026	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	$200
SC-UC-P61-UC-2026	Traveler Safety Education & Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	$75
SC-UC-P63-UC-2026	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	$875
SC-UC-P68-UC-2026	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	$320
SC-UC-P69-UC-2026	UCSC Commute Counseling Program	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	$600
SC-UC-P70-UC-2026	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel. (Avg. $500k/yr)	$12,500
SC-UC-P73-UC-2026	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service. Constrained$ = $3.5M/yr.	$87,500
SC-VAR-02-VAR-2026	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cutthrough traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. (est. $120k/yr)	$50
SC-VAR-P06-VAR-2026	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Encourage EV Carsharing vendors to serve low income residents. Implementing Agency TBD, varies.	$1,450
SC-VAR-P15-VAR-2026	Transportation for Low Income Youth	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: $100k/yr.	$500
~~SC-VAR-P17-VAR-2026~~	~~Eco-Tourism Sustainable Transportation~~	~~Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.~~	~~$400~~
SC-VAR-P18-VAR-2026	Hwy 1 Mission Street Bike & Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	$375

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P19-VAR-2026	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County not including HSA's program. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost $150k.	$3,750
SC-VAR-P20-VAR-2026	Public Transit Marketing (One Ride at a Time Campaign)	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	$700
~~SC-VAR-P21-VAR-2026~~	~~Plug-in Electric Vehicle Access, Education & Promotion~~	~~Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.~~	~~$1,000~~
SC-VAR-P24-VAR-2026	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	$54
SC-VAR-P26-VAR-2026	Park & Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	$2,500
SC-VAR-P40-VAR-2026	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.(Average cost ~ $25k/event)	$500
SC-VAR-P44-VAR-2026	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	$684
SC-VAR-P59-VAR-2026	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes including shared micro-mobility. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	$500

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CTSA-P01-OTH-2026	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc.	$75,000
SC-CTSA-P03-OTH-2026	Non-ADA Paratransit Service Expansion	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	$1,875
SC-CTSA-P04-OTH-2026	Medically Fragile Specialized Transportation	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	$3,000
SC-CTSA-P07-OTH-2026	Lift Line EV Modernization Project	Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.	$1,500
SC-CTSA-P08-OTH-2026	Countywide Paratransit Expansion	Expansion of service hours to include evening transportation to match existing paratransit service for non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, Dialysis transportation and same day rides etc.	$10,000
SC-MTD-02-MTD-2026	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	$3,150
SC-MTD-P10C-MTD-2026	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: $7.5M.	$195,000
SC-MTD-P19-MTD-2026	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc.). Avg annual cost: $80K/yr.	$1,200
SC-MTD-P28-MTD-2026	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	$8,000
SC-MTD-P30-MTD-2026	ParaCruz Mobile Data Terminals & Radios	Replace mobile data terminals in vehicles	$50
SC-MTD-P44-MTD-2026	Intercounty Paratransit Connection	Establish paratransit connection location with Santa Clara County.	$1,300
SC-MTD-P51-MTD-2026	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	$6,108
SC-RTC-P43-OTH-2026	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	$600

SC-VAR-P48-VAR-2026	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program: On-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g. Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=$60k/yr].	$1,500
SC-VC-P1-OTH-2026	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	$1,290

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-27-MTD-2026	Rapid Corridors (Rts 1 & 2)	Improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	$7,000
SC-MTD-P12-MTD-2026	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually.	$33,660
SC-MTD-P14-MTD-2026	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually.	$264,000
SC-MTD-P15-MTD-2026	Bus Rapid Transit (BRT)	Bus only lanes, transit signal priority, queue jumps, and in lane stations to speed up major cross-county trunk routes.	$30,000
SC-MTD-P61-MTD-2026	South County Zero-Emissions Operating and Maintenance Facility	Construct maintenance facility on 9.8 acre lot to meet state of California's clean energy mandates and gradually convert fleet to zero emission busses with goal for full transition by 2040.	$20,000
SC-RTC-24t-SC-2026	8 - Hwy 1 Bus on Shoulders (Main St to Freedom Blvd)	Construct bus on shoulder facilities between Main St (152) and Freedom Blvd	$5,000
SC-RTC-35-RTC-2026	Zero Emission Passenger Rail and Trail (ZEPRT)	Zero emission passenger rail transit service from Natural Bridges Drive to Pajaro Station. Constrained $ = Funding to complete Concept Report. Includes analysis of Segments 13-20 (Rio Del Mar Blvd to Salinas Road) adjacent to the railroad tracks. Implementation pending environmental review and availability of revenues for transit operations and construction.	~~$4,000~~ $33,621
SC-RTC-P60-RTC-2026	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects. Constrained amount is 25% of STA 99313 revenue estimates.	$20,000
~~SC-UC-P23-UC-2026~~	~~Transit Vehicles (ongoing)~~	~~Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.~~	~~$2,500~~
SC-VAR-P45-VAR-2026	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	$580
SC-VAR-P46-VAR-2026	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$530
SC-VAR-P47-VAR-2026	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$585

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-P10-MTD-2026	Local Transit Continuation of Baseline Service Levels 2025-2050	Operation & maintenance cost of existing local fixed route bus service.	$1,519,212
SC-MTD-P10B-MTD-2026	Hwy 17 Express Service Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service.	~~$224,400~~ $170,000
SC-MTD-P57-MTD-2026	Bus on Shoulders - Operations	Operations and transit vehicles to utilize freeway shoulders and/or auxiliary lanes to bypass congestion on Highway 1 and possibly Highway 17 to speed inter-city bus service. Cost estimate for pavement and street sweeping.	$3,000
~~SC-RTC-P58-RTC-2026~~ SC-MTD-P60-MTD-2026	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	$125
SC-SV-P46-SCV-2026	Mt Hermon/King's Village Road - Transit Signal Priority (TSP)	Transit signal priority at Kings Village Road/Mt Hermon Road.	$80
SC-UC-P74-UC-2026	UCSC Transit Service	Operate the on-campus shuttle service.	$100,000
SC-UC-P75-UC-2026	Disability Van Service	Operate disability van service.	$3,750
~~SC-VC-P1-OTH-2026~~	~~Volunteer Center Transportation Program~~	~~Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.~~	~~$1,290~~

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MTD-18SC-2026	Account-based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	$5,000
~~SC-CTSA-P07-OTH-2026~~	~~Lift Line EV Modernization Project~~	~~Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.~~	~~$1,500~~
SC-MTD-13-MTD-2026	Santa Cruz Pacific Station Metro Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz. (RTP constrained=transportation elements; costs to be covered by developer not shown)	$25,000
SC-MTD-P04-MTD-2026	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years)	~~$132,000~~ $100,000
SC-MTD-P06-MTD-2026	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	$4,250
SC-MTD-P20-MTD-2026	Bikes on Buses Expansion	Add additional space for bikes on articulated buses when/if METRO purchases or leases 60-ft articulated buses.	$5,000
SC-MTD-P27-MTD-2026	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	$5,000
SC-MTD-P31-MTD-2026	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	$6,250
SC-MTD-P32-MTD-2026	Non-Revenue Vehicle Replacements	Replace support vehicles. Constrained $ for 3 non-revenue replacement EV's.	$150
SC-MTD-P36-MTD-2026	Metro Facilities Repair & Upgrades	Maintain and upgrade facilities. Assume costs at $250K per year.	$5,250
SC-MTD-P50-MTD-2026	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Install Automatic Passenger Counters on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance. Replace every 7-12 years.	$3,500
SC-MTD-P52-MTD-2026	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	$6,108
SC-MTD-P56-MTD-2026	Watsonville Transit Center: Affordable Housing/TOD	Redevelop METRO's Watsonville Transit Center into an affordable, transit-oriented housing development.	~~$15,000~~ $17,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-P62-MTD-2026	W Beach Street Parking Lot Improvements	Install new overhead lighting, perimeter security fencing, and light paving/striping improvements at the METRO's West Beach Street lot.	$458
SC-RTC-03a-RTC-2026	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	~~$5,800~~ $7,186
SC-RTC-03b-RTC-2026	Rail Line: Track infrastructure, signage, maintenance and repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~$175k/year)	~~$4,850~~ $39,133
SC-RTC-03d-RTC-2026	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	$3,750
SC-RTC-03e-RTC-2026	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	$670
SC-UC-P23-UC-2026	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	$2,500
SC-UC-P62-UC-2026	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	$260
SC-UC-P64-UC-2026	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	$400

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-01SC-2026	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Ongoing system management and congestion reduction program. Maintain and expand tow truck patrols on Highways 1 and 17. Roving tow trucks work with the CHP to quickly remove obstructions (collisions, debris, etc.) from travel lanes, and provide assistance to motorists during peak travel periods to keep incident related congestion to a minimum and keep traffic moving. Avg need: $300k/yr constrained (some from SB1); $430k/yr total cost.	~~$10,000~~ $12,500
SC-CAP-P50-CAP-2026	Citywide HOV Priority	Evaluate HOV priority at signals and HOV queue bypass.	$100
SC-CHP-P01-CHP-2026	Hwy 17 Safety Program (Safe on 17)	Continuation of Highway 17 Safety Program in Santa Cruz County. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	$3,915
SC-CHP-P04-2026	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	$250
~~SC-CT-P63-CT-2026~~	~~Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)~~	~~Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.~~	~~$17,068~~
SC-CT-P65-CT-2026	Hwy 1 Roadside Safety (EA 05-1J96U)	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	$31,511
~~SC-MTD-P50-MTD-2026~~	~~ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays~~	~~Install Automatic Passenger Counters on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance. Replace every 7-12 years.~~	~~$3,500~~
SC-RTC-P01-RTC-2026	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: $245k/yr	~~$3,915~~ $490
SC-SC-P135-SCR-2026	Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades	Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.	$1,258
SC-SV-P42-SCV-2026	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	~~$350~~ $750
SC-UC-P58-UC-2026	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	$1,990
SC-VAR-P11-VAR-2026	Local Arterial ITS Infrastructure	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	$1,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P78-WAT-2026	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	$400
SC-WAT-P92-WAT-2026	Install Traffic Calming Features on Union St & Brennan	Install traffic calming measures such as chicanes or planter boxes placed at midblock locations, designed to slow down traffic while minimizing impacts to on-street parking. Add tree plantings in planter boxes, as illustrated in Figure 4-7 in the DWSP. Add Class III marked sharrows with signage. Maintain vehicle lane widths.	$1
SC-WAT-P93-WAT-2026	Install Traffic Calming Features on West Fifth St	Install traffic calming measures such as bulb-outs at intersections and chicanes or planter boxes at midblock locations, where feasible. Add tree plantings in planter boxes, as illustrated in Figure 4-8 in the DWSP. Add Class III marked sharrows with signage. Reduce parking lane width by 1 foot, from 8 feet to 7 feet. Provide a 2-foot buffer between parking lane and Class III sharrows. Reduce effective travel lane width to 10-11 feet.	$1

Appendix C

Performance Metric Data

PM ID	DESCRIPTION	2022 Existing/Baseline	2035 No Project (Alt 1)	2035 Project	2045 No Project (Alt 1)	2045 Project	2050 No Project (Alt 1)	2050 Project	2050 Infill and Transit Focus Alternative (Alt 2)	2050 Infill and Operational/ Complete Streets Focus (Alt 3)	Source
1	Percent of work trips that are 30 minutes or less by mode peak period (Percent)										
1a	SOV/Drive alone	84.3%	N/A	84.2%	N/A	84.2%	84.4%	84.4%	84.3%	84.4%	Model Output- Performance Measures Table
1b	Shared Ride	85.0%	N/A	84.9%	N/A	85.3%	85.3%	85.3%	85.5%	85.1%	Model Output- Performance Measures Table
1c	Transit	36.6%	N/A	35.4%	N/A	30.1%	34.2%	33.0%	42.1%	32.4%	Model Output- Performance Measures Table
1d	Bike	89.1%	N/A	89.8%	N/A	89.5%	90.4%	89.7%	90.0%	90.0%	Model Output- Performance Measures Table
1e	Walk	78.9%	N/A	79.6%	N/A	80.7%	79.5%	79.9%	79.8%	79.2%	Model Output- Performance Measures Table
2	Average work trip travel time peak period (in minutes)	14.9	N/A	15.0	N/A	14.9	14.9	15.0	15.0	14.9	Model Output- Performance Measures Table
3	Percent of jobs within 1/2 mile of a high quality transit (Regional)	~~30.8%~~ 12.6%	N/A	~~39.0%~~ 21.1%	N/A	~~38.8%~~ 23.3%	~~38.8%~~ 20.9%	~~46.0%~~ 34.6%	~~47.3%~~ 37.5%	~~46.1%~~ 34.6%	
3a	Monterey County	~~51.6%~~ 21.1%	N/A	~~51.2%~~ 21.1%	N/A	~~50.9%~~ 25.1%	~~50.8%~~ 21.1%	~~63.0%~~ 44.1%	~~65.2%~~ 49.0%	~~63.0%~~ 44.1%	
3b	San Benito County	~~1.7%~~ 0.0%	N/A	~~1.6%~~ 0.0%	N/A	~~1.7%~~ 0.0%	~~1.7%~~ 0.0%	~~1.7%~~ 0.0%	~~1.7%~~ 0.0%	~~1.7%~~ 0.0%	
3c	Santa Cruz County	~~0.1%~~ 0.0%	N/A	~~24.1%~~ 24.6%	N/A	~~24.2%~~ 24.0%	~~24.2%~~ 24.0%	~~24.2%~~ 24.0%	~~24.2%~~ 24.0%	~~24.2%~~ 24.0%	
4	Daily truck hours of delay (Truck Vehicle Hours)	2,538	N/A	4,732	N/A	5,497	6,139	5,917	5,918	5,914	Model Output- Performance Measures Table
5	Emissions										
5a	GHG (CO_2) Emissions from all land use and VMT (lbs)	14,774,347	~~11,804,704~~ 12,220,609	~~11,828,496~~ 12,247,401	~~11,223,023~~ 12,113,712	~~11,235,144~~ 12,131,745	~~11,246,760~~ 12,274,951	~~11,249,398~~ 12,283,172	~~11,246,674~~ 12,280,059	~~11,241,832~~ 12,275,265	EMFAC2021
5b	Per capita GHG (Full Fleet)	19.3	~~14.9~~ 15.4	~~14.9~~ 15.4	~~13.9~~ 15.0	~~13.9~~ 15.0	~~13.8~~ 15.1	~~13.8~~ 15.1	~~13.8~~ 15.1	~~13.8~~ 15.1	EMFAC2021
5c	GHG emissions (Passenger vehicles, excludes external trips, does not include off model adjustments) for SB 375 VMT (in lbs)*	12,791,117	13,395,547	13,420,307	13,901,490	13,938,572	14,031,653	14,058,763	14,054,724	14,047,802	EMFAC2014
5d	Per capita GHG (Auto and light duty truck only - SB 375)	16.7	16.9	16.9	17.2	17.2	17.2	17.3	17.3	17.3	EMFAC2014
5e	Smog forming pollutants (TOG) (pounds/daily)	8,740	5,084	5,088	4,056	4,054	3,808	3,805	3,804	3,802	EMFAC2021
5f	Smog-forming pollutants (TOG) (pounds/day) per capita	0.011	0.006	0.006	0.005	0.005	0.005	0.005	0.005	0.005	EMFAC2021
6	Total bike, walk and transit trips (without/ Post Processing)	350,340	378,344	377,265	390,449	391,540	394,630	395,547	395,721	395,657	
6a	Percent of trips by walk mode	12.8%	N/A	13.0%	N/A	13.1%	13.1%	13.1%	13.1%	13.1%	Model Output- Performance Measures Table
6b	Percent of trips by bike mode	3.4%	N/A	3.7%	N/A	3.9%	4.0%	4.0%	4.0%	4.0%	Model Output- Performance Measures Table

PM ID	DESCRIPTION	2022 Existing/Baseline	2035 No Project (Alt 1)	2035 Project	2045 No Project (Alt 1)	2045 Project	2050 No Project (Alt 1)	2050 Project	2050 Infill and Transit Focus Alternative (Alt 2)	2050 Infill and Operational/ Complete Streets Focus (Alt 3)	Source
7	Congested vehicle miles traveled peak periods (LOS E & F)**	538,951	N/A	582,103	N/A	604,656	684,645	614,814	614,342	616,699	Model Output- Performance Measures Table
8	Transit Ridership	15,022	N/A	21,433	N/A	23,288	23,180	23,420	24,185	23,416	Model Output
8a	Monterey-Salinas Transit	5,491	N/A	8,568	N/A	9,600	9,606	9,728	9,797	9,591	Model Output
8b	San Benito County Express	219	N/A	342	N/A	350	361	345	383	441	Model Output
8c	Santa Cruz Metro	9,312	N/A	12,523	N/A	13,338	13,213	13,346	14,005	13,384	Model Output
9	Percent of population within 1/2 mile of a high quality transit (Regional)	~~19.2%~~ 8.9%	N/A	~~25.1%~~ 15.5%	N/A	~~25.1%~~ 17.3%	~~25.0%~~ 15.5%	~~42.9%~~ 36.4%	~~44.2%~~ 38.4%	~~42.9%~~ 36.4%	
9a	Monterey County	~~32.9%~~ 15.6%	N/A	~~31.8%~~ 15.2%	N/A	~~31.5%~~ 18.5%	~~31.3%~~ 15.3%	~~62.9%~~ 52.1%	~~65.2%~~ 55.6%	~~62.9%~~ 52.1%	
9b	San Benito County	~~4.8%~~ 0.0%	N/A	~~4.6%~~ 0.0%	N/A	~~4.5%~~ 0.0%	~~4.4%~~ 0.0%	~~4.4%~~ 0.0%	~~4.4%~~ 0.0%	~~4.4%~~ 0.0%	
9c	Santa Cruz County	~~0.1%~~ 0.0%	N/A	~~19.0%~~ 20.1%	N/A	~~19.9%~~ 19.8%	~~19.9%~~ 19.8%	~~19.9%~~ 19.8%	~~19.9%~~ 19.8%	~~19.9%~~ 19.8%	
10	VMT Total	16,011,425	17,169,997	17,187,360	17,989,943	17,983,344	18,216,739	18,203,962	18,198,933	18,188,800	Model Output- Performance Measures Table
11	VMT Total per capita	20.9	21.6	21.6	22.2	22.2	22.4	22.4	22.4	22.4	Model Output- Performance Measures Table & Final Draft 2026 Regional Growth Forecast
12	VMT light trucks and cars only	14,484,349	15,418,362	15,437,586	16,096,481	16,096,056	16,276,910	16,271,248	16,266,367	16,256,372	Model Output- Performance Measures Table

Project = 2050 MTP/SCS Revenue Constrained Scenario

N/A = not applicable

* Using EMFAC2014

**FC 2 where VOC is >0.86, and FC 3-7 where VOC is >=0.90 for peak periods

Appendix D

Special Status Species

Special Status Plant and Lichen Species Known to Occur within Monterey, San Benito, and Santa Cruz Counties

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Cordylanthus maritimus ssp. *maritimus* salt-marsh bird's beak	FE/SE 1B.2	Annual herb (hemiparasitic). Coastal dunes, marshes and swamps (coastal swamps). Elevations: 0-100 ft (0-30m). Blooms May– Oct (Nov).
Abies bracteata bristlecone fir	None/None G2G3/S2S3 1B.3	Perennial evergreen tree. Broadleafed upland forest, chaparral, lower montane coniferous forest, riparian woodland. Rocky. Elevations: 600-5100ft. (183-1555m.)
Abronia maritima red sand-verbena	None/None G4/S3? 4.2	Perennial herb. Coastal dunes. Dune plant. Elevations: 0-330ft. (0-100m.) Blooms Feb-Nov.
Acanthomintha lanceolata Santa Clara thorn-mint	None/None G4/S4 4.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Rocky. Elevations: 260-3935ft. (80-1200m.) Blooms Mar-Jun.
Acanthomintha obovata ssp. *obovata* San Benito thorn-mint	None/None G4T3T4/S3S4 4.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Alkaline, clay, serpentinite. Elevations: 1295-4920ft. (395-1500m.) Blooms Apr-Jul.
Agrostis blasdalei Blasdale's bent grass	None/None G2G3/S2 1B.2	Perennial rhizomatous herb. Coastal bluff scrub, coastal dunes, coastal prairie. Sandy or gravelly soil close to rocks; often in nutrient-poor soil with sparse vegetation. Elevations: 0-490ft. (0-150m.) Blooms May-Jul.
Agrostis lacuna-vernalis vernal pool bent grass	None/None G1/S1 1B.1	Annual herb. Vernal pools. In mima mound areas or on the margins of vernal pools. Elevations: 375-475ft. (115-145m.) Blooms Apr-May.
Allium hickmanii Hickman's onion	None/None G2/S2 1B.2	Perennial bulbiferous herb. Chaparral, closed-cone coniferous forest, coastal prairie, coastal scrub, valley and foothill grassland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. Elevations: 15-655ft. (5-200m.) Blooms Mar-May.
Allium howellii var. *howellii* Howell's onion	None/None G3G4T3/S3 4.3	Perennial bulbiferous herb. Valley and foothill grassland. Clay (sometimes), serpentinite (sometimes). Elevations: 165-7220ft. (50-2200m.) Blooms Mar-Apr.
Allium howellii var. *sanbenitense* San Benito onion	None/None G3G4T3/S3 1B.3	Perennial bulbiferous herb. Chaparral, valley and foothill grassland. Clay, slopes (often). Elevations: 1280-4480ft. (390-1365m.) Blooms Apr-May.
Amsinckia douglasiana Douglas' fiddleneck	None/None G4/S4 4.2	Annual herb. Cismontane woodland, valley and foothill grassland. Dry. Elevations: 0-6400ft. (0-1950m.) Blooms Mar-May.
Amsinckia furcata forked fiddleneck	None/None G4/S4 4.2	Annual herb. Cismontane woodland, valley and foothill grassland. Often on shale outcrops in disturbed, rather open sites. Often in gypsum-affected soils. Elevations: 165-3280ft. (50-1000m.) Blooms Feb-May.
Amsinckia lunaris bent-flowered fiddleneck	None/None G3/S3 1B.2	Annual herb. Cismontane woodland, coastal bluff scrub, valley and foothill grassland. Elevations: 10-1640ft. (3-500m.) Blooms Mar-Jun.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Androsace elongata ssp. acuta California androsace	None/None G5?T3T4/S3S4 4.2	Annual herb. Chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, valley and foothill grassland. Highly localized and often overlooked little plant. Elevations: 490-4280ft. (150-1305m.) Blooms Mar-Jun.
Anomobryum julaceum slender silver moss	None/None G5/S2 4.2	Moss. Broadleafed upland forest, lower montane coniferous forest, north coast coniferous forest. Moss which grows on damp rocks and soil; acidic substrates. Usually seen on roadcuts. Elevations: 330-3280ft. (100-1000m.)
Antirrhinum ovatum oval-leaved snapdragon	None/None G3/S3 4.2	Annual herb. Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland. Alkaline (often). Elevations: 655-3280ft. (200-1000m.) Blooms May-Nov.
Aphyllon robbinsii Robbins' broomrape	None/None G1/S1 1B.1	Coastal bluff scrub. Rocky, Sandy 0-100m. Blooms Apr-Jul.
Arabis blepharophylla coast rockcress	None/None G4/S4 4.3	Perennial herb. Broadleafed upland forest, coastal bluff scrub, coastal prairie, coastal scrub. Rocky. Elevations: 10-3610ft. (3-1100m.) Blooms Feb-May.
Arctostaphylos andersonii Anderson's manzanita	None/None G2/S2 1B.2	Perennial evergreen shrub. Broadleafed upland forest, chaparral, north coast coniferous forest. Edges, openings. Elevations: 195-2495ft. (60-760m.) Blooms Nov-May.
Arctostaphylos cruzensis Arroyo de la Cruz manzanita	None/None G1G2/S1S2 1B.2	Perennial evergreen shrub. Broadleafed upland forest, chaparral, closed-cone coniferous forest, coastal bluff scrub, coastal scrub, valley and foothill grassland. Sandy. Elevations: 195-1015ft. (60-310m.) Blooms Dec-Mar.
Arctostaphylos edmundsii Little Sur manzanita	None/None G2/S2 1B.2	Perennial evergreen shrub. Chaparral, coastal bluff scrub. Sandy. Elevations: 35-345ft. (10-105m.) Blooms (May)Nov-Apr.
Arctostaphylos gabilanensis Gabilan Mountains manzanita	None/None G1/S1 1B.2	Perennial evergreen shrub. Chaparral, cismontane woodland. Granitic. Elevations: 985-2295ft. (300-700m.) Blooms Jan.
Arctostaphylos glutinosa Schreiber's manzanita	None/None G1/S1 1B.2	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest. Mudstone or diatomaceous shale outcrops; often with Pinus attenuata. Elevations: 560-2245ft. (170-685m.) Blooms Mar-Apr(Nov).
Arctostaphylos hookeri ssp. *hookeri* Hooker's manzanita	None/None G3T2/S2 1B.2	Perennial evergreen shrub. Chaparral, cismontane woodland, closed-cone coniferous forest, coastal scrub. Sandy. Elevations: 195-1760ft. (60-536m.) Blooms Jan-Jun.
Arctostaphylos hooveri Hoover's manzanita	None/None G3/S3 4.3	Perennial evergreen shrub. Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. Rocky sites. Elevations: 1575-3395ft. (480-1035m.) Blooms Feb-Jun.
Arctostaphylos montereyensis Toro manzanita	None/None G2?/S2? 1B.2	Perennial evergreen shrub. Chaparral, cismontane woodland, coastal scrub. Sandy. Elevations: 100-2395ft. (30-730m.) Blooms Feb-Mar.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Arctostaphylos obispoensis Bishop manzanita	None/None G3/S3 4.3	Perennial evergreen shrub. Chaparral, cismontane woodland, closed-cone coniferous forest. Rocky, serpentinite. Elevations: 490-3295ft. (150-1005m.) Blooms Feb-Jun.
Arctostaphylos ohloneana Ohlone manzanita	None/None G1/S1 1B.1	Evergreen shrub. Closed-cone coniferous forest, coastal scrub. Monterey shale. Elevations: 1475-1740ft. (450-530m.) Blooms Feb-Mar.
Arctostaphylos pajaroensis Pajaro manzanita	None/None G1/S1 1B.1	Perennial evergreen shrub. Chaparral. Sandy soils. Elevations: 100-2495ft. (30-760m.) Blooms Dec-Mar.
Arctostaphylos pumila sandmat manzanita	None/None G1/S1 1B.2	Perennial evergreen shrub. Chaparral, cismontane woodland, closed-cone coniferous forest, coastal dunes, coastal scrub. Openings, sandy. Elevations: 10-675ft. (3-205m.) Blooms Feb-May.
Arctostaphylos regismontana Kings Mountain manzanita	None/None G2/S2 1B.2	Perennial evergreen shrub. Broadleafed upland forest, chaparral, north coast coniferous forest. Granitic, sandstone. Elevations: 1000-2395ft. (305-730m.) Blooms Dec-Apr.
Arctostaphylos silvicola Bonny Doon manzanita	None/None G1/S1 1B.2	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Only known from Zayante (inland marine) sands in Santa Cruz County. Elevations: 395-1970ft. (120-600m.) Blooms Jan-Mar.
Arenaria paludicola marsh sandwort	FE/SE G1/S1 1B.1	Perennial stoloniferous herb. Marshes and swamps. Openings, sandy. Elevations: 10-560ft. (3-170m.) Blooms May-Aug.
Aristocapsa insignis Indian Valley spineflower	None/None G1/S1 1B.2	Annual herb. Cismontane woodland. Sandy substrates. Elevations: 985-1970ft. (300-600m.) Blooms May-Sep.
Arnica spathulata Klamath arnica	None/None G3G4/S3 4.3	Perennial rhizomatous herb. Lower montane coniferous forest. Open, dry disturbed oak/conifer woodland; generally on serpentine. Elevations: 2100-5905ft. (640-1800m.) Blooms May-Aug.
Aspidotis carlotta-halliae Carlotta Hall's lace fern	None/None G3/S3 4.2	Perennial rhizomatous herb. Chaparral, cismontane woodland. Serpentinite (usually). Elevations: 330-4595ft. (100-1400m.) Blooms Jan-Dec.
Astragalus agnicidus Humboldt County milk-vetch	None/SE G2/S2 1B.1	Perennial herb. Broadleafed upland forest, north coast coniferous forest. Disturbed areas, Openings, roadsides (sometimes). Elevations: 395-2625ft. (120-800m.) Blooms Apr-Sep.
Astragalus clevelandii Cleveland's milk-vetch	None/None G4/S4 4.3	Perennial herb. Chaparral, cismontane woodland, riparian forest. Ultramafic seeps and creeks; sandy stream banks, gravel bars moist in spring, hillside seeps on slopes. Elevations: 655-4920ft. (200-1500m.) Blooms Jun-Sep.
Astragalus macrodon Salinas milk-vetch	None/None G4/S4 4.3	Perennial herb. Chaparral, cismontane woodland, valley and foothill grassland. Sandstone (sometimes), serpentinite (sometimes), shale (sometimes). Elevations: 820-3115ft. (250-950m.) Blooms Apr-Jul.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Astragalus nuttallii var. *nuttallii* ocean bluff milk-vetch	None/None G4T4/S4 4.3	Perennial herb. Coastal bluff scrub, coastal dunes. Elevations: 10-395ft. (3-120m.) Blooms Jan-Nov.
Astragalus rattanii var. *jepsonianus* Jepson's milk-vetch	None/None G4T3/S3 1B.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Serpentinite (often). Elevations: 970-2295ft. (295-700m.) Blooms Mar-Jun.
Astragalus tener var. *tener* alkali milk-vetch	None/None G2T1/S1 1B.2	Annual herb. Playas, valley and foothill grassland, vernal pools. Alkaline. Elevations: 5-195ft. (1-60m.) Blooms Mar-Jun.
Astragalus tener var. *titi* coastal dunes milk-vetch	FE/SE G2T1/S1 1B.1	Annual herb. Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. Elevations: 5-165ft. (1-50m.) Blooms Mar-May.
Atriplex coronata var. *coronata* crownscale	None/None G4T3/S3 4.2	Annual herb. Chenopod scrub, valley and foothill grassland, vernal pools. Alkaline, clay (often). Elevations: 5-1935ft. (1-590m.) Blooms Mar-Oct.
Atriplex coronata var. *vallicola* Lost Hills crownscale	None/None G4T3/S3 1B.2	Annual herb. Chenopod scrub, valley and foothill grassland, vernal pools. Alkaline. Elevations: 165-2085ft. (50-635m.) Blooms Apr-Sep.
Azolla microphylla Mexican mosquito fern	None/None G5/S4 4.2	Annual/perennial herb. Marshes and swamps. Ponds and still water. Elevations: 100-330ft. (30-100m.) Blooms Aug.
Baccharis plummerae ssp. *glabrata* San Simeon baccharis	None/None G3T1/S1 1B.2	Perennial deciduous shrub. Coastal scrub. In open shrub-grassland associations. Elevations: 165-1575ft. (50-480m.) Blooms Jun.
Benitoa occidentalis western lessingia	None/None G3G4/S3S4 4.3	Annual herb. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Clay (sometimes), serpentinite (sometimes). Elevations: 1475-3510ft. (450-1070m.) Blooms May-Nov.
Calandrinia breweri Brewer's calandrinia	None/None G4/S4 4.2	Annual herb. Chaparral, coastal scrub. Burned areas, disturbed areas, loam (sometimes), sandy (sometimes). Elevations: 35-4005ft. (10-1220m.) Blooms (Jan)Mar-Jun.
Calochortus clavatus var. *clavatus* club-haired mariposa lily	None/None G4T3/S3 4.3	Perennial bulbiferous herb. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Clay, Rocky, serpentinite (usually). Elevations: 100-4265ft. (30-1300m.) Blooms (Mar)May-Jun.
Calochortus fimbriatus late-flowered mariposa-lily	None/None G3/S3 1B.3	Perennial bulbiferous herb. Chaparral, cismontane woodland, riparian woodland. Serpentinite (sometimes). Elevations: 900-6250ft. (275-1905m.) Blooms Jun-Aug.
Calochortus uniflorus pink star-tulip	None/None G4/S4 4.2	Perennial bulbiferous herb. Coastal prairie, coastal scrub, meadows and seeps, north coast coniferous forest. Seasonally moist meadows, sometimes within coastal scrub, or forested habitats. Usually at low elevations on the coast. Elevations: 35-3510ft. (10-1070m.) Blooms Apr-Jun.
Calycadenia micrantha small-flowered calycadenia	None/None G2/S2 1B.2	Annual herb. Chaparral, meadows and seeps, valley and foothill grassland. Roadsides, rocky, scree, serpentinite (sometimes), talus. Elevations: 15-4920ft. (5-1500m.) Blooms Jun-Sep.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Calycadenia villosa dwarf calycadenia	None/None G3/S3 1B.1	Annual herb. Chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland. Rocky. Elevations: 785-4430ft. (240-1350m.) Blooms May-Oct.
Calyptridium parryi var. *hesseae* Santa Cruz Mountains pussypaws	None/None G3G4T2/S2 1B.1	Annual herb. Chaparral, cismontane woodland. Gravelly (sometimes), openings, sandy (sometimes). Elevations: 1000-5020ft. (305-1530m.) Blooms May-Aug.
Calystegia collina ssp. *oxyphylla* Mt. Saint Helena morning-glory	None/None G4T3/S3 4.2	Perennial rhizomatous herb. Chaparral, lower montane coniferous forest, valley and foothill grassland. Serpentinite. Elevations: 915-3315ft. (279-1010m.) Blooms Apr-Jun.
Calystegia collina ssp. *venusta* South Coast Range morning-glory	None/None G4T4/S4 4.3	Perennial rhizomatous herb. Chaparral, cismontane woodland, valley and foothill grassland. Serpentinite (sometimes). Elevations: 885-4890ft. (270-1490m.) Blooms Apr-Jun.
Camissonia benitensis San Benito evening-primrose	FD !/None G2/S2 1B.1	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Carbonate (sometimes), gravelly (sometimes). Elevations: 1970-4200ft. (600-1280m.) Blooms Apr-Jun.
Camissoniopsis hardhamiae Hardham's evening-primrose	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland. Burned areas (sometimes), carbonate, disturbed areas (sometimes), sandy. Elevations: 460-3100ft. (140-945m.) Blooms Mar-May.
Carex comosa bristly sedge	None/None G5/S2 2B.1	Perennial rhizomatous herb. Coastal prairie, marshes and swamps, valley and foothill grassland. Lake margins, wet places; site below sea level is on a Delta island. Elevations: 0-2050ft. (0-625m.) Blooms May-Sep.
Carex obispoensis San Luis Obispo sedge	None/None G3?/S3? 1B.2	Perennial cespitose herb. Chaparral, closed-cone coniferous forest, coastal prairie, coastal scrub, valley and foothill grassland. Usually in transition zone on sand, clay, serpentine, or gabbro. In seeps. Elevations: 35-2690ft. (10-820m.) Blooms Apr-Jun.
Carex saliniformis deceiving sedge	None/None G2/S2 1B.2	Perennial rhizomatous herb. Coastal prairie, coastal scrub, marshes and swamps, meadows and seeps. Mesic. Elevations: 10-755ft. (3-230m.) Blooms Jun(Jul).
Carlquistia muirii Muir's tarplant	None/None G2/S2 1B.3	Perennial rhizomatous herb. Chaparral, lower montane coniferous forest, upper montane coniferous forest. Granitic. Elevations: 2475-8205ft. (755-2500m.) Blooms Jul-Aug(Oct).
Castilleja ambigua var. *ambigua* johnny-nip	None/None G5T4/S3S4 4.2	Annual herb (hemiparasitic). Coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, vernal pools. Elevations: 0-1425ft. (0-435m.) Blooms Mar-Aug.
Castilleja ambigua var. *insalutata* pink Johnny-nip	None/None G5T2/S2 1B.1	Annual herb (hemiparasitic). Coastal prairie, coastal scrub. Wet or moist coastal strand or scrub habitats. Elevations: 0-330ft. (0-100m.) Blooms May-Aug.
Castilleja latifolia Monterey Coast paintbrush	None/None G4/S4 4.3	Perennial herb (hemiparasitic). Cismontane woodland, closed-cone coniferous forest, coastal dunes, coastal scrub. Sandy. Elevations: 0-605ft. (0-185m.) Blooms Feb-Sep.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Caulanthus lemmonii Lemmon's jewelflower	None/None G3/S3 1B.2	Annual herb. Pinyon and juniper woodland, valley and foothill grassland. Elevations: 260-5185ft. (80-1580m.) Blooms Feb-May.
Ceanothus gloriosus var. *gloriosus* Point Reyes ceanothus	None/None G4T4/S4 4.3	Perennial evergreen shrub. Closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal scrub. Sandy. Elevations: 15-1705ft. (5-520m.) Blooms Mar-May.
Ceanothus rigidus Monterey ceanothus	None/None G4/S4 4.2	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest, coastal scrub. Sandy. Elevations: 10-1805ft. (3-550m.) Blooms Feb-Apr(Jun).
Centromadia parryi ssp. *congdonii* Congdon's tarplant	None/None G3T2/S2 1B.1	Annual herb. Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. Elevations: 0-755ft. (0-230m.) Blooms May-Oct(Nov).
Chorizanthe biloba var. *immemora* Hernandez spineflower	None/None G3T1T2/S1S2 1B.2	Annual herb. Chaparral, cismontane woodland. Clay (sometimes), gravelly (often), serpentinite (usually). Elevations: 1395-3660ft. (425-1115m.) Blooms May-Aug(Sep).
Chorizanthe breweri Brewer's spineflower	None/None G3/S3 1B.3	Annual herb. Chaparral, cismontane woodland, closed-cone coniferous forest, coastal scrub. Gravelly (sometimes), rocky (sometimes), serpentinite. Elevations: 150-2625ft. (45-800m.) Blooms Apr-Aug.
Chorizanthe douglasii Douglas' spineflower	None/None G4/S4 4.3	Annual herb. Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Gravelly (sometimes), sandy (sometimes). Elevations: 180-5250ft. (55-1600m.) Blooms Apr-Jul.
Chorizanthe minutiflora Fort Ord spineflower	None/None G1/S1 1B.2	Annual herb. Chaparral, coastal scrub. Openings, sandy. Elevations: 180-490ft. (55-150m.) Blooms Apr-Jul.
Chorizanthe palmeri Palmer's spineflower	None/None G4/S4 4.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Rocky, serpentinite. Elevations: 180-3100ft. (55-945m.) Blooms Apr-Aug.
Chorizanthe pungens var. *hartwegiana* Ben Lomond spineflower	FE/None G2T1/S1 1B.1	Annual herb. Lower montane coniferous forest. Zayante coarse sands in maritime ponderosa pine sandhills. Elevations: 295-2000ft. (90-610m.) Blooms Apr-Jul.
Chorizanthe pungens var. *pungens* Monterey spineflower	FT/None G2T2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland. Sandy. Elevations: 10-1475ft. (3-450m.) Blooms Apr-Jun(Jul-Aug).
Chorizanthe rectispina straight-awned spineflower	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Often on granite in chaparral. Elevations: 280-3395ft. (85-1035m.) Blooms Apr-Jul.
Chorizanthe robusta var. *hartwegii* Scotts Valley spineflower	FE/None G2T1/S1 1B.1	Annual herb. Meadows and seeps, valley and foothill grassland. In grasslands with mudstone and sandstone outcrops. Elevations: 755-805ft. (230-245m.) Blooms Apr-Jul.
Chorizanthe robusta var. *robusta* robust spineflower	FE/None G2T1/S1 1B.1	Annual herb. Chaparral, cismontane woodland, coastal dunes, coastal scrub. Gravelly (sometimes), sandy (sometimes). Elevations: 10-985ft. (3-300m.) Blooms Apr-Sep.

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Chorizanthe ventricosa potbellied spineflower	None/None G3/S3 4.3	Annual herb. Cismontane woodland, valley and foothill grassland. Serpentinite. Elevations: 215-4050ft. (65-1235m.) Blooms May-Sep.
Cirsium occidentale var. *compactum* compact cobwebby thistle	None/None G3G4T2/S2 1B.2	Perennial herb. Chaparral, coastal dunes, coastal prairie, coastal scrub. On dunes and on clay in chaparral; also in grassland. Elevations: 15-490ft. (5-150m.) Blooms Apr-Jun.
Clarkia breweri Brewer's clarkia	None/None G4/S4 4.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Serpentinite (often). Elevations: 705-3660ft. (215-1115m.) Blooms Apr-Jun.
Clarkia concinna ssp. *automixa* Santa Clara red ribbons	None/None G5?T3/S3 4.3	Annual herb. Chaparral, cismontane woodland. On slopes and near drainages. Elevations: 295-4920ft. (90-1500m.) Blooms (Apr)May-Jun(Jul).
Clarkia jolonensis Jolon clarkia	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevations: 65-2165ft. (20-660m.) Blooms Apr-Jun.
Clarkia lewisii Lewis' clarkia	None/None G4/S4 4.3	Annual herb. Broadleafed upland forest, chaparral, cismontane woodland, closed-cone coniferous forest, coastal scrub. Elevations: 100-3920ft. (30-1195m.) Blooms May-Jul.
Clinopodium mimuloides monkey-flower savory	None/None G3/S3 4.2	Perennial herb. Chaparral, north coast coniferous forest. Mesic, streambanks. Elevations: 1000-5905ft. (305-1800m.) Blooms Jun-Oct.
Collinsia antonina San Antonio collinsia	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland. Shale substrates. Elevations: 920-1200ft. (280-365m.) Blooms Mar-May.
Collinsia multicolor San Francisco collinsia	None/None G2/S2 1B.2	Annual herb. Closed-cone coniferous forest, coastal scrub. Serpentinite (sometimes). Elevations: 100-900ft. (30-275m.) Blooms (Feb)Mar-May.
Convolvulus simulans small-flowered morning-glory	None/None G4/S4 4.2	Annual herb. Chaparral, coastal scrub, valley and foothill grassland. Clay, seeps, serpentinite. Elevations: 100-2430ft. (30-740m.) Blooms Mar-Jul.
Cordylanthus rigidus ssp. *littoralis* seaside bird's-beak	None/SE G5T2/S2 1B.1	Annual herb (hemiparasitic). Chaparral, cismontane woodland, closed-cone coniferous forest, coastal dunes, coastal scrub. Disturbed areas (often), sandy. Elevations: 0-1690ft. (0-515m.) Blooms Apr-Oct.
Corethrogyne leucophylla branching beach aster	None/None G3Q/S3 3.2	Perennial herb. Closed-cone coniferous forest, coastal dunes. Elevations: 10-195ft. (3-60m.) Blooms May-Dec.
Cryptantha rattanii Rattan's cryptantha	None/None G4/S4 4.3	Annual herb. Cismontane woodland, riparian woodland, valley and foothill grassland. On steep, south-facing shale talus slopes and canyon bottoms and decomposing talus outcroppings. Elevations: 805-3000ft. (245-915m.) Blooms Apr-Jul.
Cypripedium fasciculatum clustered lady's-slipper	None/None G4/S4 4.2	Perennial rhizomatous herb. Lower montane coniferous forest, north coast coniferous forest. In serpentine seeps and on moist streambanks. Elevations: 330-7990ft. (100-2435m.) Blooms Mar-Aug.

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Cypripedium montanum mountain lady's-slipper	None/None G4G5/S4 4.2	Perennial rhizomatous herb. Broadleafed upland forest, cismontane woodland, lower montane coniferous forest, north coast coniferous forest. On dry, undisturbed slopes. Elevations: 605-7300ft. (185-2225m.) Blooms Mar-Aug.
Dacryophyllum falcifolium tear drop moss	None/None G2/S2 1B.3	Moss. North coast coniferous forest. Limestone substrates and rock outcrops. Elevations: 165-900ft. (50-275m.)
Deinandra halliana Hall's tarplant	None/None G3/S3 1B.1	Annual herb. Chenopod scrub, cismontane woodland, valley and foothill grassland. Reported from a variety of substrates including clay, sand, and alkaline soils. Elevations: 855-3115ft. (260-950m.) Blooms (Mar)Apr-May.
Delphinium californicum ssp. *interius* Hospital Canyon larkspur	None/None G3T3/S3 1B.2	Perennial herb. Chaparral, cismontane woodland, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. Elevations: 640-3595ft. (195-1095m.) Blooms Apr-Jun.
Delphinium gypsophilum ssp. *parviflorum* small-flowered gypsum-loving larkspur	None/None G4T2T3Q/S2S3 3.2	Perennial herb. Cismontane woodland, valley and foothill grassland. On clayey soil. Elevations: 625-1150ft. (190-350m.) Blooms (Mar)Apr-Jun.
Delphinium hutchinsoniae Hutchinson's larkspur	None/None G2/S2 1B.2	Perennial herb. Broadleafed upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. Elevations: 0-1400ft. (0-427m.) Blooms Mar-Jun.
Delphinium recurvatum recurved larkspur	None/None G2?/S2 1B.2	Perennial herb. Chenopod scrub, cismontane woodland, valley and foothill grassland. Alkaline. Elevations: 10-2590ft. (3-790m.) Blooms Mar-Jun.
Delphinium umbraculorum umbrella larkspur	None/None G3/S3 1B.3	Perennial herb. Chaparral, cismontane woodland. Mesic sites. Elevations: 1310-5250ft. (400-1600m.) Blooms Apr-Jun.
Eastwoodiella californica swamp harebell	None/None G3/S3 1B.2	Bogs and fens, Closed-cone coniferous forest, Coastal prairie, Marshes and swamps (freshwater), Meadows and seeps, North Coast coniferous forest. Mesic 1-405m. Blooms Jun-Oct.
Elymus californicus California bottle-brush grass	None/None G4/S4 4.3	Perennial herb. Broadleafed upland forest, cismontane woodland, north coast coniferous forest, riparian woodland. In sandy humus soils. Elevations: 50-1540ft. (15-470m.) Blooms May-Aug(Nov).
Eriastrum luteum yellow-flowered eriastrum	None/None G2/S2 1B.2	Annual herb. Broadleafed upland forest, chaparral, cismontane woodland. On bare sandy decomposed granite slopes. Elevations: 950-3280ft. (290-1000m.) Blooms May-Jun.
Eriastrum sparsiflorum few-flowered eriastrum	None/None G5/S4 4.3	Annual herb. Chaparral, cismontane woodland, great basin scrub, joshua tree woodland, mojavean desert scrub, pinyon and juniper woodland. Granitic soils; mostly in openings. Elevations: 3525-5610ft. (1075-1710m.) Blooms May-Sep.
Eriastrum tracyi Tracy's eriastrum	None/SR G3Q/S3 3.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Gravelly shale or clay; often in open areas. Elevations: 1035-5840ft. (315-1780m.) Blooms May-Jul.

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Eriastrum virgatum virgate eriastrum	None/None G3/S3 4.3	Annual herb. Chaparral, coastal bluff scrub, coastal dunes, coastal scrub. Sandy sites. Elevations: 150-2295ft. (45-700m.) Blooms May-Jul.
Ericameria fasciculata Eastwood's goldenbush	None/None G2/S2 1B.1	Perennial evergreen shrub. Chaparral, closed-cone coniferous forest, coastal dunes, coastal scrub. In sandy openings. Elevations: 100-900ft. (30-275m.) Blooms Jul-Oct.
Erigeron conditii Condit's fleabane daisy	None/None G1/S1 1B.1	Riparian forest. Openings 60-215m. Blooms May-Jul.
Eriogonum argillosum clay buckwheat	None/None G3G4/S3S4 4.3	Annual herb. Cismontane woodland. Serpentine or clay soil. Elevations: 490-2625ft. (150-800m.) Blooms Mar-Jun.
Eriogonum butterworthianum Butterworth's buckwheat	None/SR G2/S2 1B.3	Perennial herb. Chaparral, valley and foothill grassland. Dry sandstone outcrops and crevices. Elevations: 1920-2430ft. (585-740m.) Blooms Jun-Jul.
Eriogonum eastwoodianum Eastwood's buckwheat	None/None G2/S2 1B.3	Annual herb. Cismontane woodland, valley and foothill grassland. Shale, including diatomaceous shale. Elevations: 655-3280ft. (200-1000m.) Blooms May-Sep.
Eriogonum elegans elegant wild buckwheat	None/None G4G5/S4S5 4.3	Annual herb. Cismontane woodland, valley and foothill grassland. Usually in sandy or gravelly substrates; often in washes, sometimes roadsides. Elevations: 655-5005ft. (200-1525m.) Blooms May-Nov.
Eriogonum heermannii var. *occidentale* western Heermann's buckwheat	None/None G5T2/S2 1B.2	Perennial deciduous shrub. Cismontane woodland. Openings. Often on serpentine alluvium or on roadsides; rarely on clay or shale slopes. Elevations: 345-2610ft. (105-795m.) Blooms Jul-Oct.
Eriogonum nortonii Pinnacles buckwheat	None/None G2/S2 1B.3	Annual herb. Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. Elevations: 985-3200ft. (300-975m.) Blooms (Apr)Aug(Sep)May-Jun.
Eriogonum nudum var. *decurrens* Ben Lomond buckwheat	None/None G5T1/S1 1B.1	Perennial herb. Chaparral, cismontane woodland, lower montane coniferous forest. Ponderosa pine sandhills in Santa Cruz County. Elevations: 165-2625ft. (50-800m.) Blooms Jun-Oct.
Eriogonum nudum var. *indictum* protruding buckwheat	None/None G5T4/S4 4.2	Perennial herb. Chaparral, chenopod scrub, cismontane woodland. Barren slopes; clay, serpentine. Elevations: 490-4800ft. (150-1463m.) Blooms (Apr)May-Oct(Dec).
Eriogonum temblorense Temblor buckwheat	None/None G2/S2 1B.2	Annual herb. Valley and foothill grassland. Barren clay or sandstone substrates. Elevations: 985-3280ft. (300-1000m.) Blooms (Apr)May-Sep.
Eriogonum umbellatum var. *bahiiforme* bay buckwheat	None/None G5T3/S3 4.2	Perennial herb. Cismontane woodland, lower montane coniferous forest. Rocky sites; often serpentine. Elevations: 2295-7220ft. (700-2200m.) Blooms Jul-Sep.
Eriogonum vestitum Idria buckwheat	None/None G3/S3 4.3	Annual herb. Valley and foothill grassland. Semi-siliceous diatomaceous shale; barren, clay places. Elevations: 770-2955ft. (235-900m.) Blooms Apr-Aug.

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Eriophorum gracile slender cottongrass	None/None G5/S4 4.3	Perennial rhizomatous herb (emergent). Bogs and fens, meadows and seeps, upper montane coniferous forest. Acidic soils. Elevations: 4200-9515ft. (1280-2900m.) Blooms May-Sep.
Eriophyllum jepsonii Jepson's woolly sunflower	None/None G3/S3 4.3	Perennial herb. Chaparral, cismontane woodland, coastal scrub. Sometimes on serpentine. Elevations: 655-3365ft. (200-1025m.) Blooms Apr-Jun.
Eryngium aristulatum var. *hooveri* Hoover's button-celery	None/None G5T1/S1 1B.1	Annual/perennial herb. Vernal pools. Alkaline depressions, vernal pools, roadside ditches and other wet places near the coast. Elevations: 10-150ft. (3-45m.) Blooms (Jun)Jul(Aug).
Eryngium montereyense Fort Ord button-celery	None/None G1/S1 1B.1	Vernal pools. Sandy, Vernally Mesic 120-180m. Blooms Mar-May.
Erysimum ammophilum sand-loving wallflower	None/None G2/S2 1B.2	Perennial herb. Chaparral, coastal dunes, coastal scrub. Sandy openings. Elevations: 0-195ft. (0-60m.) Blooms Feb-Jun(Jul-Aug).
Erysimum franciscanum San Francisco wallflower	None/None G3/S3 4.2	Perennial herb. Chaparral, coastal dunes, coastal scrub, valley and foothill grassland. Often occurs on serpentine soils or outcrops; sometimes granite. Occasionally on grassy, rocky slopes. Elevations: 0-1805ft. (0-550m.) Blooms Mar-Jun.
Erysimum menziesii Menzies' wallflower	FE/SE G1/S1 1B.1	Perennial herb. Coastal dunes. Localized on dunes and coastal strand. Elevations: 0-115ft. (0-35m.) Blooms Mar-Sep.
Erysimum teretifolium Santa Cruz wallflower	FE/SE G1/S1 1B.1	Perennial herb. Chaparral, lower montane coniferous forest. Inland marine sands (Zayante coarse sand). Elevations: 395-2000ft. (120-610m.) Blooms Mar-Jul.
Erythranthe hardhamiae Santa Lucia monkeyflower	None/None G1/S1 1B.1	Annual herb. Chaparral. Sandy soils in openings, sand-filled crevices of sandstone outcrops, sometimes serpentinite. Elevations: 985-2395ft. (300-730m.) Blooms Mar-May.
Eschscholzia hypecoides San Benito poppy	None/None G4/S4 4.3	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Serpentine clay. Elevations: 655-4920ft. (200-1500m.) Blooms Mar-Jun.
Extriplex joaquinana San Joaquin spearscale	None/None G2/S2 1B.2	Annual herb. Chenopod scrub, meadows and seeps, playas, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with Distichlis spicata, Frankenia, etc. Elevations: 5-2740ft. (1-835m.) Blooms Apr-Oct.
Fissidens pauperculus minute pocket moss	None/None G3?/S2 1B.2	Moss. North coast coniferous forest. Moss growing on damp soil along the coast. In dry streambeds and on stream banks. Elevations: 35-3360ft. (10-1024m.)
Fritillaria agrestis stinkbells	None/None G3/S3 4.2	Perennial bulbiferous herb. Chaparral, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland. Sometimes on serpentine; mostly found in nonnative grassland or in grassy openings in clay soil. Elevations: 35-5100ft. (10-1555m.) Blooms Mar-Jun.

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Fritillaria falcata talus fritillary	None/None G2/S2 1B.2	Perennial bulbiferous herb. Chaparral, cismontane woodland, lower montane coniferous forest. Mostly on serpentine talus, but occasionally found on granitics. Elevations: 985-5005ft. (300-1525m.) Blooms Mar-May.
Fritillaria liliacea fragrant fritillary	None/None G2/S2 1B.2	Perennial bulbiferous herb. Cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland. Often on serpentine; various soils reported though usually on clay, in grassland. Elevations: 10-1345ft. (3-410m.) Blooms Feb-Apr.
Fritillaria ojaiensis Ojai fritillary	None/None G3/S3 1B.2	Perennial bulbiferous herb. Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. Rocky sites. Sometimes on serpentine; sometimes along roadsides. Elevations: 740-3275ft. (225-998m.) Blooms Feb-May.
Fritillaria viridea San Benito fritillary	None/None G2/S2 1B.2	Perennial bulbiferous herb. Chaparral, cismontane woodland. Serpentine slopes. Sometimes on rocky streambanks. Elevations: 655-5005ft. (200-1525m.) Blooms Mar-May.
Galium andrewsii ssp. *gatense* phlox-leaf serpentine bedstraw	None/None G5T3/S3 4.2	Perennial herb. Chaparral, cismontane woodland, lower montane coniferous forest. Dry, rocky places in serpentine soil. Elevations: 490-4755ft. (150-1450m.) Blooms Apr-Jul.
Galium californicum ssp. *luciense* Cone Peak bedstraw	None/None G5T3/S3 1B.3	Perennial herb. Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. In forest duff or gravelly talus of pine and oak forest, in partial shade. Elevations: 1310-5005ft. (400-1525m.) Blooms Mar-Sep.
Galium clementis Santa Lucia bedstraw	None/None G2/S2 1B.3	Perennial herb. Lower montane coniferous forest, upper montane coniferous forest. Forming soft mats in shady rocky patches; on granite or serpentine; mostly on exposed peaks. Elevations: 3710-5840ft. (1130-1780m.) Blooms (Apr)May-Jul.
Galium cliftonsmithii Santa Barbara bedstraw	None/None G4/S4 4.3	Perennial herb. Cismontane woodland. Light shade, coastal canyons, dry banks. Elevations: 655-4005ft. (200-1220m.) Blooms May-Jul.
Galium hardhamiae Hardham's bedstraw	None/None G3/S3 1B.3	Perennial herb. Chaparral, closed-cone coniferous forest. On serpentine with Cupressus sargentii. Elevations: 1295-3200ft. (395-975m.) Blooms Apr-Oct.
Gilia tenuiflora ssp. *amplifaucalis* trumpet-throated gilia	None/None G3G4T3/S3 4.3	Annual herb. Cismontane woodland, valley and foothill grassland. Sandy soils. Elevations: 1280-2955ft. (390-900m.) Blooms Mar-Apr.
Gilia tenuiflora ssp. *arenaria* Monterey gilia	FE/ST G3G4T2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal dunes, coastal scrub. Sandy openings in bare, wind-sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. Elevations: 0-150ft. (0-45m.) Blooms Apr-Jun.
Githopsis tenella delicate bluecup	None/None G2/S2 1B.3	Annual herb. Chaparral, cismontane woodland. Mesic sites. Sometimes on serpentine. Elevations: 1065-6235ft. (325-1900m.) Blooms Apr-Jun.
Grimmia torenii Toren's grimmia	None/None G2/S2 1B.3	Moss. Chaparral, cismontane woodland, lower montane coniferous forest. Openings, rocky, boulder and rock walls, serpentine, volcanic. Elevations: 1065-3805ft. (325-1160m.)

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Grimmia vaginulata vaginulate grimmia	None/None G3/S1 1B.1	Moss. Chaparral. Openings; rocky, boulder and rock walls, carbonate. Elevations: 2245-2245ft. (685-685m.)
Hesperevax caulescens hogwallow starfish	None/None G3/S3 4.2	Annual herb. Valley and foothill grassland, vernal pools. Clay soils; mesic sites. Elevations: 0-1655ft. (0-505m.) Blooms Mar-Jun.
Hesperevax sparsiflora var. *brevifolia* short-leaved evax	None/None G4T3/S3 1B.2	Annual herb. Coastal bluff scrub, coastal dunes, coastal prairie. Sandy bluffs and flats. Elevations: 0-705ft. (0-215m.) Blooms Mar-Jun.
Hesperocyparis abramsiana var. *abramsiana* Santa Cruz cypress	FT/SE G1T1/S1 1B.2	Perennial evergreen tree. Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Restricted to the Santa Cruz Mountains, on sandstone and granitic-derived soils; often w/Pinus attenuata, redwoods. Elevations: 920-2625ft. (280-800m.)
Hesperocyparis goveniana Gowen cypress	FT/None G1/S1 1B.2	Perennial evergreen tree. Chaparral, closed-cone coniferous forest. Coastal terraces; usually in sandy soils; sometimes with Monterey pine, bishop pine. Elevations: 100-985ft. (30-300m.)
Hesperocyparis macrocarpa Monterey cypress	None/None G1/S1 1B.2	Perennial evergreen tree. Closed-cone coniferous forest. Granitic soils. Elevations: 35-100ft. (10-30m.)
Hoita strobilina Loma Prieta hoita	None/None G2?/S2? 1B.1	Perennial herb. Chaparral, cismontane woodland, riparian woodland. Serpentine; mesic sites. Elevations: 100-2820ft. (30-860m.) Blooms May-Jul(Aug-Oct).
Holocarpha macradenia Santa Cruz tarplant	FT/SE G1/S1 1B.1	Annual herb. Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. Elevations: 35-720ft. (10-220m.) Blooms Jun-Oct.
Hooveria purpurea var. *purpurea* Santa Lucia purple amole	FT/None G2T2/S2 1B.1	Chaparral, Cismontane woodland, Valley and foothill grassland. Clay, Gravelly 205-385m. Blooms Apr-Jun.
Hordeum intercedens vernal barley	None/None G3G4/S3S4 3.2	Annual herb. Coastal dunes, coastal scrub, valley and foothill grassland, vernal pools. Vernal pools, dry, saline streambeds, alkaline flats. 5-. Elevations: 15-3280ft. (5-1000m.) Blooms Mar-Jun.
Horkelia cuneata var. *sericea* Kellogg's horkelia	None/None G4T1?/S1? 1B.1	Perennial herb. Chaparral, closed-cone coniferous forest, coastal dunes, coastal scrub. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. Elevations: 35-655ft. (10-200m.) Blooms Apr-Sep.
Horkelia marinensis Point Reyes horkelia	None/None G2/S2 1B.2	Perennial herb. Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. Elevations: 15-2475ft. (5-755m.) Blooms May-Sep.
Horkelia yadonii Santa Lucia horkelia	None/None G3/S3 4.2	Perennial rhizomatous herb. Broadleafed upland forest, chaparral, cismontane woodland, meadows and seeps, riparian woodland. Sandy meadow edges, seasonal streambeds. Granitic soils. Elevations: 985-6235ft. (300-1900m.) Blooms Apr-Jul.

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Hosackia gracilis harlequin lotus	None/None G3G4/S3 4.2	Perennial rhizomatous herb. Broadleafed upland forest, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, meadows and seeps, north coast coniferous forest, valley and foothill grass.
Iris longipetala coast iris	None/None G3/S3 4.2	Perennial rhizomatous herb. Coastal prairie, lower montane coniferous forest, meadows and seeps. Mesic sites, heavy soils. Elevations: 0-1970ft. (0-600m.) Blooms Mar-May(Jun).
Isocoma menziesii var. *diabolica* Satan's goldenbush	None/None G3G5T3/S3 4.2	Perennial shrub. Cismontane woodland. Elevations: 50-1310ft. (15-400m.) Blooms Aug-Oct.
Juncus luciensis Santa Lucia dwarf rush	None/None G3/S3 1B.2	Annual herb. Chaparral, great basin scrub, lower montane coniferous forest, meadows and seeps, vernal pools. Vernal pools, ephemeral drainages, wet meadow habitats and streamsides. Elevations: 985-6695ft. (300-2040m.) Blooms Apr-Jul.
Lagophylla diabolensis Diablo Range hare-leaf	None/None G2/S2 1B.2	Annual herb. Cismontane woodland, valley and foothill grassland. Clay. Elevations: 1200-2905ft. (365-885m.) Blooms Apr-Sep.
Lasthenia californica ssp. *macrantha* perennial goldfields	None/None G3T2/S2 1B.2	Perennial herb. Coastal bluff scrub, coastal dunes, coastal scrub. Elevations: 15-1705ft. (5-520m.) Blooms Jan-Nov.
Lasthenia conjugens Contra Costa goldfields	FE/None G1/S1 1B.1	Annual herb. Cismontane woodland, playas, valley and foothill grassland, vernal pools. Vernal pools, swales, low depressions, in open grassy areas. Elevations: 0-1540ft. (0-470m.) Blooms Mar-Jun.
Lasthenia ferrisiae Ferris' goldfields	None/None G3/S3 4.2	Annual herb. Vernal pools. Alkaline, clay soils. Elevations: 65-2295ft. (20-700m.) Blooms Feb-May.
Lasthenia leptalea Salinas Valley goldfields	None/None G3/S3 4.3	Annual herb. Cismontane woodland, valley and foothill grassland. Elevations: 195-3495ft. (60-1065m.) Blooms Feb-Apr.
Layia carnosa beach layia	FT/SE G2/S2 1B.1	Annual herb. Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. Elevations: 0-195ft. (0-60m.) Blooms Mar-Jul.
Layia discoidea rayless layia	None/None G2/S2 1B.1	Annual herb. Chaparral, cismontane woodland, lower montane coniferous forest. On serpentine alluvium and serpentine talus. Elevations: 2610-5200ft. (795-1585m.) Blooms May.
Layia heterotricha pale-yellow layia	None/None G2/S2 1B.1	Annual herb. Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Alkaline or clay soils; open areas. Elevations: 985-5595ft. (300-1705m.) Blooms Mar-Jun.
Layia munzii Munz's tidy-tips	None/None G2/S2 1B.2	Annual herb. Chenopod scrub, valley and foothill grassland. Hillsides, in white-grey alkaline clay soils, w/grasses and chenopod scrub associates. Elevations: 490-2295ft. (150-700m.) Blooms Mar-Apr.

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Legenere limosa legenere	None/None G2/S2 1B.1	Annual herb. Vernal pools. In beds of vernal pools. 1-. Elevations: 5-2885ft. (1-880m.) Blooms Apr-Jun.
Lepidium jaredii ssp. *album* Panoche pepper-grass	None/None G2G3T2T3/S2S3 1B.2	Annual herb. Valley and foothill grassland. White or grey clay lenses on steep slopes; incidental in alluvial fans and washes. Clay and gypsum-rich soils. Elevations: 605-2445ft. (185-745m.) Blooms Feb-Jun.
Leptosiphon ambiguus serpentine leptosiphon	None/None G4/S4 4.2	Annual herb. Cismontane woodland, coastal scrub, valley and foothill grassland. Grassy areas on serpentine soil. Elevations: 395-3710ft. (120-1130m.) Blooms Mar-Jun.
Leptosiphon aureus bristly leptosiphon	None/None G4?/S4? 4.2	Chaparral, Cismontane woodland, Coastal prairie, Valley and foothill grassland. Grassy areas, woodland, chaparral. 55-1500m. Blooms Apr-Jul.
Leptosiphon grandiflorus large-flowered leptosiphon	None/None G3G4/S3S4 4.2	Annual herb. Cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland. Open, grassy flats, generally sandy soil. 5-. Elevations: 15-4005ft. (5-1220m.) Blooms Apr-Aug.
Leptosiphon latisectus broad-lobed leptosiphon	None/None G4/S4 4.3	Annual herb. Broadleafed upland forest, cismontane woodland. Elevations: 560-4920ft. (170-1500m.) Blooms Apr-Jun.
Lessingia hololeuca woolly-headed lessingia	None/None G2G3/S2S3 3	Annual herb. Broadleafed upland forest, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Clay, serpentine; roadsides, fields. Elevations: 50-1000ft. (15-305m.) Blooms Jun-Oct.
Lessingia tenuis spring lessingia	None/None G4/S4 4.3	Annual herb. Chaparral, cismontane woodland, lower montane coniferous forest. Openings. Elevations: 985-7055ft. (300-2150m.) Blooms May-Jul.
Lomatium parvifolium small-leaved lomatium	None/None G3/S3 4.2	Perennial herb. Chaparral, closed-cone coniferous forest, coastal scrub, riparian woodland. On serpentine. Elevations: 65-2295ft. (20-700m.) Blooms Jan-Jun.
Lupinus albifrons var. *abramsii* Abrams' lupine	None/None G5T3?Q/S3? 3.2	Perennial herb. Broadleafed upland forest, chaparral, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Open woods; 125-. Elevations: 410-6560ft. (125-2000m.) Blooms Apr-Jun.
Lupinus cervinus Santa Lucia lupine	None/None G3/S3 4.3	Perennial herb. Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. Dry, rocky slopes in pine woods in semi-shade; on ridges, peaks, and upper canyon slopes; responds well to fires. Elevations: 1000-4675ft. (305-1425m.) Blooms May-Jun.
Lupinus tidestromii Tidestrom's lupine	FE/SE G1/S1 1B.1	Perennial rhizomatous herb. Coastal dunes. Partially stabilized dunes, immediately near the ocean. Elevations: 0-330ft. (0-100m.) Blooms Apr-Jun.
Madia radiata showy golden madia	None/None G3/S3 1B.1	Annual herb. Cismontane woodland, valley and foothill grassland. Mostly on adobe clay in grassland or among shrubs. Elevations: 80-3985ft. (25-1215m.) Blooms Mar-May.

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Malacothamnus abbottii Abbott's bushmallow	None/None G1/S1 1B.1	Perennial deciduous shrub. Riparian scrub. Among willows near rivers and along roadsides. Elevations: 445-1610ft. (135-490m.) Blooms May-Oct.
Malacothamnus aboriginum Indian Valley bushmallow	None/None G3/S3 1B.2	Perennial deciduous shrub. Chaparral, cismontane woodland. Granitic outcrops and sandy bare soil, often in disturbed soils. Elevations: 490-5580ft. (150-1700m.) Blooms Apr-Oct.
Malacothamnus arcuatus var. *arcuatus* arcuate bushmallow	None/None G2Q/S2 1B.2	Chaparral, Cismontane woodland. Gravelly alluvium. 15-355m. Blooms Apr-Sep.
Malacothamnus discombobulatus discombobulating bushmallow	None/None GNR/S2 1B.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland. Burned areas 150-710m. Blooms (Jun)Jul-Aug(Sep-Oct).
Malacothamnus involucratus Carmel Valley bushmallow	None/None G3T2Q/S2 1B.2	Chaparral, Cismontane woodland, Coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 30-1100m. Blooms Apr-Oct.
Malacothamnus lucianus Arroyo Seco bushmallow	None/None G3T1Q/S1 1B.2	Chaparral, Cismontane woodland, Meadows and seeps. Gravel banks and sandstone rocks on west-facing slopes in full sun. 5-915m. Blooms (Apr)May-Aug.
Malacothrix saxatilis var. *arachnoidea* Carmel Valley malacothrix	None/None G5T2/S2 1B.2	Perennial rhizomatous herb. Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. Elevations: 80-3400ft. (25-1036m.) Blooms (Mar)Jun-Dec.
Meconella oregana Oregon meconella	None/None G2/S2 1B.1	Annual herb. Coastal prairie, coastal scrub. Open, moist places. Elevations: 820-2035ft. (250-620m.) Blooms Mar-Apr.
Micropus amphibolus Mt. Diablo cottonweed	None/None G3G4/S3S4 3.2	Annual herb. Broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland. Bare, grassy or rocky slopes. Elevations: 150-2705ft. (45-825m.) Blooms Mar-May.
Microseris paludosa marsh microseris	None/None G2/S2 1B.2	Perennial herb. Cismontane woodland, closed-cone coniferous forest, coastal scrub, valley and foothill grassland. Elevations: 15-1165ft. (5-355m.) Blooms Apr-Jun(Jul).
Microseris sylvatica sylvan microseris	None/None G4/S4 4.2	Perennial herb. Chaparral, cismontane woodland, great basin scrub, pinyon and juniper woodland, valley and foothill grassland. Serpentinite (rarely).Elevations: 150-4920ft. (45-1500m.) Blooms Mar-Jun.
Mielichhoferia elongata elongate copper moss	None/None G5/S3S4 4.3	Moss. Broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, subalpine coniferous forest. Moss growing on very acidic, metamorphic rock or substrate; usually in higher portions in fens. Often on substrates naturally enriched with heavy metals (e.g. copper) such as mine tailings. 5-. Elevations: 0-6430ft. (0-1960m.)
Mimulus rattanii ssp. *decurtatus* Santa Cruz County monkeyflower	None/None G4T1T3Q/S1S2 4.2	Annual herb. Chaparral, lower montane coniferous forest. Gravelly sites at margins of vegetation. Elevations: 1310-1640ft. (400-500m.) Blooms May-Jul.

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Mimulus subsecundus one-sided monkeyflower	None/None G3G4Q/S2? 4.3	Annual herb. Chaparral, lower montane coniferous forest. One site states: on rock talus outcrop, south-facing slope, in herbaceous community. Elevations: 1475-3000ft. (450-915m.) Blooms May-Jul.
Monardella antonina ssp. *antonina* San Antonio Hills monardella	None/None G4T1T3Q/S1S3 3	Perennial rhizomatous herb. Chaparral, cismontane woodland. Elevations: 1050-3280ft. (320-1000m.) Blooms Jun-Aug.
Monardella antonina ssp. *benitensis* San Benito monardella	None/None G4T3/S3 4.3	Perennial rhizomatous herb. Chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Serpentine barrens. Elevations: 1640-5150ft. (500-1570m.) Blooms Jun-Jul.
Monardella palmeri Palmer's monardella	None/None G2/S2 1B.2	Perennial rhizomatous herb. Chaparral, cismontane woodland. On serpentine, often found associated with Sargent cypress forests. Elevations: 655-2625ft. (200-800m.) Blooms Jun-Aug.
Monardella sinuata ssp. *nigrescens* northern curly-leaved monardella	None/None G3T2/S2 1B.2	Annual herb. Chaparral, coastal dunes, coastal scrub, lower montane coniferous forest. Sandy soils. Elevations: 0-985ft. (0-300m.) Blooms (Apr)May-Jul(Aug-Sep).
Monolopia congdonii San Joaquin woollythreads	FE/None G2/S2 1B.2	Annual herb. Chenopod scrub, valley and foothill grassland. Alkaline or loamy plains; sandy soils, often with grasses and within chenopod scrub. Elevations: 195-2625ft. (60-800m.) Blooms Feb-May.
Monolopia gracilens woodland woollythreads	None/None G3/S3 1B.2	Annual herb. Broadleafed upland forest, chaparral, cismontane woodland, north coast coniferous forest, valley and foothill grassland. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns, but may have only weak affinity to serpentine. Elevations: 330-3935ft. (100-1200m.) Blooms (Feb)Mar-Jul.
Muhlenbergia utilis aparejo grass	None/None G4/S2S3 2B.2	Perennial rhizomatous herb. Chaparral, cismontane woodland, coastal scrub, marshes and swamps, meadows and seeps. Alkaline (sometimes), Serpentinite (sometimes).Elevations: 80-7630ft. (25-2325m.) Blooms Mar-Oct.
Navarretia nigelliformis ssp. *nigelliformis* adobe navarretia	None/None G4T3/S3 4.2	Annual herb. Valley and foothill grassland, vernal pools. Clay soils; sometimes on serpentine. Elevations: 330-3280ft. (100-1000m.) Blooms Apr-Jun.
Navarretia nigelliformis ssp. *radians* shining navarretia	None/None G4T2T3/S2S3 1B.2	Annual herb. Cismontane woodland, valley and foothill grassland, vernal pools. Apparently in grassland, and not necessarily in vernal pools. Elevations: 215-3280ft. (65-1000m.) Blooms (Mar)Apr-Jul.
Navarretia panochensis Panoche navarretia	None/None G3/S3 1B.3	Annual herb. Chenopod scrub, valley and foothill grassland. Clay, Gravelly (often). Elevations: 1085-2820ft. (330-860m.) Blooms Apr-Aug.
Navarretia prostrata prostrate vernal pool navarretia	None/None G2/S2 1B.2	Annual herb. Coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. Elevations: 10-3970ft. (3-1210m.) Blooms Apr-Jul.
Nemacladus gracilis slender nemacladus	None/None G4/S4 4.3	Annual herb. Cismontane woodland, valley and foothill grassland. Sandy or gravelly places. Elevations: 395-6235ft. (120-1900m.) Blooms Mar-May.

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Nemacladus secundiflorus var. *robbinsii* Robbins' nemacladus	None/None G3T2/S2 1B.2	Annual herb. Chaparral, valley and foothill grassland. Dry, sandy or gravelly slopes. Openings. Elevations: 1150-5580ft. (350-1700m.) Blooms Apr-Jun.
Ophioglossum californicum California adder's-tongue	None/None G4/S4 4.2	Perennial rhizomatous herb. Chaparral, valley and foothill grassland, vernal pools. Grassy pastures, vernal pool margins, chaparral. Mesic sites. Elevations: 195-1725ft. (60-525m.) Blooms Jan-Jun(Dec).
Orcuttia pilosa hairy Orcutt grass	FE/SE G1/S1 1B.1	Annual herb. Vernal pools. Elevations: 150-655ft. (46-200m.) Blooms May-Sep.
Orthotrichum kellmanii Kellman's bristle moss	None/None G1/S1 1B.2	Moss. Chaparral, cismontane woodland. Sandstone outcrops with high calcium concentrations from eroded boulders out of non-calcareous sandstone bedrock. Rock outcrops in small openings within dense chaparral with overstory of scattered Pinus attenuata. Elevations: 1125-2245ft. (343-685m.) Blooms Jan-Feb.
Pedicularis dudleyi Dudley's lousewort	None/SR G2/S2 1B.2	Perennial herb. Chaparral, cismontane woodland, north coast coniferous forest, valley and foothill grassland. Deep shady woods of older coast redwood forests; also in maritime chaparral. Elevations: 195-2955ft. (60-900m.) Blooms Apr-Jun.
Penstemon rattanii var. *kleei* Santa Cruz Mountains beardtongue	None/None G4T2/S2 1B.2	Perennial herb. Chaparral, lower montane coniferous forest, north coast coniferous forest. Sandy shale slopes; sometimes in the transition between forest and chaparral. Elevations: 1310-3610ft. (400-1100m.) Blooms May-Jun.
Pentachaeta bellidiflora white-rayed pentachaeta	FE/SE G1/S1 1B.1	Annual herb. Cismontane woodland, valley and foothill grassland. Open dry rocky slopes and grassy areas, often on soils derived from serpentine bedrock. Elevations: 115-2035ft. (35-620m.) Blooms Mar-May.
Pentachaeta exilis ssp. *aeolica* San Benito pentachaeta	None/None G5T2/S2 1B.2	Annual herb. Cismontane woodland, valley and foothill grassland. Grassy areas. Elevations: 1575-2805ft. (480-855m.) Blooms Mar-May.
Perideridia gairdneri ssp. *gairdneri* Gairdner's yampah	None/None G5T3T4/S3S4 4.2	Perennial herb. Broadleafed upland forest, chaparral, coastal prairie, valley and foothill grassland, vernal pools. Adobe flats or grasslands, wet meadows and vernal pools, under Pinus radiata along the coast; mesic sites. Elevations: 0-2000ft. (0-610m.) Blooms Jun-Oct.
Perideridia pringlei adobe yampah	None/None G4/S4 4.3	Perennial herb. Chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland. Serpentine, clay soils. Grassland hillsides; seasonally wet sites. Elevations: 985-5905ft. (300-1800m.) Blooms Apr-Jun(Jul).
Phacelia phacelioides Mt. Diablo phacelia	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland. Adjacent to trails, on rock outcrops and talus slopes; sometimes on serpentine. Elevations: 1640-4495ft. (500-1370m.) Blooms Apr-May.
Pinus radiata Monterey pine	None/None G1/S1 1B.1	Perennial evergreen tree. Cismontane woodland, closed-cone coniferous forest. Dry bluffs and slopes. Elevations: 80-605ft. (25-185m.)

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Piperia candida white-flowered rein orchid	None/None G3?/S3 1B.2	Perennial herb. Broadleafed upland forest, lower montane coniferous forest, north coast coniferous forest. Sometimes on serpentine. Forest duff, mossy banks, rock outcrops, and muskeg. Elevations: 100-4300ft. (30-1310m.) Blooms (Mar)May-Sep.
Piperia michaelii Michael's rein orchid	None/None G3/S3 4.2	Perennial herb. Chaparral, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal scrub, lower montane coniferous forest. Mudstone and humus, generally dry sites. Elevations: 10-3000ft. (3-915m.) Blooms Apr-Aug.
Piperia yadonii Yadon's rein orchid	FE/None G1/S1 1B.1	Perennial herb. Chaparral, closed-cone coniferous forest, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. Elevations: 35-1675ft. (10-510m.) Blooms (Feb)May-Aug.
Plagiobothrys chorisianus var. *chorisianus* Choris' popcornflower	None/None G3T1Q/S1 1B.2	Annual herb. Chaparral, coastal prairie, coastal scrub. Mesic sites. Elevations: 10-525ft. (3-160m.) Blooms Mar-Jun.
Plagiobothrys chorisianus var. *hickmanii* Hickman's popcornflower	None/None G3T3Q/S3 4.2	Annual herb. Chaparral, closed-cone coniferous forest, coastal scrub, marshes and swamps, vernal pools. Elevations: 50-1280ft. (15-390m.) Blooms Apr-Jun.
Plagiobothrys diffusus San Francisco popcornflower	None/SE G1Q/S1 1B.1	Annual herb. Coastal prairie, valley and foothill grassland. Historically from grassy slopes with marine influence. Elevations: 195-1180ft. (60-360m.) Blooms Mar-Jun.
Plagiobothrys glaber hairless popcornflower	None/None GX/SX 1A	Annual herb. Marshes and swamps, meadows and seeps. Coastal salt marshes and alkaline meadows. Elevations: 50-590ft. (15-180m.) Blooms Mar-May.
Plagiobothrys uncinatus hooked popcornflower	None/None G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Sandstone outcrops and canyon sides; often in burned or disturbed areas. Elevations: 985-2495ft. (300-760m.) Blooms Apr-May.
Plagiobryoides vinosula wine-colored tufa moss	None/None G3G4/S3S4 4.2	Moss. Cismontane woodland, meadows and seeps, mojavean desert scrub, pinyon and juniper woodland, riparian woodland. FNA says damp, calcareous rock. Also known near hot springs. Elevations: 100-5695ft. (30-1735m.)
Pogogyne clareana Santa Lucia mint	None/SE G2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, riparian woodland. In intermittent streams; in moist sandy soil. Elevations: 985-2065ft. (300-630m.) Blooms Apr-Jul.
Polygonum hickmanii Scotts Valley polygonum	FE/SE G1/S1 1B.1	Annual herb. Valley and foothill grassland. Purisima sandstone or mudstone with a thin soil layer; vernally moist due to runoff. Elevations: 690-820ft. (210-250m.) Blooms May-Aug.
Potentilla hickmanii Hickman's cinquefoil	FE/SE G1/S1 1B.1	Perennial herb. Closed-cone coniferous forest, coastal bluff scrub, marshes and swamps, meadows and seeps. Freshwater marshes, seeps, and small streams in open or forested areas along the coast. Elevations: 35-490ft. (10-149m.) Blooms Apr-Aug.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Puccinellia simplex California alkali grass	None/None G2/S2 1B.2	Annual herb. Chenopod scrub, meadows and seeps, valley and foothill grassland, vernal pools. Alkaline, vernally mesic. Sinks, flats, and lake margins. Elevations: 5-3050ft. (2-930m.) Blooms Mar-May.
Ramalina thrausta angel's hair lichen	None/None G5?/S2S3 2B.1	Fruticose lichen (epiphytic). North coast coniferous forest. On dead twigs and other lichens. Elevations: 245-1410ft. (75-430m.)
Ranunculus lobbii Lobb's aquatic buttercup	None/None G4/S3 4.2	Annual herb (aquatic). Cismontane woodland, north coast coniferous forest, valley and foothill grassland, vernal pools. Mesic sites. Elevations: 50-1540ft. (15-470m.) Blooms Feb-May.
Ravenella exigua chaparral harebell	None/None G2/S2 1B.2	Chaparral (rocky, usually serpentinite). Rocky sites, usually on serpentine in chaparral. 275-1250m. Blooms May-Jun.
Ribes sericeum Santa Lucia gooseberry	None/None G4/S4 4.3	Perennial deciduous shrub. Broadleafed upland forest, cismontane woodland, coastal bluff scrub, north coast coniferous forest. Along streams in redwood forests and on the coastal slopes of the Santa Lucia Mtns. Elevations: 1000-4005ft. (305-1220m.) Blooms Feb-Apr.
Rosa pinetorum pine rose	None/None G1Q/S1 1B.2	Perennial shrub. Cismontane woodland, closed-cone coniferous forest. Elevations: 5-3100ft. (2-945m.) Blooms May-Jul.
Sanicula hoffmannii Hoffmann's sanicle	None/None G3/S3 4.3	Perennial herb. Broadleafed upland forest, chaparral, cismontane woodland, coastal bluff scrub, coastal scrub, lower montane coniferous forest. Cool slopes in deep soil, often in moist shaded serpentine soils, or in clay soils. Elevations: 100-985ft. (30-300m.) Blooms Mar-May.
Sanicula maritima adobe sanicle	None/SR G2/S2 1B.1	Perennial herb. Chaparral, coastal prairie, meadows and seeps, valley and foothill grassland. Moist clay or ultramafic soils. Elevations: 100-785ft. (30-240m.) Blooms Feb-May.
Scytinium siskiyouense Siskiyou jellyskin lichen	None/None G2G3/S1S2 1B.1	Lower montane coniferous forest, North Coast coniferous forest. Epiphytic, usually on the bark of Fagaceae, such as Quercus or Chrysolepis. 635-1460m. Blooms .
Senecio aphanactis chaparral ragwort	None/None G3/S2 1B.2	Annual herb. Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. Elevations: 50-2625ft. (15-800m.) Blooms Jan-Apr(May).
Senecio astephanus San Gabriel ragwort	None/None G3/S3 4.3	Perennial herb. Chaparral, coastal bluff scrub. Rocky slopes. Elevations: 1310-4920ft. (400-1500m.) Blooms May-Jul.
Sidalcea hickmanii ssp. *hickmanii* Hickman's checkerbloom	None/None G2T2/S2 1B.3	Perennial herb. Chaparral, cismontane woodland, coastal bluff scrub. Grassy openings in chaparral, and on dry ridges. Elevations: 1100-4005ft. (335-1220m.) Blooms May-Jul.
Sidalcea malachroides maple-leaved checkerbloom	None/None G3/S3 4.2	Perennial herb. Broadleafed upland forest, coastal prairie, coastal scrub, north coast coniferous forest, riparian woodland. Woodlands and clearings near coast; often in disturbed areas. Elevations: 0-2395ft. (0-730m.) Blooms (Mar)Apr-Aug.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Silene verecunda ssp. *verecunda* San Francisco campion	None/None G5T1/S1 1B.2	Perennial herb. Chaparral, coastal bluff scrub, coastal prairie, coastal scrub, valley and foothill grassland. Often on mudstone or shale; one site on serpentine. Elevations: 100-2115ft. (30-645m.) Blooms (Feb)Mar-Jul(Aug).
Solidago guiradonis Guirado's goldenrod	None/None G3/S3 4.3	Perennial rhizomatous herb. Cismontane woodland, valley and foothill grassland. Near serpentine streams or seeps in asbestos-laden soils; serpentine. Elevations: 1970-4495ft. (600-1370m.) Blooms Sep-Oct.
Stebbinsoseris decipiens Santa Cruz microseris	None/None G2/S2 1B.2	Annual herb. Broadleafed upland forest, chaparral, closed-cone coniferous forest, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. Elevations: 35-1640ft. (10-500m.) Blooms Apr-May.
Streptanthus albidus ssp. *peramoenus* most beautiful jewelflower	None/None G2T2/S2 1B.2	Annual herb. Chaparral, cismontane woodland, valley and foothill grassland. Serpentine outcrops, on ridges and slopes. Elevations: 310-3280ft. (95-1000m.) Blooms (Mar)Apr-Sep(Oct).
Streptanthus insignis ssp. *insignis* plumed jewelflower	None/None G3G4T3T4/S3S4 4.3	Annual herb. Chaparral. Graywacke, Openings, Rocky, Serpentinite (often), Shale, Talus. Elevations: 985-3610ft. (300-1100m.) Blooms Mar-May.
Stylocline masonii Mason's neststraw	None/None G1/S1 1B.1	Annual herb. Chenopod scrub, pinyon and juniper woodland. Sandy washes. Elevations: 330-3935ft. (100-1200m.) Blooms Mar-May.
Sulcaria spiralifera twisted horsehair lichen	None/None G3G4/S2 1B.2	Fruticose lichen (epiphytic). Coastal dunes, north coast coniferous forest. Usually on conifers. Elevations: 0-295ft. (0-90m.)
Syntrichopappus lemmonii Lemmon's syntrichopappus	None/None G4/S4 4.3	Annual herb. Chaparral, joshua tree woodland, pinyon and juniper woodland. Decomposed granite; sandy or gravelly soils. Elevations: 1640-6005ft. (500-1830m.) Blooms Apr-May(Jun).
Systenotheca vortriedei Vortriede's spineflower	None/None G3/S3 4.3	Annual herb. Chaparral, cismontane woodland. Sandy or serpentine soils. Elevations: 1640-5250ft. (500-1600m.) Blooms May-Sep.
Texosporium sancti-jacobi woven-spored lichen	None/None G3/S2 3	Crustose lichen (terricolous). Chaparral. Open sites; in California with Adenostoma fasciculatum, Eriogonum, Selaginella. Found on soil, small mammal pellets, dead twigs, and on Selaginella. Elevations: 195-2165ft. (60-660m.)
Tortula californica California screw moss	None/None G2G3/S2? 1B.2	Moss. Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil. Elevations: 35-4790ft. (10-1460m.)
Toxicoscordion fontanum marsh zigadenus	None/None G3/S3 4.2	Perennial bulbiferous herb. Chaparral, cismontane woodland, lower montane coniferous forest, marshes and swamps, meadows and seeps. Vernally moist or marshy areas; often on serpentine areas. Elevations: 50-3280ft. (15-1000m.) Blooms Apr-Jul.
Trichostema ovatum San Joaquin bluecurls	None/None G3/S3 4.2	Annual herb. Chenopod scrub, valley and foothill grassland. Sandy alluvial soil. In grassland, and disturbed sites. 65. Elevations: 215-1050ft. (65-320m.) Blooms (Apr-Jun)Jul-Oct.

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements
Trichostema rubisepalum Hernandez bluecurls	None/None G4/S4 4.3	Annual herb. Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, vernal pools. Volcanic or serpentine substrates. Elevations: 985-4710ft. (300-1435m.) Blooms Jun-Aug.
Trifolium buckwestiorum Santa Cruz clover	None/None G2/S2 1B.1	Annual herb. Broadleafed upland forest, cismontane woodland, coastal prairie. Moist grassland. Gravelly margins. Elevations: 345-2000ft. (105-610m.) Blooms Apr-Oct.
Trifolium hydrophilum saline clover	None/None G2/S2 1B.2	Annual herb. Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. Elevations: 0-985ft. (0-300m.) Blooms Apr-Jun.
Trifolium polyodon Pacific Grove clover	None/SR G1/S1 1B.1	Annual herb. Closed-cone coniferous forest, coastal prairie, meadows and seeps, valley and foothill grassland. Along small springs and seeps in grassy openings. Elevations: 15-1395ft. (5-425m.) Blooms Apr-Jun(Jul).
Trifolium trichocalyx Monterey clover	FE/SE G1/S1 1B.1	Annual herb. Closed-cone coniferous forest. Openings, burned areas, and roadsides. Sandy soils. Elevations: 100-1000ft. (30-305m.) Blooms Apr-Jun.
Triteleia ixioides ssp. *cookii* Cook's triteleia	None/None G5T2T3/S2S3 1B.3	Perennial bulbiferous herb. Cismontane woodland, closed-cone coniferous forest. Streamsides, wet ravines; on serpentine and in serpentine seeps. Sometimes near cypresses. Elevations: 490-2295ft. (150-700m.) Blooms May-Jun.
Triteleia lugens dark-mouthed triteleia	None/None G4?/S4? 4.3	Perennial bulbiferous herb. Broadleafed upland forest, chaparral, coastal scrub, lower montane coniferous forest. Elevations: 330-3280ft. (100-1000m.) Blooms Apr-Jun.
Tropidocarpum capparideum caper-fruited tropidocarpum	None/None G1/S1 1B.1	Annual herb. Valley and foothill grassland. Alkaline clay. Elevations: 5-1495ft. (1-455m.) Blooms Mar-Apr.
Usnea longissima Methuselah's beard lichen	None/None G5/S4 4.2	Fruticose lichen (epiphytic). Broadleafed upland forest, north coast coniferous forest. Grows in the redwood zone on tree branches of a variety of trees, including big leaf maple, oaks, ash, Douglas-fir, and bay. in California. Elevations: 165-4790ft. (50-1460m.)

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
FPE = Federal Proposed Endangered
FPT = Federal Proposed Threatened
FD = Federal Delisted
FC = Federal Candidate
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
SCT = State Candidate Threatened
SR = State Rare
SD = State Delisted

CRPR (CNPS California Rare Plant Rank)

1A = Presumed extirpated in California, and rare or extinct elsewhere
1B = Rare, Threatened, or Endangered in California and elsewhere
2A = Presumed extirpated in California, but common elsewhere
2B= Rare, Threatened, or Endangered in California, but more common elsewhere
3 = Need more information (Review List)
4 = Limited Distribution (Watch List)

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)

Scientific Name Common Name	Status Fed/State ESA CRPR	Habitat Requirements

Other Statuses

G1 or S1	Critically Imperiled Globally or Subnationally (state)
G2 or S2	Imperiled Globally or Subnationally (state)
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5	Apparently secure, common and abundant
GH or SH	Possibly Extirpated – missing; known from only historical occurrences but still some hope of rediscovery

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority

? – Inexact numeric rank

Special Status Wildlife Species Known to Occur within Monterey, San Benito, and Santa Cruz Counties

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Invertebrates		
Adela oplerella Opler's longhorn moth	None/None G2/S2	From Marin County and the Oakland area on the inner coast ranges south to Santa Clara County. One record from Santa Cruz County. All but Santa Cruz site is on serpentine grassland. Larvae feed on Platystemon californicus.
Bombus caliginosus obscure bumble bee	None/None G2G3/S1S2	Coastal areas from Santa Barbara County north to Washington state. Food plant genera include Baccharis, Cirsium, Lupinus, Lotus, Grindelia and Phacelia.
Bombus crotchii Crotch's bumble bee	None/SCE G2/S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.
Bombus occidentalis western bumble bee	None/SCE G3/S1	Once common and widespread, species has declined precipitously from central CA to southern B.C., perhaps from disease.
Bombus pensylvanicus American bumble bee	None/None G3G4/S2	. Long-tongued; forages on a wide variety of flowers including vetches (Vicia), clovers (Trifolium), thistles (Cirsium), sunflowers (Helianthus), etc. Nests above ground under long grass or underground. Queens overwinter in rotten wood or underground.
Branchinecta lynchi vernal pool fairy shrimp	FT/None G3/S3	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.
Calicina arida San Benito harvestman	None/None G1/S1	Known only from the type locality, Panoche Road, San Benito County. Found on serpentine rocks.
Calileptoneta ubicki Ubick's leptonetid spider	None/None G1/S1	Known only from the type locality, Arroyo Seco, Monterey County. .
Chrysis tularensis Tulare cuckoo wasp	None/None G1G2/S2	
Cicindela hirticollis gravida sandy beach tiger beetle	None/None G5T2/S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.
Cicindela ohlone Ohlone tiger beetle	FE/None G1/S1	Remnant native grasslands with California oatgrass and purple needlegrass in Santa Cruz County. Substrate is poorly-drained clay or sandy clay soil over bedrock of Santa Cruz mudstone.
Coelus globosus globose dune beetle	None/None G1G2/S1S2	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
Coelus gracilis San Joaquin dune beetle	None/None G1/S1	Inhabits fossil dunes along the western edge of San Joaquin Valley; extirpated from Antioch Dunes (type locality). Inhabits sites containing sandy substrates.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	FPT/None G4T1T2Q/S2	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
Euphilotes enoptes smithi Smith's blue butterfly	FE/None G5T2/S2	Most commonly associated with coastal dunes and coastal sage scrub plant communities in Monterey and Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium are utilized as both larval and adult foodplants.
Euphydryas editha bayensis Bay checkerspot butterfly	FT/None G4G5T1/S3	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. Plantago erecta is the primary host plant; Orthocarpus densiflorus and O. purpurscens are the secondary host plants.
Fissilicreagris imperialis Empire Cave pseudoscorpion	None/None G1/S1	Known only from Empire Cave in Santa Cruz County. .
Gonidea angulata western ridged mussel	None/None G3/S2	Primarily creeks and rivers and less often lakes. Originally in most of state, now extirpated from Central and Southern California. .
Helminthoglypta sequoicola consors redwood shoulderband	None/None G2T1/S1	Known only from south slope of San Juan Grade, near Foot, 8 miles NW of Salinas. .
Hubbardia idria Idria short-tailed whipscorpion	None/None G1/S1	Known only from the type locality, 2.9 km SW of Idria, San Benito County. Serpentine endemic.
Hubbardia secoensis Arroyo Seco short-tailed whipscorpion	None/None G1/S1	Known only from the type locality, Arroyo Seco, Monterey County. .
Idiostatus kathleenae Pinnacles shieldback katydid	None/None G1G2/S1S2	Known only from Pinnacles National Monument. .
Lepidurus packardi vernal pool tadpole shrimp	FE/None G3/S3	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.
Linderiella occidentalis California linderiella	None/None G2G3/S2S3	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools has very low alkalinity, conductivity, and total dissolved solids.
Lytta moesta moestan blister beetle	None/None G2/S2	Central California. .
Lytta morrisoni Morrison's blister beetle	None/None G1G2/S2	Inhabitant of the southern Central Valley of California. .
Margaritifera falcata western pearlshell	None/None G3G4/S1S2	Aquatic. Prefers lower velocity waters.
Meta dolloff Dolloff Cave spider	None/None G3/S3	A troglophile known from subterranean environments (primarily caves) in central California. This species is an orb-weaver and occurs from the cave mouth into deep twilight.
Neochthonius imperialis Empire Cave pseudoscorpion	None/None G1/S1	Known only from Empire Cave, Santa Cruz County. Found under rocks and wood in the dark to twilight zones of the cave.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Optioservus canus Pinnacles optioservus riffle beetle	None/None G2/S1	Aquatic. Found on rocks and in gravel of riffles in cool, swift, clear streams.
Philanthus nasalis Antioch specid wasp	None/None G2/S2	Previously known only from Antioch Dunes, in Contra Costa Co. Now known only from the inland sandhills in Santa Cruz Co. .
Polyphylla barbata Mount Hermon (=barbate) June beetle	FE/None G1/S2	Known only from sand hills in vicinity of Mt. Hermon, Santa Cruz County. .
Protodufourea wasbaueri Wasbauer's protodufourea bee	None/None G1/S1	Chaparral and desert scrub. Nests in the ground. Oligolectic on Emmenanthe sp., a plant that blooms in profusion after fires, then declines.
Scaphinotus behrensi Behrens' snail-eating beetle	None/None G2G4/S2S4	Found in extreme NW CA along the coast. .
Socalchemmis monterey Monterey socalchemmis spider	None/None G1/S1	Known from only two localities in Monterey Co.: Los Padres NF; Arroyo Seco (type locality) and Cone Peak Trail. .
Speyeria adiaste adiaste unsilvered fritillary	None/None G1G2T1/S1S2	
Stygobromus imperialis Empire Cave amphipod	None/None G1/S1	Endemic to Empire Cave in Santa Cruz County. .
Stygobromus mackenziei Mackenzie's Cave amphipod	None/None G1/S1	Known only from Empire Cave (type locality), a metamorphosed limestone cave subject to intermittent flooding. .
Trimerotropis infantilis Zayante band-winged grasshopper	FE/None G1/S1	Isolated sandstone deposits in the Santa Cruz Mountains (the Zayante Sand Hills ecosystem). Mostly on sand parkland habitat but also in areas with well-developed ground cover and in sparse chaparral with grass.
Tryonia imitator mimic tryonia (=California brackishwater snail)	None/None G2/S2	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.
Fish		
Eucyclogobius newberryi tidewater goby	FE/None G3/S3 SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.
Hesperoleucus venustus subditus southern coastal roach	None/None GNRT2/S2 SSC	Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south.
Lavinia exilicauda harengus Monterey hitch	None/None G4T3/S3 SSC	Aquatic, Klamath/North coast flowing waters, Klamath/North coast standing waters, Riparian forest.
Oncorhynchus kisutch pop. 4 coho salmon - central California coast ESU	FE/SE G5T2Q/S2	Federal listing = pops between Punta Gorda and San Lorenzo River. State listing = pops south of Punta Gorda. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water and sufficient dissolved oxygen.
Oncorhynchus mykiss irideus pop. 8	FT/None G5T3Q/S3 SSC	DPS includes all naturally spawned populations of steelhead (and their progeny) in streams from the Russian River to Aptos

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
steelhead - central California coast DPS		Creek, Santa Cruz County, California (inclusive). Also includes the drainages of San Francisco and San Pablo Bays.
Oncorhynchus mykiss irideus pop. 9 steelhead - south-central California coast DPS	FT/None G5T2Q/S2 SSC	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.
Spirinchus thaleichthys longfin smelt	None/ST G5/S1	Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.
Thaleichthys pacificus eulachon	FT/None G4/S1 SSC	Found in Klamath River, Mad River, Redwood Creek, and in small numbers in Smith River and Humboldt Bay tributaries. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand, and woody debris.
Reptiles		
Actinemys marmorata northwestern pond turtle	FPT/None G2/SNR SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying. Occurs in northern California, south along the Sierra Nevada Mountains and the Coast Range down to Monterey and Kern Counties.
Actinemys pallida southwestern pond turtle	FPT/None G2G3/SNR SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying. Occurs in southern California from Monterey County south to Los Angeles, Riverside, and San Diego Counties into northern Baja California, Mexico.
Anniella pulchra Northern California legless lizard	None/None G3/S2S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.
Arizona elegans occidentalis California glossy snake	None/None G5T2/S2 SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.
Gambelia sila blunt-nosed leopard lizard	FE/SE G1/S2 FP	Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief. Seeks cover in mammal burrows, under shrubs or structures such as fence posts; they do not excavate their own burrows.
Masticophis flagellum ruddocki San Joaquin coachwhip	None/None G5T2T3/S3 SSC	Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Needs mammal burrows for refuge and oviposition sites.
Phrynosoma blainvillii coast horned lizard	None/None G4/S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Thamnophis hammondii two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.
Thamnophis sirtalis tetrataenia San Francisco gartersnake	FE/SE G5T2Q/S2 FP	Vicinity of freshwater marshes, ponds and slow-moving streams in San Mateo County and extreme northern Santa Cruz County. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important.
Amphibians		
Ambystoma californiense pop. 1 California tiger salamander - central California DPS	FT/ST G2G3T3/S3 WL	Lives in vacant or mammal-occupied burrows throughout most of the year; in grassland, savanna, or open woodland habitats. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.
Ambystoma macrodactylum croceum Santa Cruz long-toed salamander	FE/SE G5T1T2/S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.
Anaxyrus californicus arroyo toad	FE/None G2G3/S2 SSC	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.
Aneides niger Santa Cruz black salamander	None/None G3/S3 SSC	Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara counties. Adults found under rocks, talus, and damp woody debris.
Dicamptodon ensatus California giant salamander	None/None G2G3/S2S3 SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.
Rana boylii pop. 4 foothill yellow-legged frog - central coast DPS	FT/SE G3T2/S2	San Francisco Peninsula and Diablo Range south of San Francisco Bay Estuary, and south through the Santa Cruz and Gabilan Mountains east of the Salinas River in the southern inner Coast Ranges. Partly shaded shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying and at least 15 weeks to attain metamorphosis.
Rana boylii pop. 6 foothill yellow-legged frog - south coast DPS	FE/SE G3T1/S1	Southern Coast Ranges from Monterey Bay south through San Gabriel Mountains; west of the Salinas River in Monterey Co, south through Transverse Ranges, and east through San Gabriel Mountains. Historically may have ranged to Baja California. Partly shaded shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying and at least 15 weeks to attain metamorphosis.
Rana draytonii California red-legged frog	FT/None G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Spea hammondii western spadefoot	FPT/None G2G3/S3S4 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Taricha torosa Coast Range newt	None/None G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.
Birds		
Accipiter cooperii Cooper's hawk	None/None G5/S4 WL	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.
Accipiter striatus sharp-shinned hawk	None/None G5/S4 WL	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas. North-facing slopes with plucking perches are critical requirements. Nests usually within 275 ft of water.
Agelaius tricolor tricolored blackbird	None/ST G1G2/S2 SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.
Aquila chrysaetos golden eagle	None/None G5/S3 FP WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Ardea herodias great blue heron	None/None G5/S4	Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.
Asio flammeus short-eared owl	None/None G5/S2 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.
Asio otus long-eared owl	None/None G5/S3? SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.
Athene cunicularia burrowing owl	None/SCE G4/S2 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.
Brachyramphus marmoratus marbled murrelet	FT/SE G3/S2	Feeds near-shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas-fir.
Buteo regalis ferruginous hawk	None/None G4/S3S4 WL	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.
Buteo swainsoni Swainson's hawk	None/ST G5/S4	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
		areas such as grasslands, or alfalfa or grain fields supporting rodent populations.
Charadrius montanus mountain plover	None/None G3/S2 SSC	Short grasslands, freshly plowed fields, newly sprouting grain fields, and sometimes sod farms. Short vegetation, bare ground, and flat topography. Prefers grazed areas and areas with burrowing rodents.
Charadrius nivosus nivosus western snowy plover	FT/None G3T3/S3 SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.
Circus hudsonius northern harrier	None/None G5/S3 SSC	Coastal salt and freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT/SE G5T2T3/S1	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.
Coturnicops noveboracensis yellow rail	None/None G4/S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.
Cypseloides niger black swift	None/None G4/S3 SSC	Coastal belt of Santa Cruz and Monterey counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.
Elanus leucurus white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
Eremophila alpestris actia California horned lark	None/None G5T4Q/S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
Falco columbarius merlin	None/None G5/S3S4 WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts, farms and ranches. Clumps of trees or windbreaks are required for roosting in open country.
Falco mexicanus prairie falcon	None/None G5/S4 WL	Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.
Falco peregrinus anatum American peregrine falcon	FD/SD G4T4/S3S4	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.
Fratercula cirrhata tufted puffin	None/None G5/S1S2 SSC	Open-ocean bird; nests along the coast on islands, islets, or (rarely) mainland cliffs. Requires sod or earth into which the birds can burrow, on island cliffs or grassy island slopes.
Geothlypis trichas sinuosa saltmarsh common yellowthroat	None/None G5T3/S3 SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Gymnogyps californianus California condor	FE/SE G1/S2 FP	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.
Haliaeetus leucocephalus bald eagle	FD/SE G5/S3 FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.
Hydrobates homochroa ashy storm-petrel	None/None G2/S2 SSC	Colonial nester on off-shore islands. Usually nests on driest part of islands. Forages over open ocean. Nest sites on islands are in crevices beneath loosely piled rocks or driftwood, or in caves.
Icteria virens yellow-breasted chat	None/None G5/S4 SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.
Lanius ludovicianus loggerhead shrike	None/None G4/S4 SSC	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.
Laterallus jamaicensis coturniculus California black rail	None/ST G3T1/S2 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.
Nannopterum auritum double-crested cormorant	None/None G5/S4 WL	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.
Pandion haliaetus osprey	None/None G5/S4 WL	Ocean shore, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.
Pelecanus occidentalis californicus California brown pelican	FD/SD G4T3T4/S3	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.
Progne subis purple martin	None/None G5/S3 SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.
Rallus obsoletus obsoletus California Ridgway's rail	FE/SE G3T1/S2 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.
Riparia riparia bank swallow	None/ST G5/S3	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
Setophaga petechia yellow warbler	None/None G5/S3 SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
		willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.
Vireo bellii pusillus least Bell's vireo	FE/SE G5T2/S3	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Mammals		
Ammospermophilus nelsoni Nelson's (=San Joaquin) antelope squirrel	None/ST G2G3/S3	Occurs in Western San Joaquin Valley from 200-1200 feet elevation. Uses dry, sparsely vegetated areas with a variety of soils suitable for digging. Digs burrows or uses kangaroo rat or other small mammal burrows. Needs widely scattered shrubs, forbs, and grasses in broken terrain, often with gullies and washes.
Antrozous pallidus pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
Bassariscus astutus Ringtail	None/None Fully Protected	Found across much of California, typically occurring in low- to mid-elevation areas with riparian corridors, rocky terrain, and mixed forest or shrub habitats; most common near permanent water and rugged foothill environments.
Corynorhinus townsendii Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.
*Dipodomys heermanni goldman*i Salinas kangaroo rat	None/None G4T2T3/S2S3	Open areas in the vicinity of the northen portion of the Salinas Valley, in San Benito, Monterey and and Santa Clara counties. Needs fine, deep, well-drained soil for burrowing.
Dipodomys ingens giant kangaroo rat	FE/SE G1G2/S2	Found in annual grasslands on the western side of the San Joaquin Valley. Occasionally occurs in alkali scrub. Prefers areas with sparse cover, can be found in areas of cattle grazing. Requires level or slightly sloping terrain and friable soils for burrowing.
Dipodomys venustus elephantinus big-eared kangaroo rat	None/None G4T2/S3	Chaparral-covered slopes of the southern part of the Gabilian Range, in the vicinity of the Pinnacles. Forages under shrubs and in the open. Burrows for cover and for nesting.
Dipodomys venustus sanctiluciae Santa Lucia Mountain kangaroo rat	None/None G4T3/S3	Historic range includes the Santa Lucia Mountains along the Big Sur coast, from Carmel Valley in Monterey County to Santa Maria in San Luis Obispo County. Requires loose, sandy soil for burrows.
*Dipodomys venustus venust*us Santa Cruz kangaroo rat	None/None G4T1/S1	Found in silverleaf manzanita mixed chaparral in the Zayante Sandhills ecosystem of the Santa Cruz Mountains. Requires soft, well-drained sand for burrowing.
Erethizon dorsatum North American porcupine	None/None G5/S3	Forested habitats in the Sierra Nevada, Cascade, and Coast ranges, with scattered observations from forested areas in the Transverse Ranges. Wide variety of coniferous and mixed woodland habitat.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Eumetopias jubatus Steller sea lion	FD/None G3/S2	Breeds on Ano Nuevo, San Miguel and Farallon islands, Point St. George, and Sugarloaf. Hauls-out on islands and rocks. Needs haul-out and breeding sites with unrestricted access to water, near aquatic food supply and with no human disturbance.
Eumops perotis californicus western mastiff bat	None/None G4G5T4/S3S4 SSC	Occurs in open, semi-arid to arid habitats, including coniferiferous and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces and caves, and buildings. Roosts typically occur high above ground.
Lasiurus cinereus hoary bat	None/None G3G4/S4	Typically roosts in trees in deciduous and coniferous forests and woodlands but occassionally roosts in rocks crevices. Forages in open areas, typically along riparian corridors or over water. Diet primarily consists of moths.
Lasiurus frantzii western red bat	None/None G4/S3 SSC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.
Microtus californicus halophilus Monterey vole	None/None G5T1/S2	Found in salt marshes and adjacent sand hills in Monterey County. Constructs burrow in soft soil. Feeds on grasses, sedges, and herbs. Forms a network of runways leading from burrow.
Myotis ciliolabrum western small-footed myotis	None/None G5/S3	Occurs in a wide range of arid and semiarid habitats including woodlands, open forests, riparian zones, and desert shrub. Roosts in rock crevices in caves, tunnels, and mines, also found beneath loose bark and in buildings. Forages for insects over water sources.
Myotis evotis long-eared myotis	None/None G5/S3	Found in all brush, woodland, and forest habitats throughout the western United States and Canada. Roosts in a variety of substrates including buildings, snags and hollow trees, loose bark, mines, caves, rock crevices.
Myotis thysanodes fringed myotis	None/None G4/S3	Occurs in a variety of habitats including pinyon-juniper, valley foothill hardwood, and hardwood-coniferous forest. Roosts in caves, abandoned mines, buildings, and snags.
Myotis yumanensis Yuma myotis	None/None G5/S4	Occurs in a variety of lowland and upland habitats including desert scrub, riparian, and woodlands and forests. Distribution is closely tied to bodies of water. Roosts in a variety of areas including caves, cliffs, mines, crevices in live trees, and buildings and other man-made structures.
Neotoma fuscipes annectens San Francisco dusky-footed woodrat	None/None G5T2T3/S2S3 SSC	Typically found in forest habitats with moderate to dense understory. Can occur in chaparral, riparian woodlands, and coniferous forests, particularly redwood. Builds middens out of grasses, leaves, and woody debris. This subspecies is found only in the San Francisco Bay region.
Neotoma macrotis luciana Monterey dusky-footed woodrat	None/None G5T3/S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.
Onychomys torridus tularensis Tulare grasshopper mouse	None/None G5T1T2/S1S2 SSC	Hot, arid valleys and scrub deserts in the southern San Joaquin Valley. Diet almost exclusively composed of arthropods, therefore needs abundant supply of insects.

Scientific Name Common Name	Status Fed/State ESA CDFW	Habitat Requirements
Perognathus inornatus psammophilus Salinas pocket mouse	None/None G3T2?/S1 SSC	Annual grassland and desert shrub communities in the Salinas Valley. Fine-textured, sandy, friable soils. Burrows for cover and nesting.
Puma concolor Mountain lion	None/None State Threatened	Found across California, often in areas where deer are present. Prime habitat includes foothills and mountains.
Reithrodontomys megalotis distichlis Salinas harvest mouse	None/None G5T1/S2	Known only from the Monterey Bay region. Occurs in fresh and brackish water wetlands and probably in the adjacent uplands around the mouth of the Salinas River.
Sorex ornatus salarius Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects and other invertebrates found under logs, rocks and litter.
Sorex vagrans paludivagus Monterey vagrant shrew	None/None G5T1/S2	Moist habitats from Monterey Bay north to San Francisco peninsula. Inhabits riparian, tidal, and freshwater wetlands.
Taxidea taxus American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.
Vulpes macrotis mutica San Joaquin kit fox	FE/ST G4T2/S3	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
FPE = Federal Proposed Endangered
FPT = Federal Proposed Threatened
FD = Federal Delisted
FC = Federal Candidate
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
SCT = State Candidate Threatened
SR = State Rare
SD = State Delisted
SSC = CDFW Species of Special Concern
FP = CDFW Fully Protected
WL = CDFW Watch List

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)
G2 or S2 Imperiled Globally or Subnationally (state)
G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5 Apparently secure, common and abundant
GH or SH Possibly Extirpated – missing; known from only historical occurrences but still some hope of rediscovery

Additional notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)
Q – Questionable taxonomy that may reduce conservation priority
? – Inexact numeric rank

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Appendix E

2050 MTP/SCS Air Quality and GHG Emissions

Appendix E.1

2050 MTP/SCS Air Quality Emissions

AMBAG 2050 MTP/SCS Air Quality Emission Calculations

Scenario	VMT	ROG (tons/day)	NO_X (tons/day)	PM_{10} (tons/day)[1]	$PM_{2.5}$ (tons/day)[1]	Total PM (tons/day)	Fugitive PM_{10} (tons/day)[2]	Fugitive $PM_{2.5}$ (tons/day)[2]	Total Fugitive PM (tons/day)[2]	CO (tons/day)	SOx (tons/day)
2022 AMBAG Baseline On-Road Motor Vehicles	16,011,425	3.98	6.68	0.50	0.20	0.70	0.43	0.13	0.56	31.965	0.073
2050 No Project On-Road Motor Vehicles	18,216,739	~~1.82~~ 1.86	~~2.54~~ 3.35	~~0.48~~ 0.51	~~0.17~~ 0.18	~~0.65~~ 0.69	0.45	0.14	0.59	13.99	0.06
2050 Alternative 2 On-Road Motor Vehicles	18,198,933	~~1.82~~ 1.85	~~2.54~~ 3.36	~~0.48~~ 0.51	~~0.17~~ 0.18	~~0.65~~ 0.69	0.45	0.14	0.59	13.96	0.06
2050 Alternative 3 On-Road Motor Vehicles	18,188,800	~~1.81~~ 1.85	~~2.54~~ 3.36	~~0.48~~ 0.51	~~0.17~~ 0.18	~~0.65~~ 0.69	0.45	0.14	0.59	13.96	0.06
On-Road Motor Vehicles	18,203,962	~~1.82~~ 1.85	~~2.54~~ 3.36	~~0.48~~ 0.51	~~0.17~~ 0.18	~~0.65~~ 0.69	0.45	0.14	0.59	13.97	0.06
Project vs Alternative 2	5,029	~~0.000~~ 0.001	~~0.000~~ 0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.004	0.000
	0.03%	~~0.02%~~ 0.03%	0.02% 0.03%	~~0.04%~~ -0.01%	~~0.05%~~ 0.01%	~~0.04%~~ -0.00%	0.04%	0.04%	0.04%	0.03%	0.02%
Project vs Alternative 3	15,162	~~0.001~~ 0.002	~~0.000~~ 0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.000
	0.08%	~~-0.02%~~ 0.08%	~~0.06%~~ 0.07%	~~0.07%~~ 0.02%	~~0.07%~~ 0.03%	~~0.07%~~ 0.03%	0.07%	0.07%	0.07%	0.07%	0.07%
Difference (2050 MTP/SCS - No Project)	-12,777	~~-0.002~~ -0.001	~~0.000~~ 0.008	-0.001	0.000	-0.001	-0.001	0.000	-0.001	-0.026	0.000
	-0.07%	~~-0.08%~~ 0.07%	~~0.11%~~ 0.23%	~~-0.18%~~ -0.20%	~~-0.14%~~ -0.15%	~~-0.17%~~ -0.19%	-0.20%	-0.23%	-0.21%	-0.18%	0.02%
Difference (2050 MTP/SCS - Baseline)	2,192,537	~~-2.17~~ -2.13	~~-4.14~~ 3.32	~~-0.02~~ 0.01	~~-0.03~~ -0.02	~~-0.05~~ -0.01	0.02	0.00	0.02	-18.00	-0.02
% Change	14%	~~-54%~~ -53%	~~-62%~~ -50%	~~4%~~ 2%	~~-17%~~ -10%	~~-8%~~ -1%	5%	3%	4%	-56%	-24%

Notes

Annual emissions - Total

1) Includes tire and break wear in the total PM

2) Includes only tire and break wear

Scenario	Exhaust Diesel PM2.5 (tons/day)	Exhaust Diesel PM10 (tons/day)1	Exhaust Diesel NOX (tons/day)	Exhaust Diesel SOX (tons/day)	Exhuast Diesel CO (tons/day)
2022 AMBAG Baseline On-Road Motor Vehicles	0.08	0.04	3.54	0.02	0.77
2050 No Project On-Road Motor Vehicles	0.06	0.02	1.71	0.01	0.65
2050 MTP/SCS On-Road Motor Vehicles	0.06	0.02	1.71	0.01	0.65
% Change	-28%	-48%	-52%	-18%	-15%

Notes

Diesel annual emissions -Total Exhaust Emissions

Appendix E.2

2050 MTP/SCS Greenhouse Gas Emissions - On Road Transportation Sources

AMBAG 2050 MTP/SCS GHG Emission Scenarios

Description	2022 Modeled	2035 Project	2045 Project (AB 1279)	2050 No Project	2050 Alternative 2	2050 Alternative 3	2050 Project	*Interpolated 2030 Project VMT (SB 32)
VMT (VMT per Day)	16,011,425	17,187,360	17,983,344	18,216,739	18,198,933	18,188,800	18,203,962	16,735,077
VMT (VMT per Year, assuming 365 days)	5,844,170,162	6,273,386,247	6,563,920,617	6,649,109,884	6,642,610,373	6,638,911,823	6,644,446,111	6,108,303,137
GHG Emissions (CO_2) from AMBAG EMFAC Modeling (CO_2) (tons per day)	7,387	~~5,914~~ 6,124	~~5,618~~ 6,066	~~5,623~~ 6,138	~~5,623~~ 6,140	~~5,621~~ 6,138	~~5,625~~ 6,142	6,418
CO_2 Emissions from full fleet from AMBAG EMFAC Modeling (tons per year, assuming 365)	2,696,318	~~2,158,701~~ 2,235,151	~~2,050,414~~ 2,214,043	~~2,052,534~~ 2,240,179	~~2,052,518~~ 2,241,111	~~2,051,634~~ 2,240,236	~~2,053,015~~ 2,241,679	2,342,465
CO_2 Emissions from full fleet from AMBAG EMFAC Modeling (metric tons per year, assuming 365)	2,446,060	~~1,958,341~~ 2,027,695	~~1,860,105~~ 2,008,547	~~1,862,028~~ 2,032,256	~~1,862,014~~ 2,033,102	~~1,861,212~~ 2,032,308	~~1,862,465~~ 2,033,617	2,125,049
~~CH_4 using emission factors (tons per year)~~	~~62~~	~~15~~	~~5~~	~~4~~	~~4~~	~~4~~	~~4~~	~~26~~
~~CH_4 (metric tons per year)~~	~~57~~	~~14~~	~~5~~	~~4~~	~~4~~	~~4~~	~~4~~	~~23~~
~~CH_4 converted into CO_2e, using AR5 GWP, 28 (metric tons per year)~~	~~1,585~~	~~391~~	~~130~~	~~110~~	~~110~~	~~110~~	~~110~~	~~650~~
~~N_2O using emission factors (tons per year)~~	~~153~~	~~74~~	~~72~~	~~75~~	~~75~~	~~75~~	~~75~~	~~81~~
~~N_2O (metric tons per year)~~	~~139~~	~~67~~	~~65~~	~~68~~	~~68~~	~~68~~	~~68~~	~~73~~
~~N_2O converted into CO_2e, using AR5 GWP, 265 (metric tons per year)~~	~~36,873~~	~~17,699~~	~~17,263~~	~~17,970~~	~~17,952~~	~~17,942~~	~~17,957~~	~~19,441~~
~~On-road Transportation (metric tons of CO_2e)~~	~~2,484,518~~	~~1,976,431~~	~~1,877,498~~	~~1,880,108~~	~~1,880,076~~	~~1,879,264~~	~~1,880,532~~	~~2,145,140~~
On-road Transportation (metric tons of CO_2e)	2,494,981	2,068,249	2,048,718	2,072,901	2,073,764	2,072,955	2,074,290	2,167,550
Land Use Inventory Sectors (metric tons of CO_2e)	2,469,316	2,237,116	2,289,074	2,316,187	2,316,187	2,316,187	2,316,187	2,282,157
Population	**766,170**	**794,720**	**809,027**	**813,708**	**813,708**	**813,708**	**813,708**	**784,684**
~~TOTAL On-Road + Land Use (MT per year, assuming 365)~~	**~~4,953,833~~**	**~~4,213,547~~**	**~~4,166,572~~**	**~~4,196,295~~**	**~~4,196,263~~**	**~~4,195,452~~**	**~~4,196,719~~**	**~~4,427,297~~**
TOTAL On-Road + Land Use (MT per year, assuming 365)	**4,964,296**	**4,305,365**	**4,337,792**	**4,389,089**	**4,389,951**	**4,389,142**	**4,390,477**	**4,449,707**
Per Capita Daily VMT	**20.9**	**21.6**	**22.2**	**22.4**	**22.4**	**22.4**	**22.4**	**21.3**
~~Per Capita GHG Emissions (MT CO2/population/year)~~	**~~6.466~~**	**~~5.302~~**	**~~5.150~~**	**~~5.157~~**	**~~5.157~~**	**~~5.156~~**	**~~5.158~~**	**~~5.642~~**
Per Capita GHG Emissions (MT CO2/population/year)	**6.479**	**5.417**	**5.362**	**5.394**	**5.395**	**5.394**	**5.396**	**5.671**
~~Difference (2050 MTP/SCS - "2022" Baseline) Metric Tons/Year~~	~~-~~	~~-740,286~~	~~-787,261~~	~~-757,538~~	~~-757,570~~	~~-758,381~~	~~-757,114~~	~~-526,536~~
~~*Percent Change*~~	~~-~~	~~*-14.9%*~~	~~*-15.9%*~~	~~*-15.3%*~~	~~*-15.3%*~~	~~*-15.3%*~~	~~*-15.3%*~~	~~*-10.6%*~~
Difference (2050 MTP/SCS - "2022" Baseline) Metric Tons/Year	-	-658,931	-626,504	-575,208	-	-	-573,819	-514,590
Percent Change	-	*-13.3%*	*-12.6%*	*-11.6%*	-	-	*-11.6%*	*-10.4%*
~~Difference (2050 MTP/SCS - "2022" Baseline) Per Capita Per Year~~	~~-~~	~~-~~	~~-1.32~~	~~-1.309~~	~~-~~	~~-~~	~~-1.308~~	~~-~~
~~*Percent Change*~~	~~-~~	~~-~~	~~*-20.35%*~~	~~*-20.24%*~~	~~-~~	~~-~~	~~*-20.23%*~~	~~-~~
Difference (2050 MTP/SCS - "2022" Baseline) Per Capita Per Year	-	-	-1.12	-1.085	-	-	-1.084	-
Percent Change	-	-	*-17.25%*	*-16.75%*	-	-	*-16.73%*	-

Notes:

*VMT was linearly interpolated. ~~and GHG emissions were calculated using emission factors. CO_2 Emissions are not from the provided AMBAG EMFAC modeling~~

~~GHG Emissions Factor Calculation~~

~~Year~~	~~CO2 (tons/mile)~~	~~CH4 (tons/mile)~~	~~N2O (tons/mile)~~
~~2022~~	~~0.000468374~~	~~1.06759E-08~~	~~2.62452E-08~~
~~2030~~	~~0.000383489~~	~~4.18761E-09~~	~~1.32391E-08~~
~~2035~~	~~0.000345076~~	~~2.45552E-09~~	~~1.17353E-08~~
~~2045~~	~~0.000312201~~	~~7.79098E-10~~	~~1.09401E-08~~
~~2050~~	~~0.000308474~~	~~6.52178E-10~~	~~1.1242E-08~~

Appendix F

Assembly Bill 52 Consultation

January 31, 2024

Ed Ketchum
Vice Chairperson
Amah Mutsun Tribal Band
aerieways@aol.com

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Vice Chair Ketchum:

AMBAG will be undertaking preparation of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and will serve as the 2050 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment

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2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties

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Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, AMBAG is soliciting your views on the scope and contents of the 2050 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2050 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

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

The 2050 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz, and Monterey counties through the year 2050. The 2050 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs through 2050 and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each county to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The RTPs address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

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

region covered by one of the state's metropolitan planning organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft EIR, **all written comments on the Notice of Preparation (NOP) must be received within the required public review and comment period, which begins Friday, January 26, 2024, and ends Friday, March 1, 2024 at 5:00 PM (PST)**. Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940**, or e-mail comments to hadamson@ambag.org no later than 5:00 p.m. (PST) on Friday, March 1, 2024.

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

AMBAG will host two virtual EIR scoping meetings/public workshops, each providing the same information. The purpose of the meetings is to inform the public of the 2050 MTP/SCS EIR and solicit input on the scope and content of the environmental analysis and alternatives. The date, time, and login information for the virtual meetings are as follows:

- **Wednesday, February 21, 2024 from 12:00 – 1:30 p.m.**
  https://us06web.zoom.us/webinar/register/WN_zBizO6gxS5WJztQlNUQb7Q
  Webinar ID: 890 1881 8507

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

Project Location

The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2050 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2050 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2050 MTP/SCS also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MPO) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2050 MTP/SCS for the region. The 2050 MTP/SCS EIR will analyze the plan’s impacts on the physical environment, identify measures to avoid or mitigate significant environmental effects, and a reasonable range of alternatives that would avoid or substantially lessen any significant impacts. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

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

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

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2050. The RTPs address all forms of transportation and include the priorities and actions embodied in the plans prepared by each of the county’s cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission to describe the transportation issues and needs facing each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list

of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from our transportation partners, local jurisdictions, stakeholders, and members of the public will develop SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario to become the project description for purposes of the EIR. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail, as well as alternatives.

The 2050 MTP/SCS EIR has the potential to affect the following resource topics, which will be addressed in the EIR:

- Aesthetics and Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Cultural Resources
- Energy
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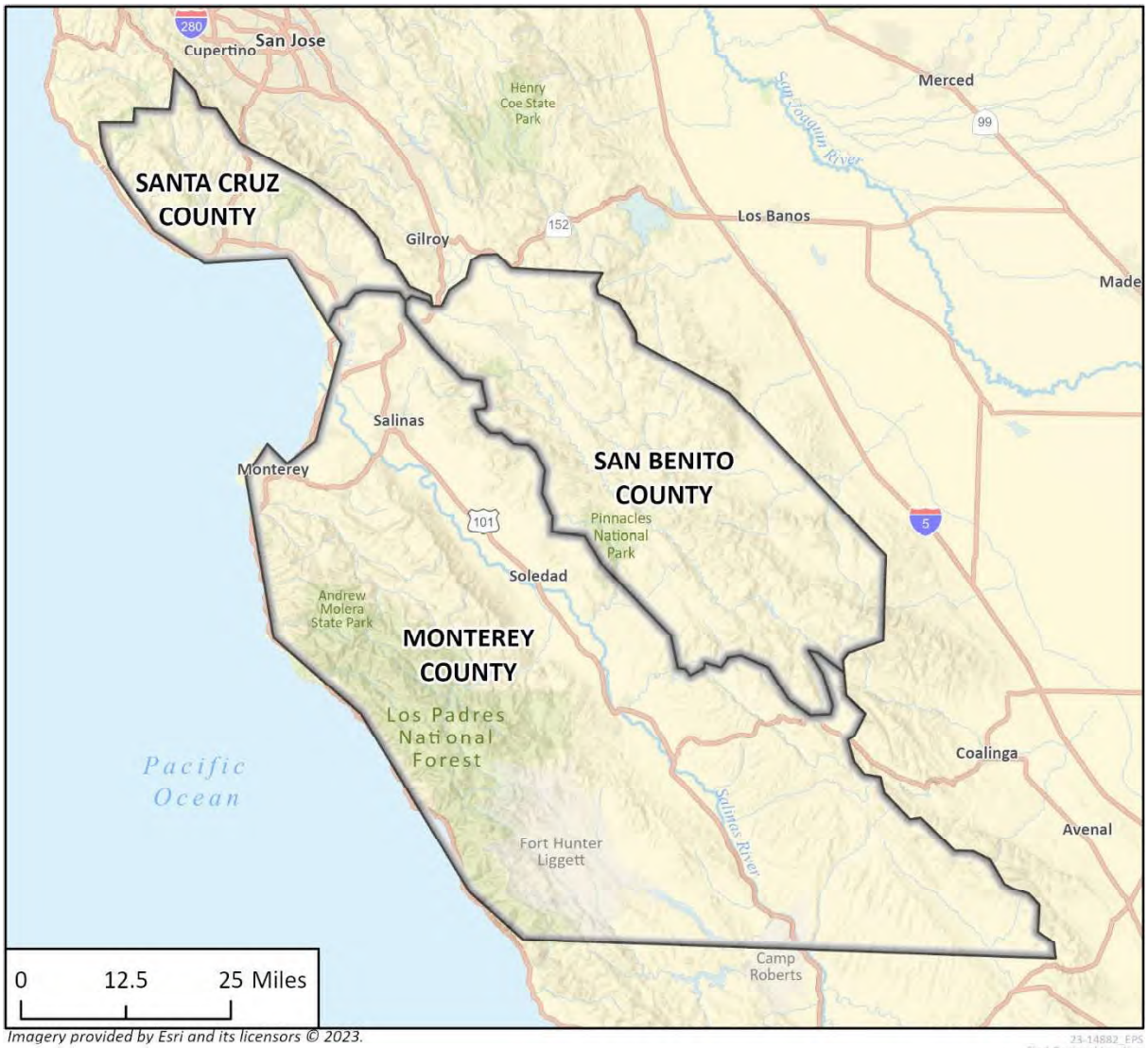
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

Project Location Figure



January 31, 2024

Valentin Lopez
Chairperson
Amah Mutsun Tribal Band
P.O. Box 5272
Galt, CA, 95632

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P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

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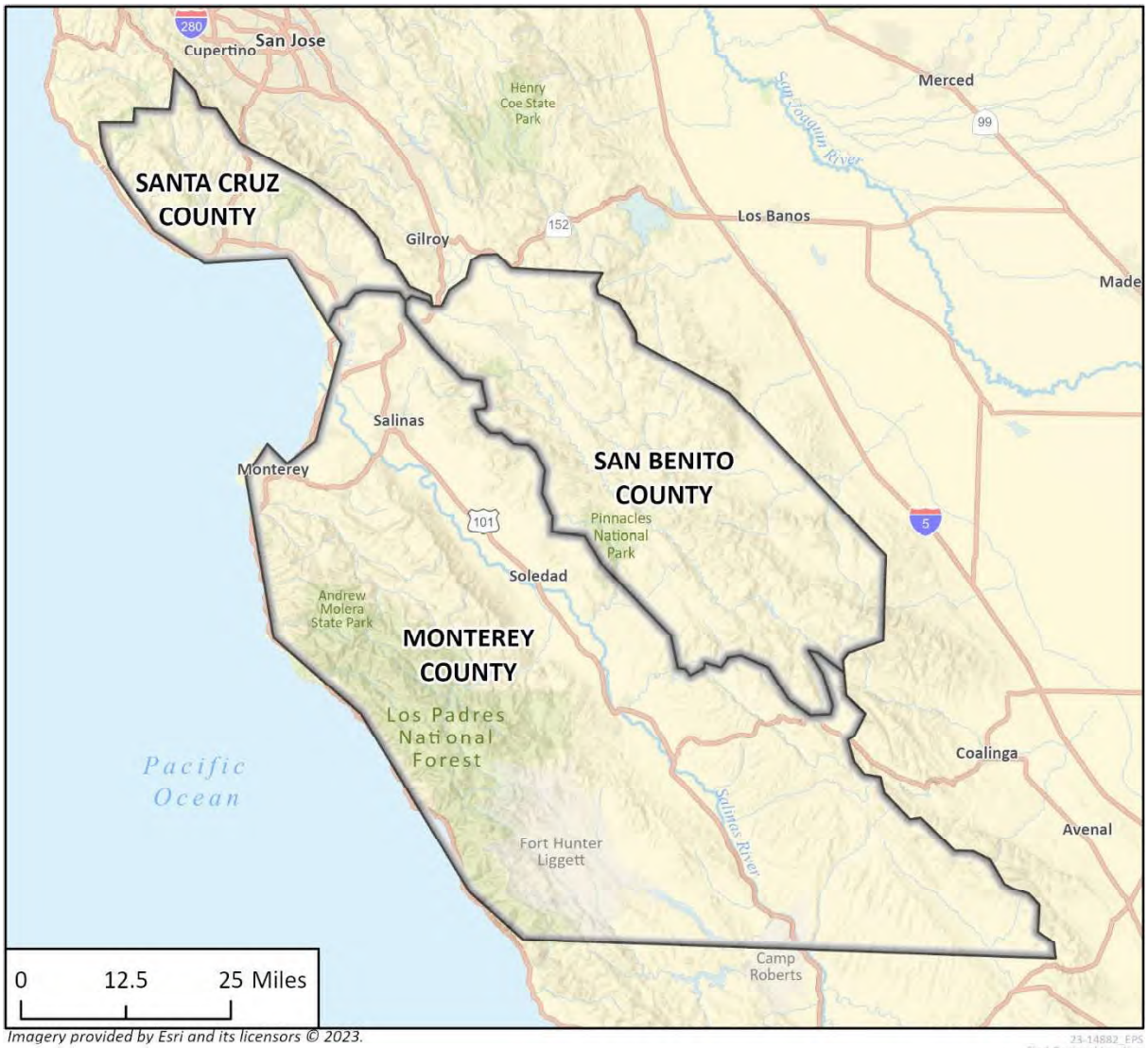

January 31, 2024

Irene Zwierlein
Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
3030 Soda Bay Road
Lakeport, CA, 95453

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Zwierlein:

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Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

Notice of Preparation for an Environmental Impact Report

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The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

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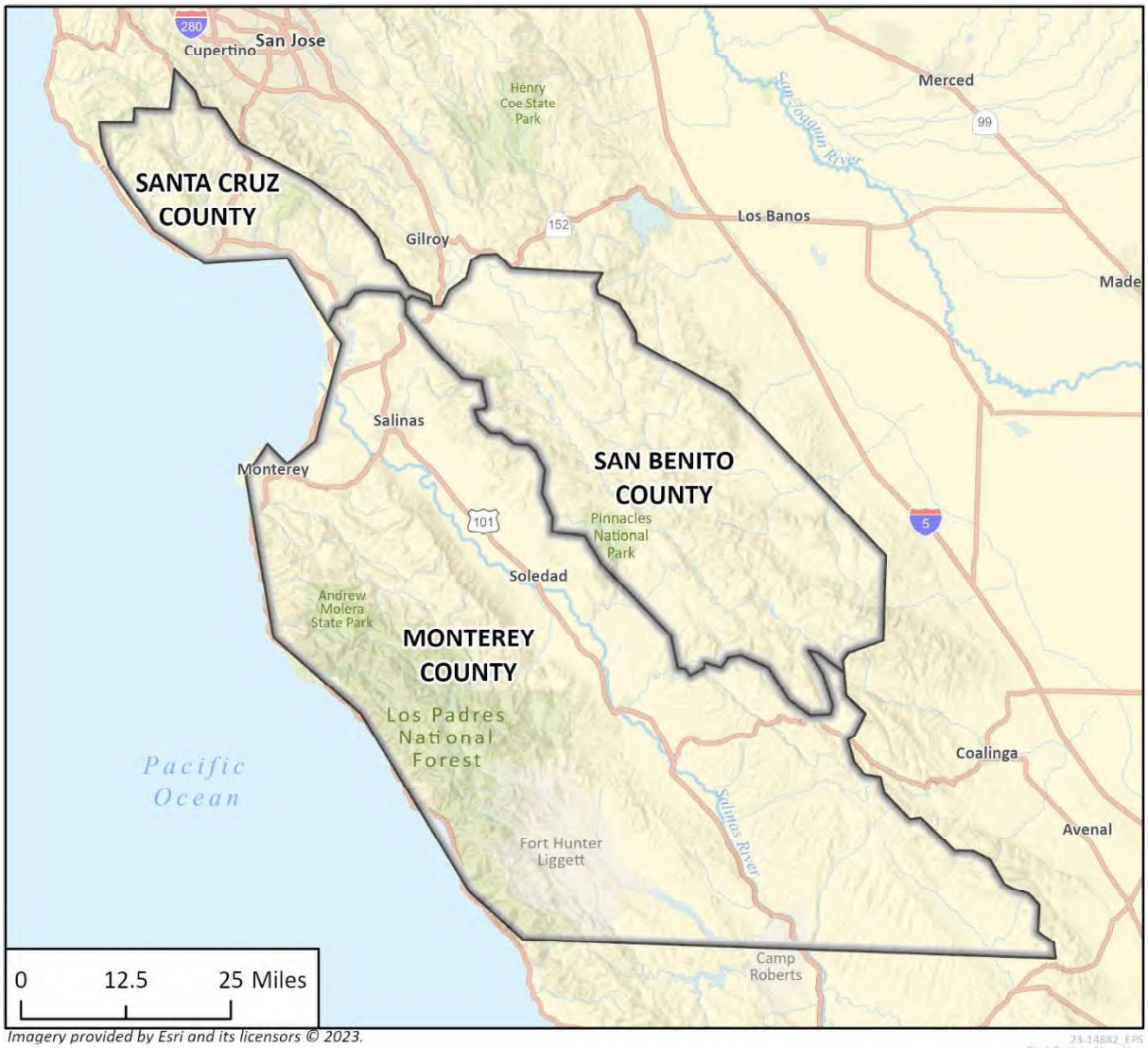

January 31, 2024

Patrick Orozco
Chairman
Costanoan Ohlone Rumsen-Mutsen Tribe
644 Peartree Drive
Watsonville, CA, 95076

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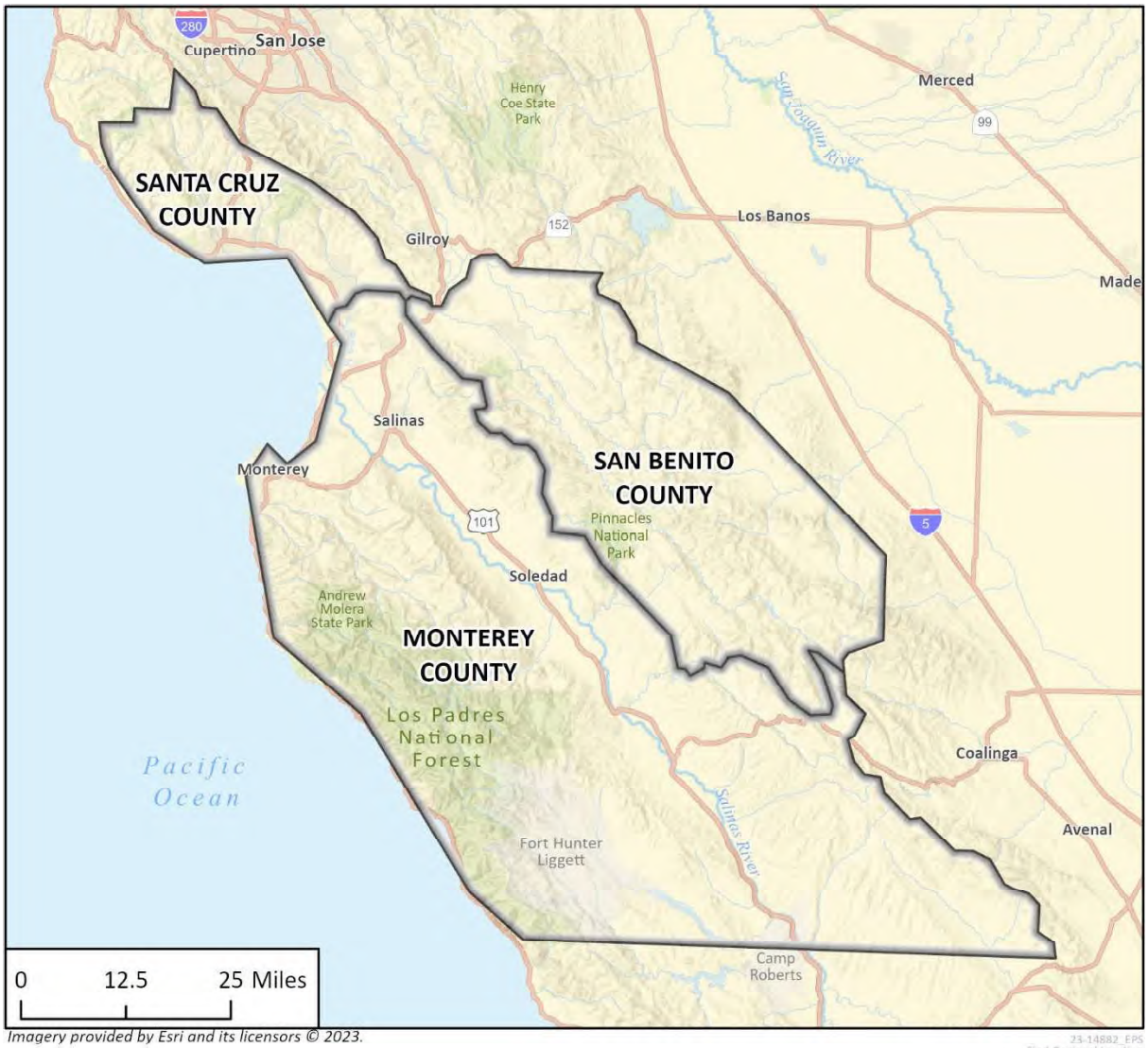

January 31, 2024

Carla Munoz
Tribal Council
Costanoan Rumsen Carmel Tribe
604 W Fernleaf Ave
Pomona, CA, 91766

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

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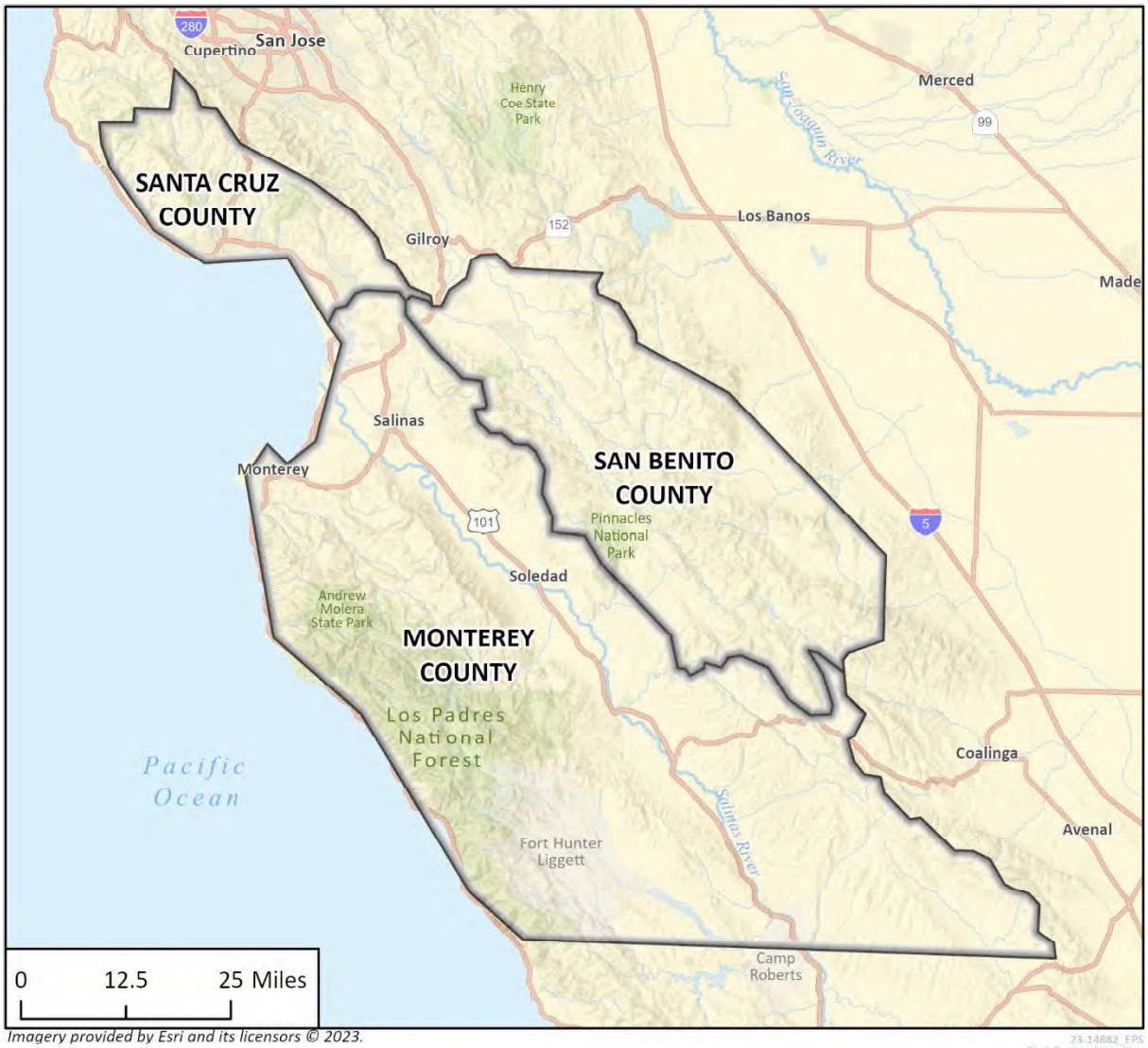

January 31, 2024

Desiree Munoz
Tribal Liaison
Costanoan Rumsen Carmel Tribe
ohlonesisters@gmail.com

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Ms. Munoz:

AMBAG will be undertaking preparation of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and will serve as the 2050 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment

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2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties

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Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, AMBAG is soliciting your views on the scope and contents of the 2050 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2050 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

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

The 2050 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz, and Monterey counties through the year 2050. The 2050 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs through 2050 and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each county to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The RTPs address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

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

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To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft EIR, **all written comments on the Notice of Preparation (NOP) must be received within the required public review and comment period, which begins Friday, January 26, 2024, and ends Friday, March 1, 2024 at 5:00 PM (PST)**. Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940**, or e-mail comments to hadamson@ambag.org no later than 5:00 p.m. (PST) on Friday, March 1, 2024.

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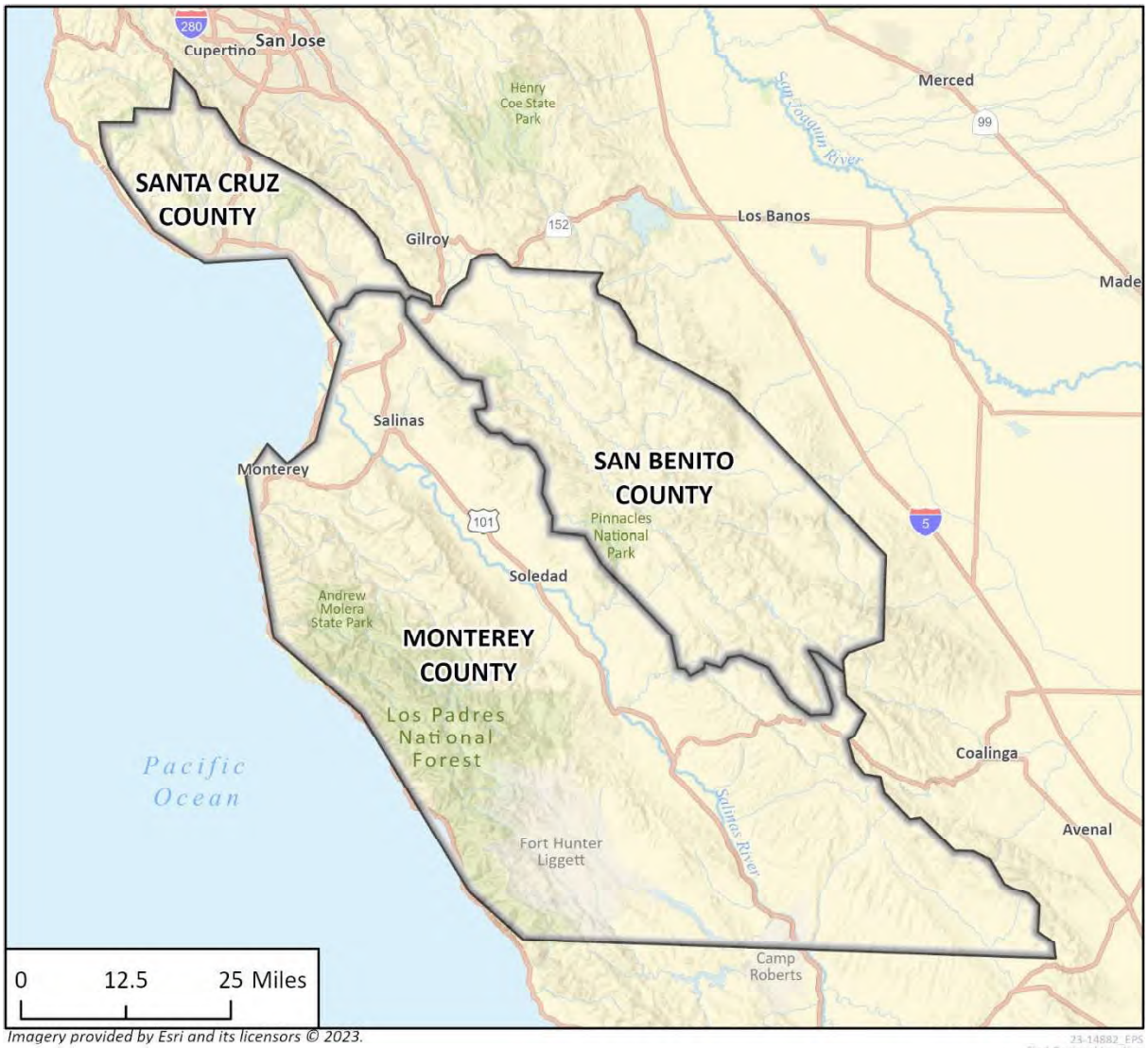

January 31, 2024

Lorraine Escobar
Tribal Genealogist
Esselen Tribe of Monterey County
701 17th Street, Apt. 217
Modesto, CA, 95354

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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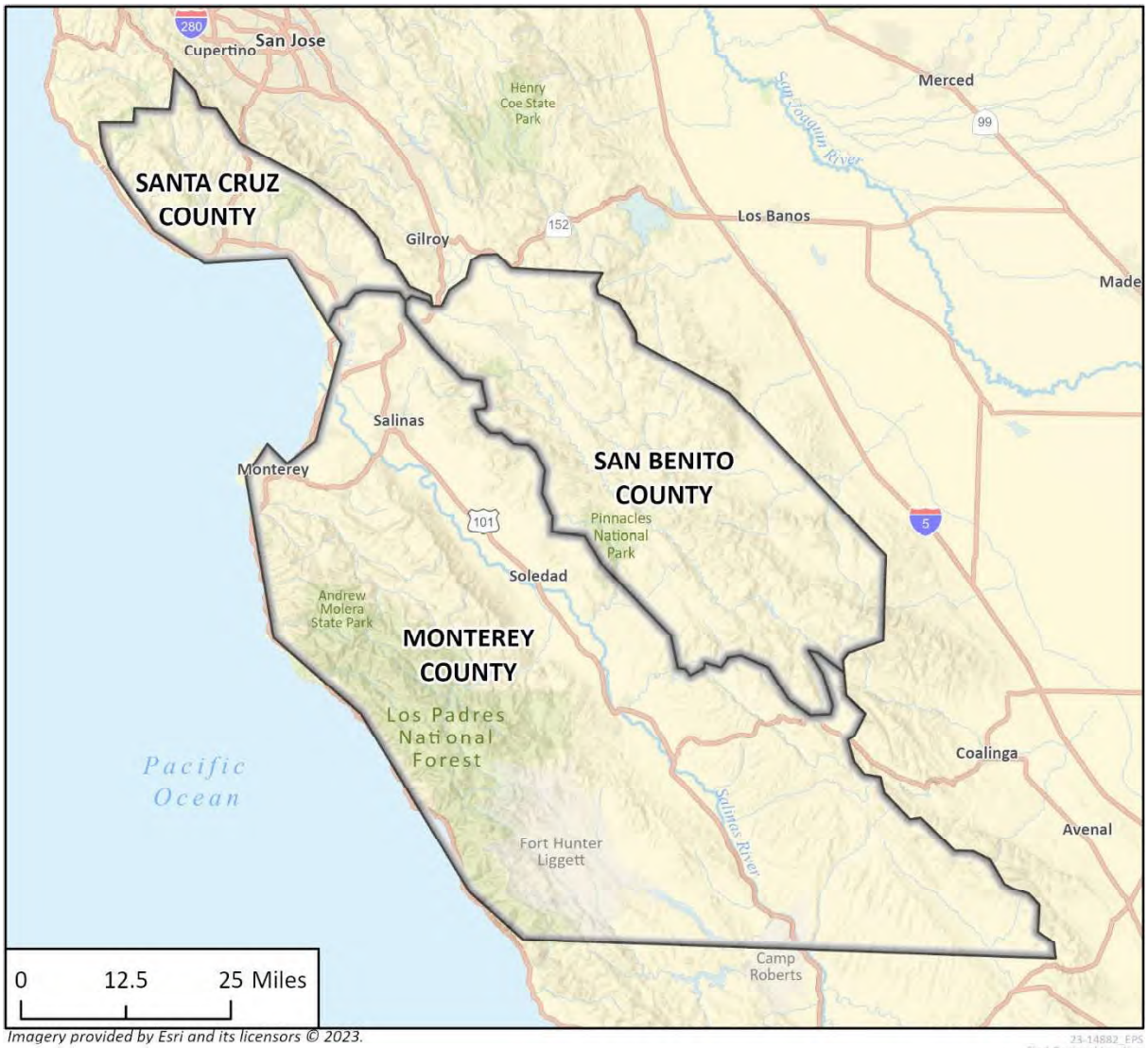

January 31, 2024

Cari Herthel, Tribal Vice Chair
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA, 93924

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

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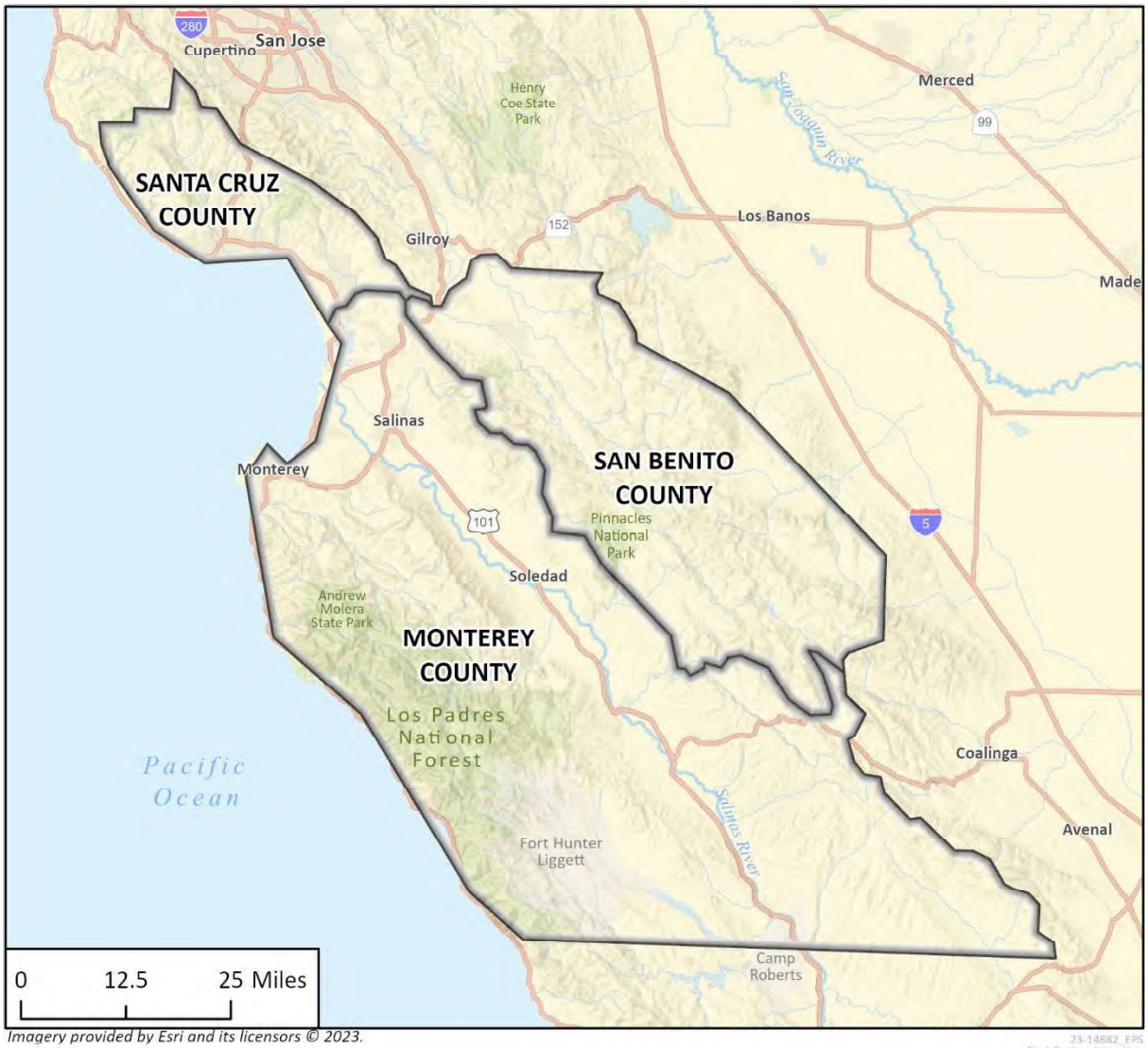

January 31, 2024

Jana Nason, Tribal Administrator
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA, 93924

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Ms. Nason:

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Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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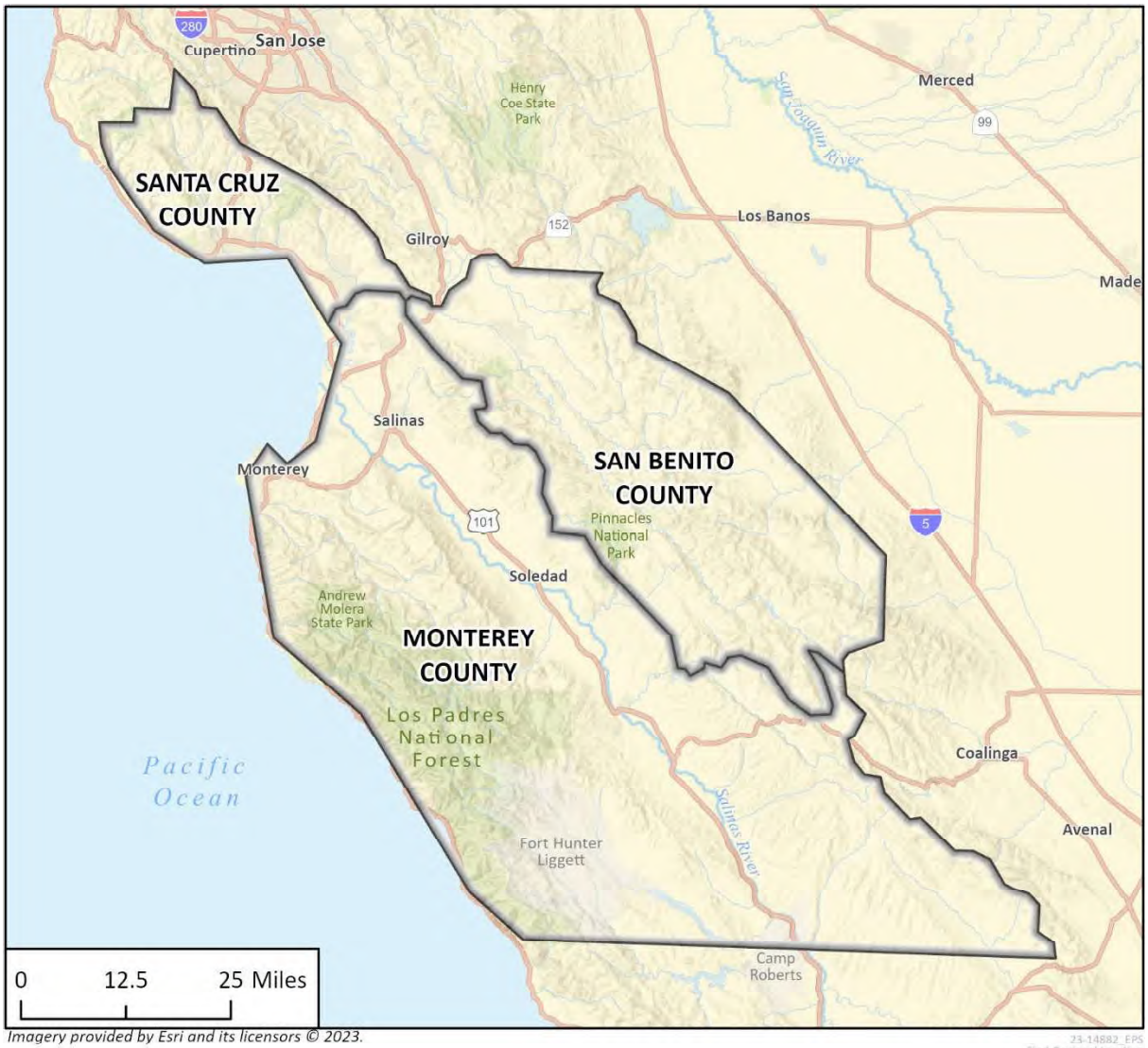

January 31, 2024

Susan Morley
Cultural Committee Chairperson
Esselen Tribe of Monterey County
3059 Bostick Avenue
Marina, CA, 93933

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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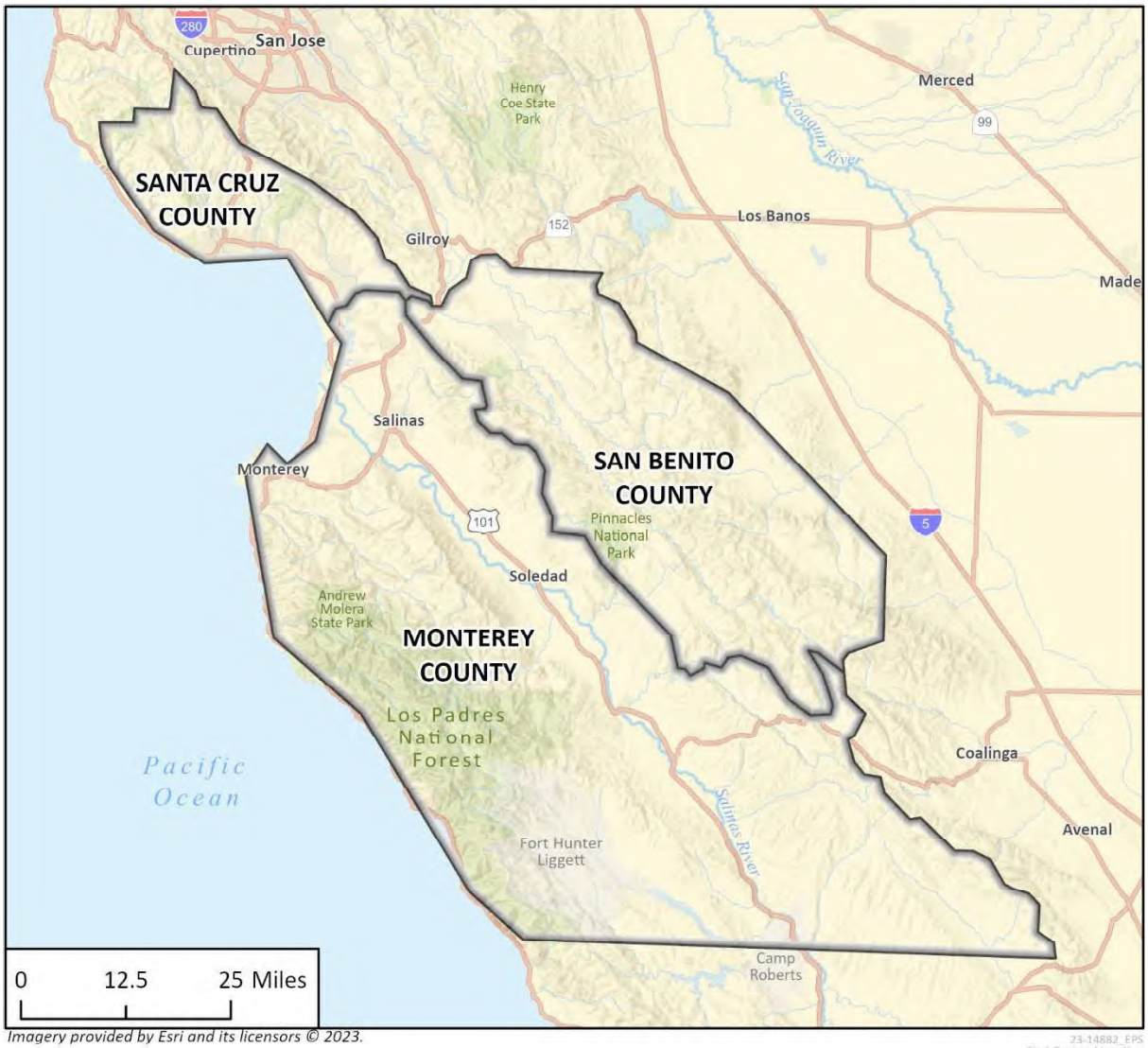

February 1, 2024

Tom Little Bear Nason, Chairman
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA, 93924

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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Very Respectfully,

Heather Adamson
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The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

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As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

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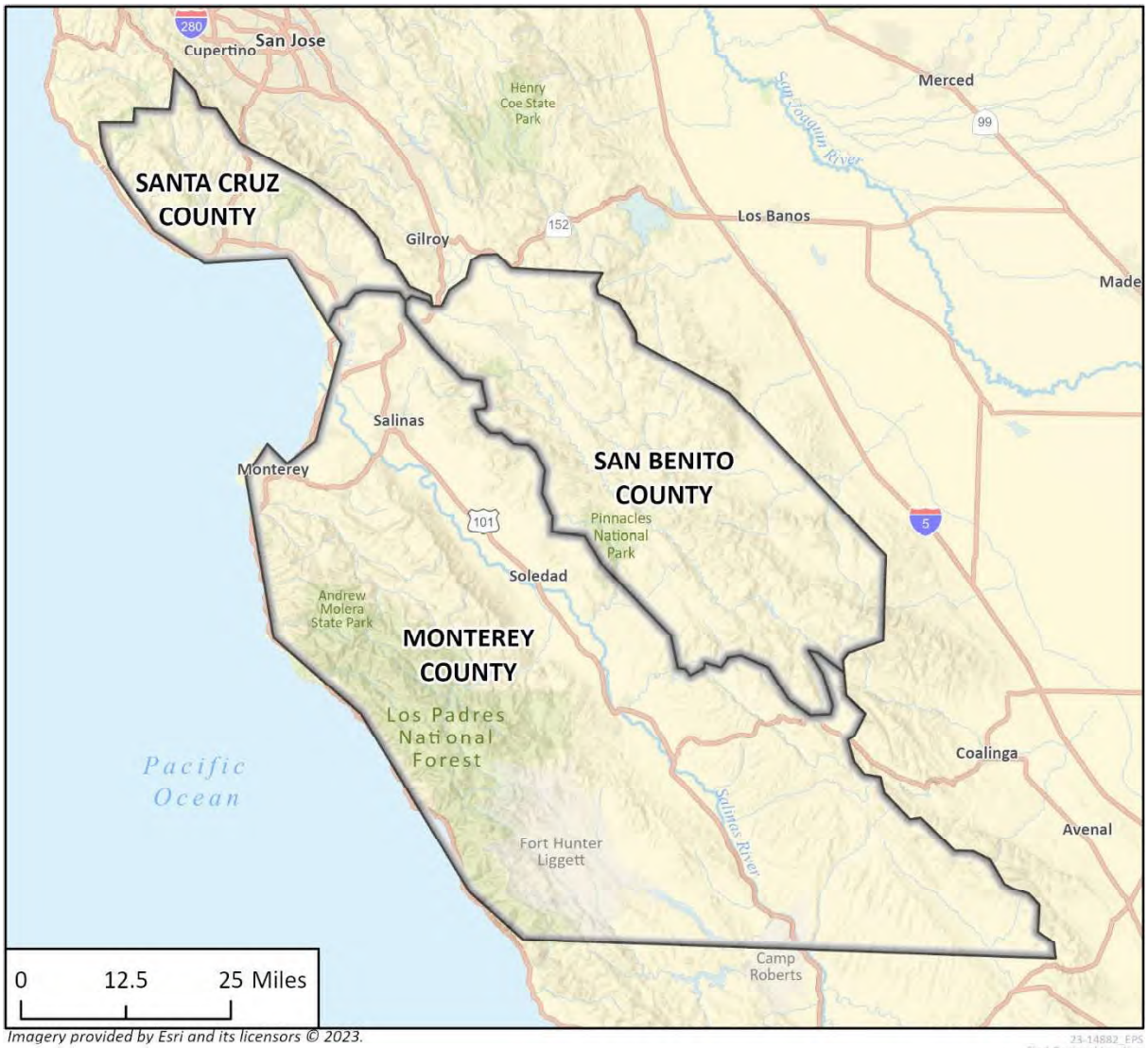

February 1, 2024

Kanyon Sayers-Roods
MLD Contact
Indian Canyon Mutsun Band of Costanoan
1615 Pearson Court
San Jose, CA, 95122

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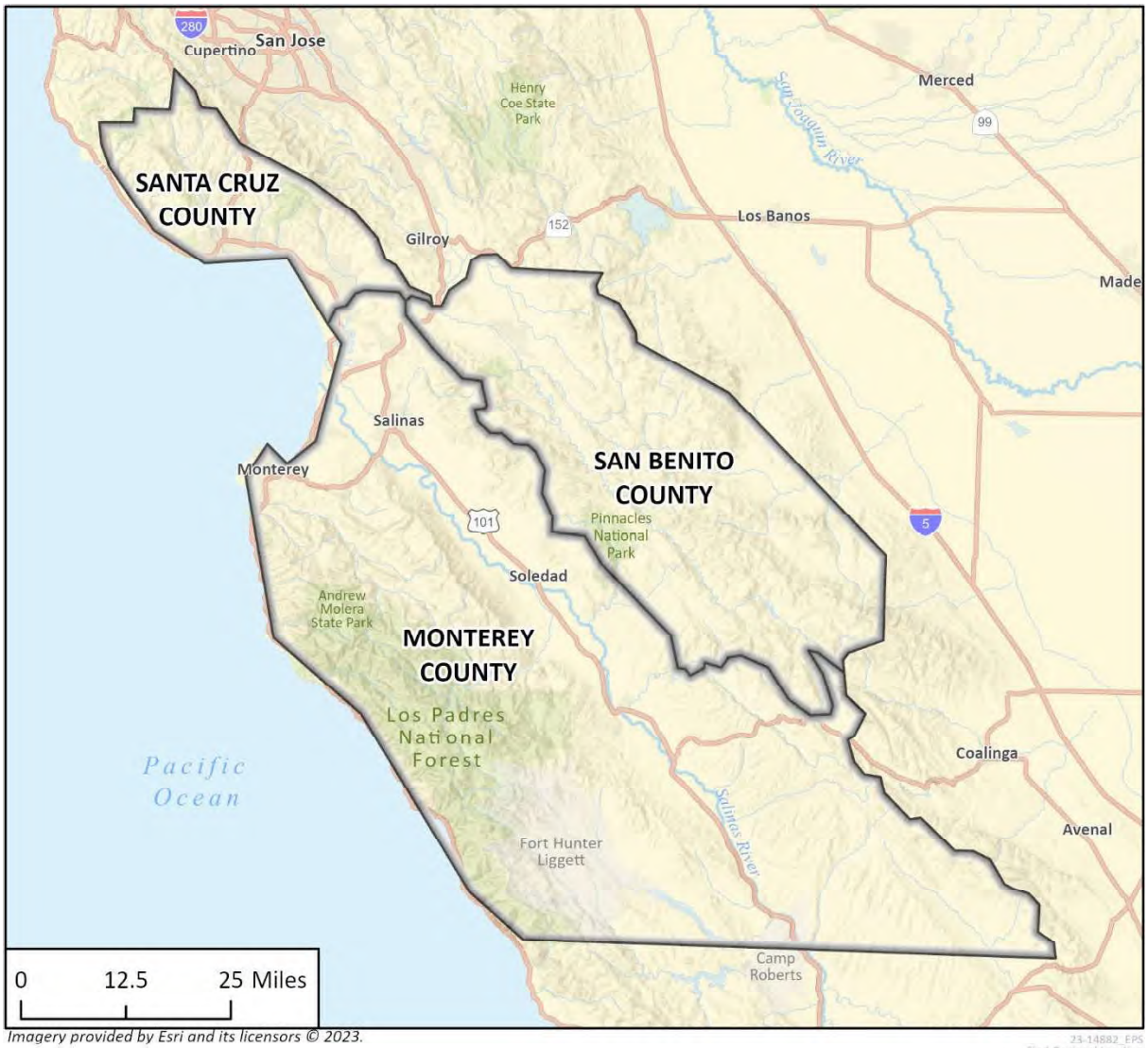

February 1, 2024

Ann Marie Sayers
Chairperson
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA, 95024

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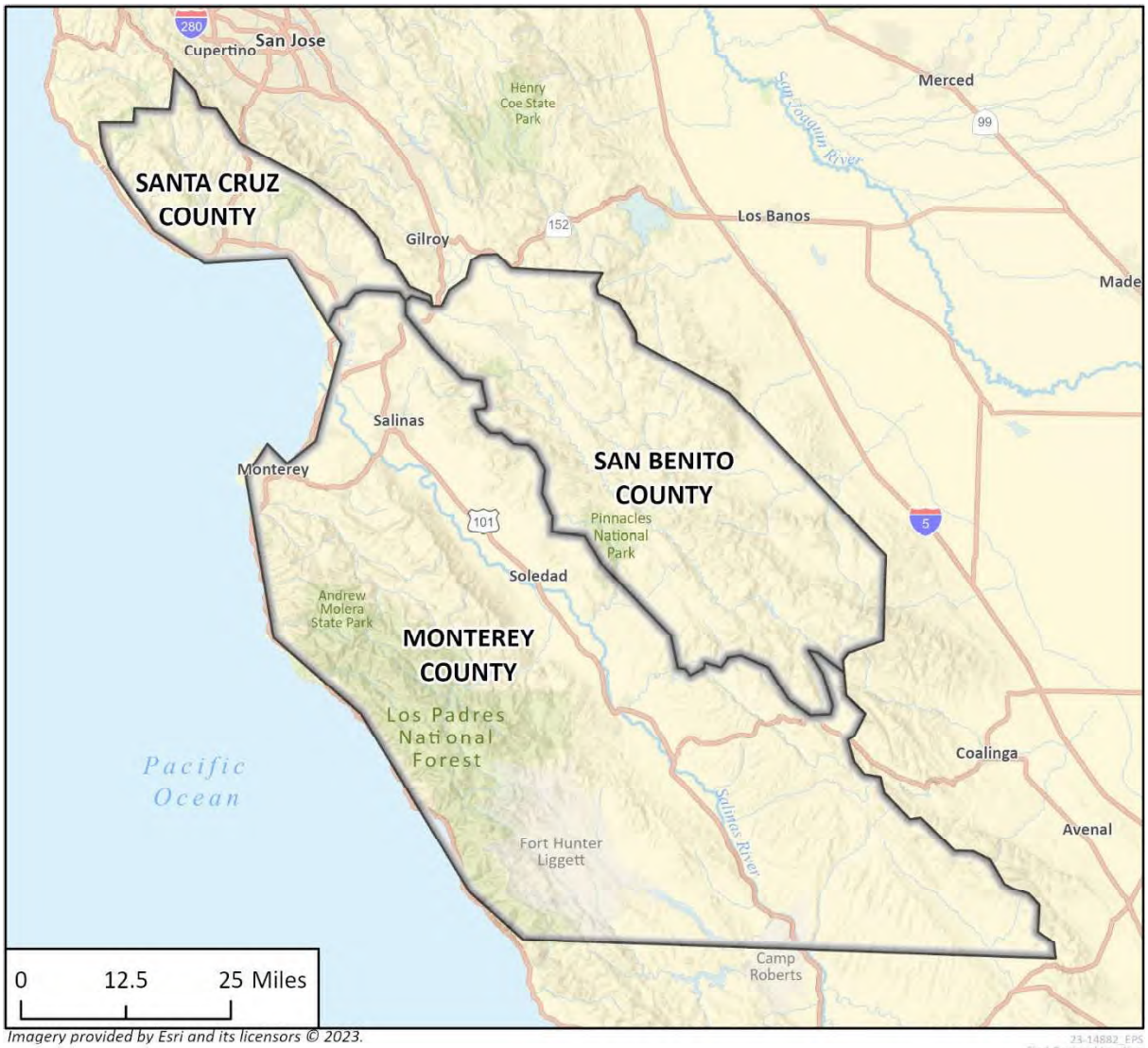

February 1, 2024

Isaac Bojorquez, Chairman
KaKoon Ta Ruk Band of Ohlone-Costanoan Indians
of the Big Sur Rancheria
P.O. Box 8355
Woodland, CA, 95776

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Bojorquez:

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Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

Notice of Preparation for an Environmental Impact Report

2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties

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

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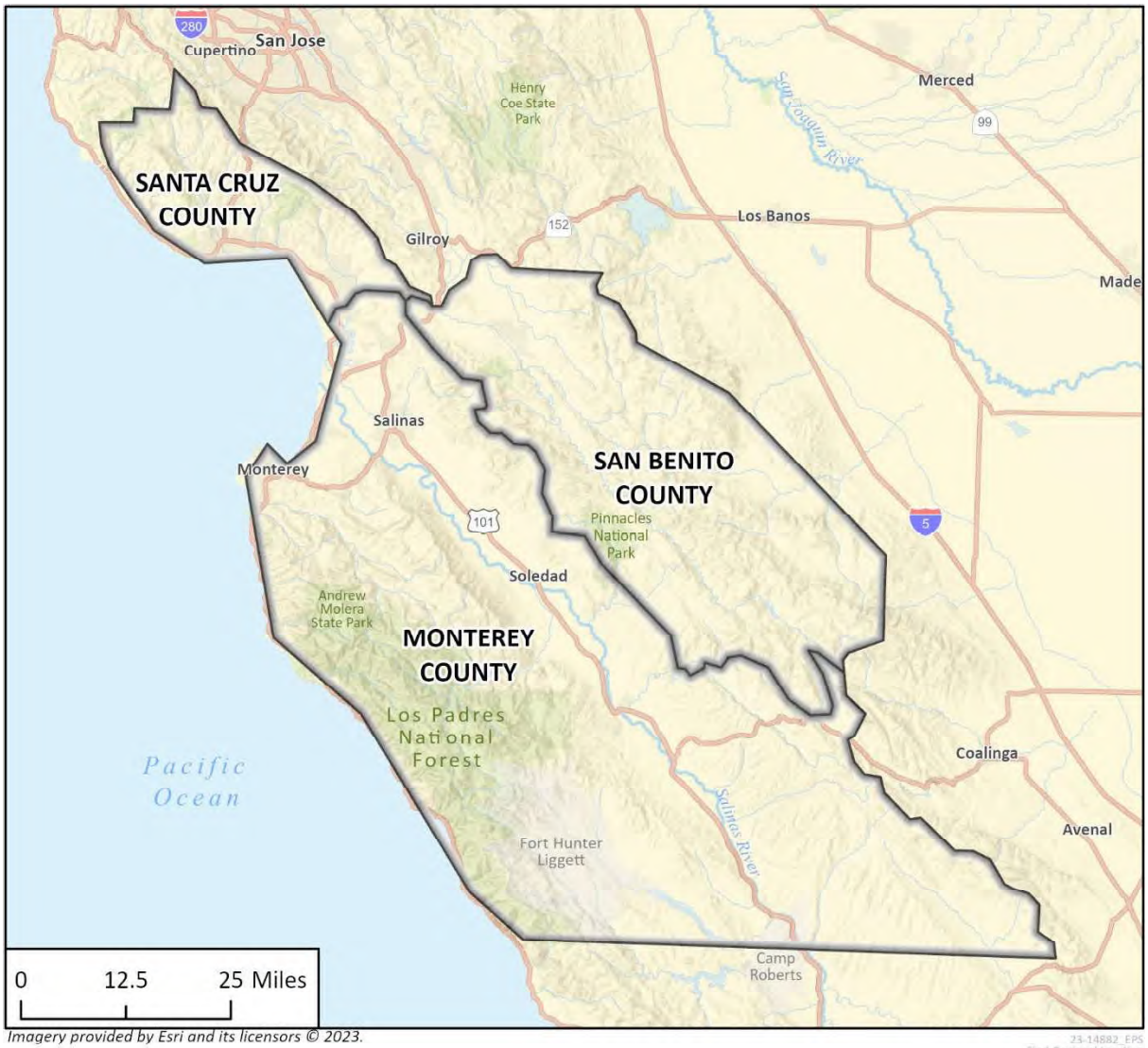

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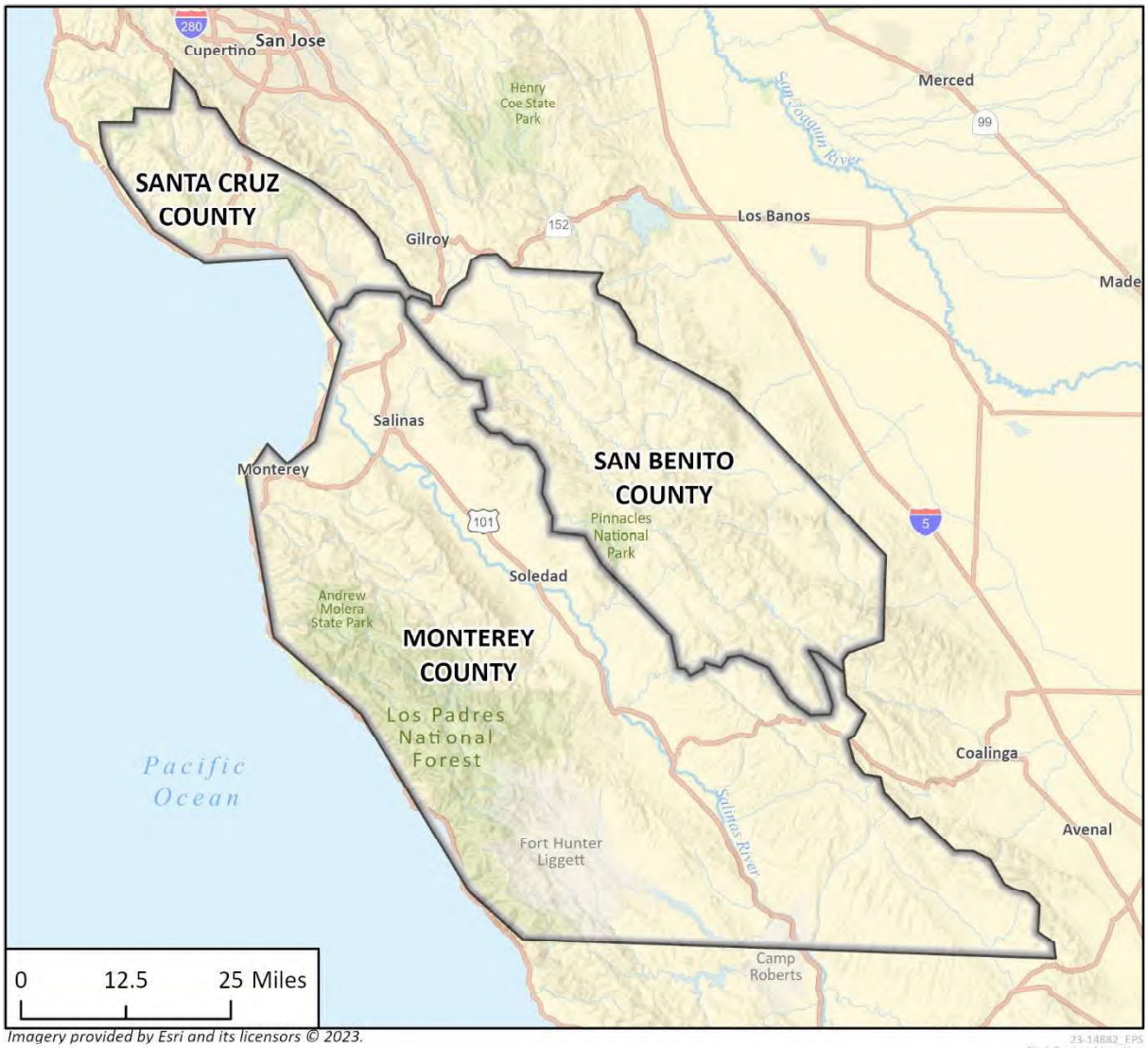

February 1, 2024

Monica Arellano, Vice Chairwoman
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

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The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

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As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

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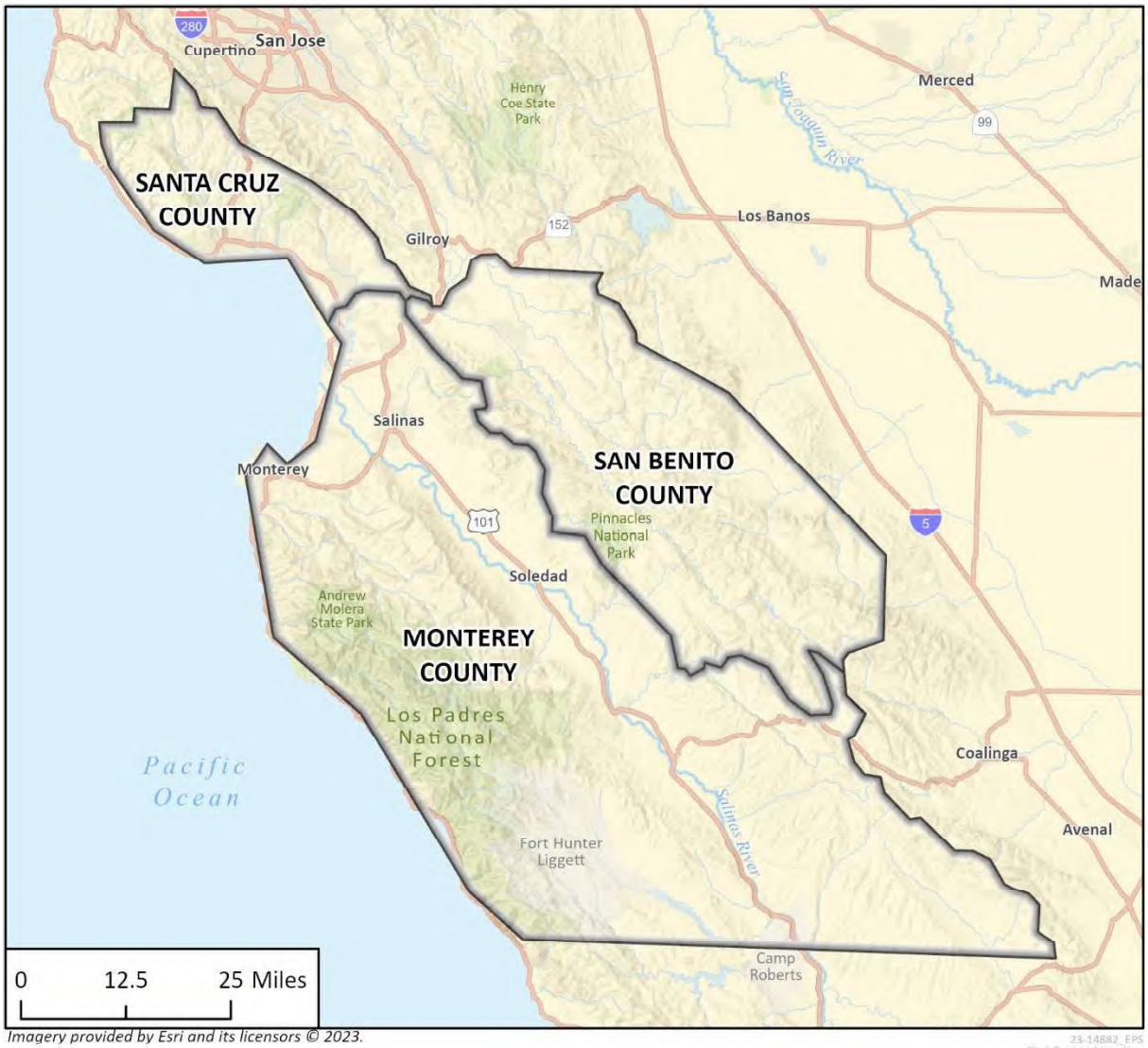

February 1, 2024

Charlene Nijmeh, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Nijmeh:

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Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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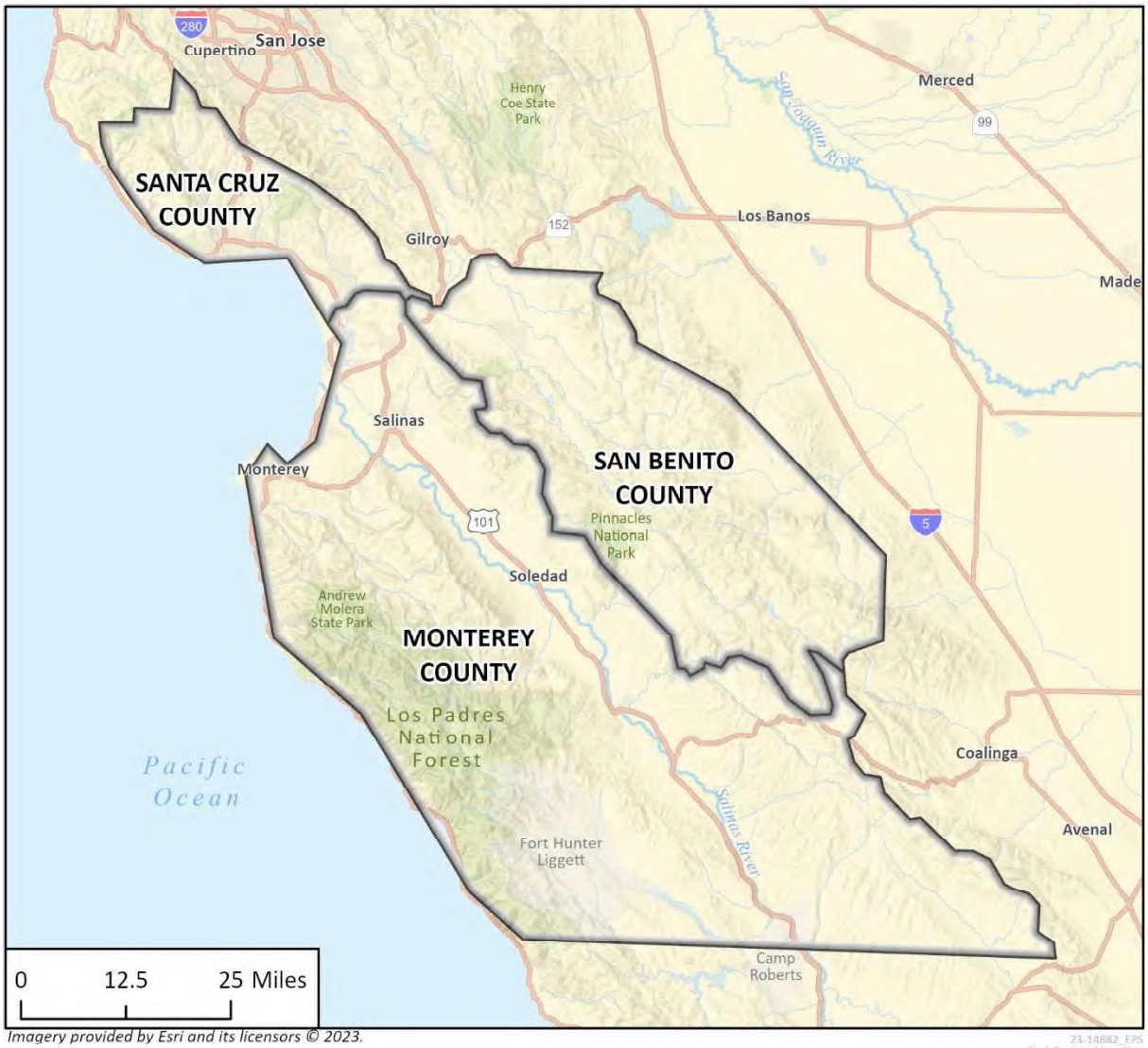

February 1, 2024

Timothy Perez
Tribal Compliance Officer
Northern Valley Yokut/Ohlone Tribe
P.O. Box 717
Linden, CA, 95236

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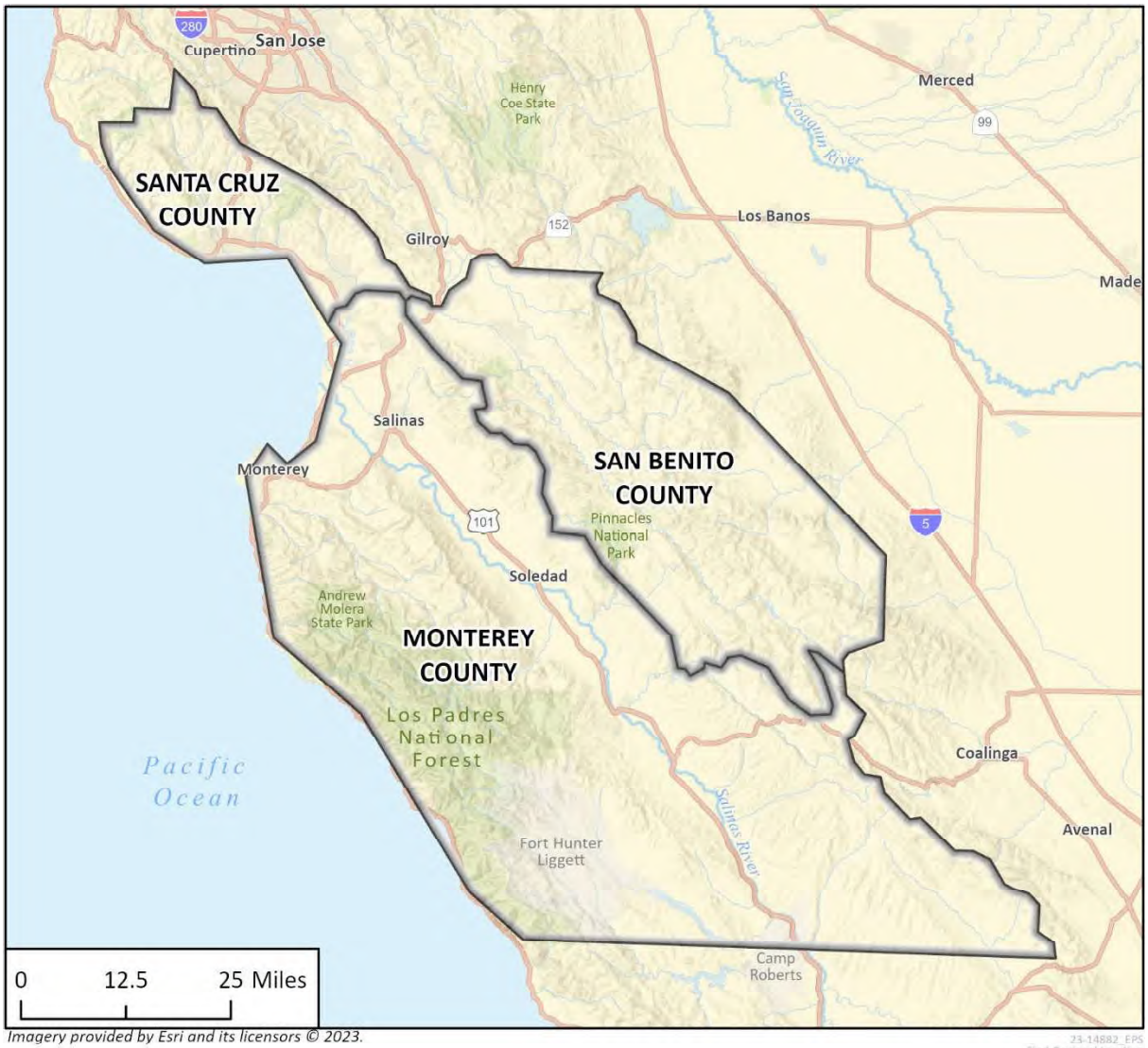

February 1, 2024

Louise Miranda-Ramirez
Chairperson
Ohlone/Costanoan-Esselen Nation
P.O. Box 1301
Monterey, CA, 93942

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Miranda-Ramirez:

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Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment

P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

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

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

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

Project Location

The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

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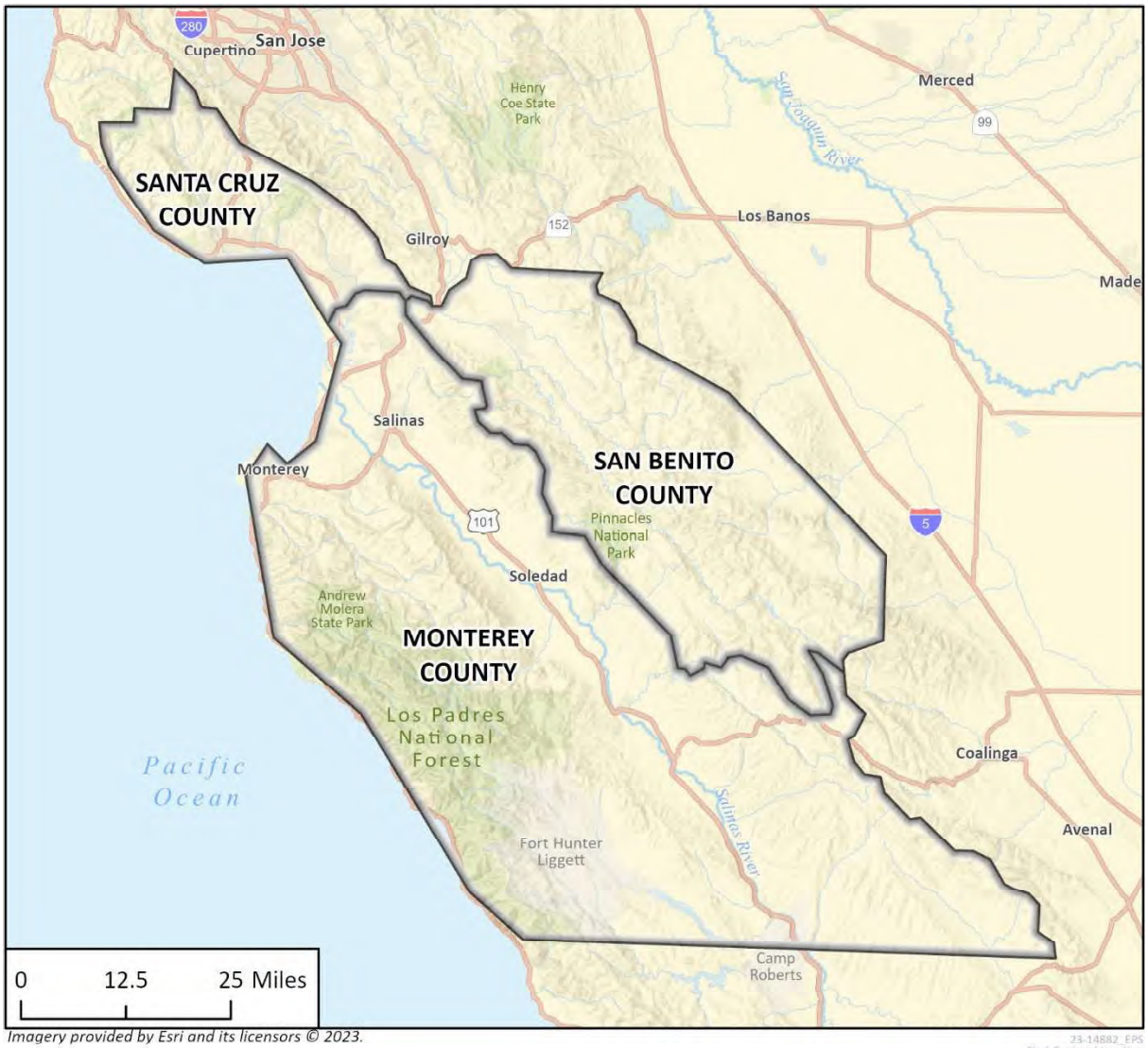

February 1, 2024

Christanne Najera
Vice Chairperson
Ohlone/Costanoan-Esselen Nation
519 Viejo Gabriel
Soledad, CA, 93960

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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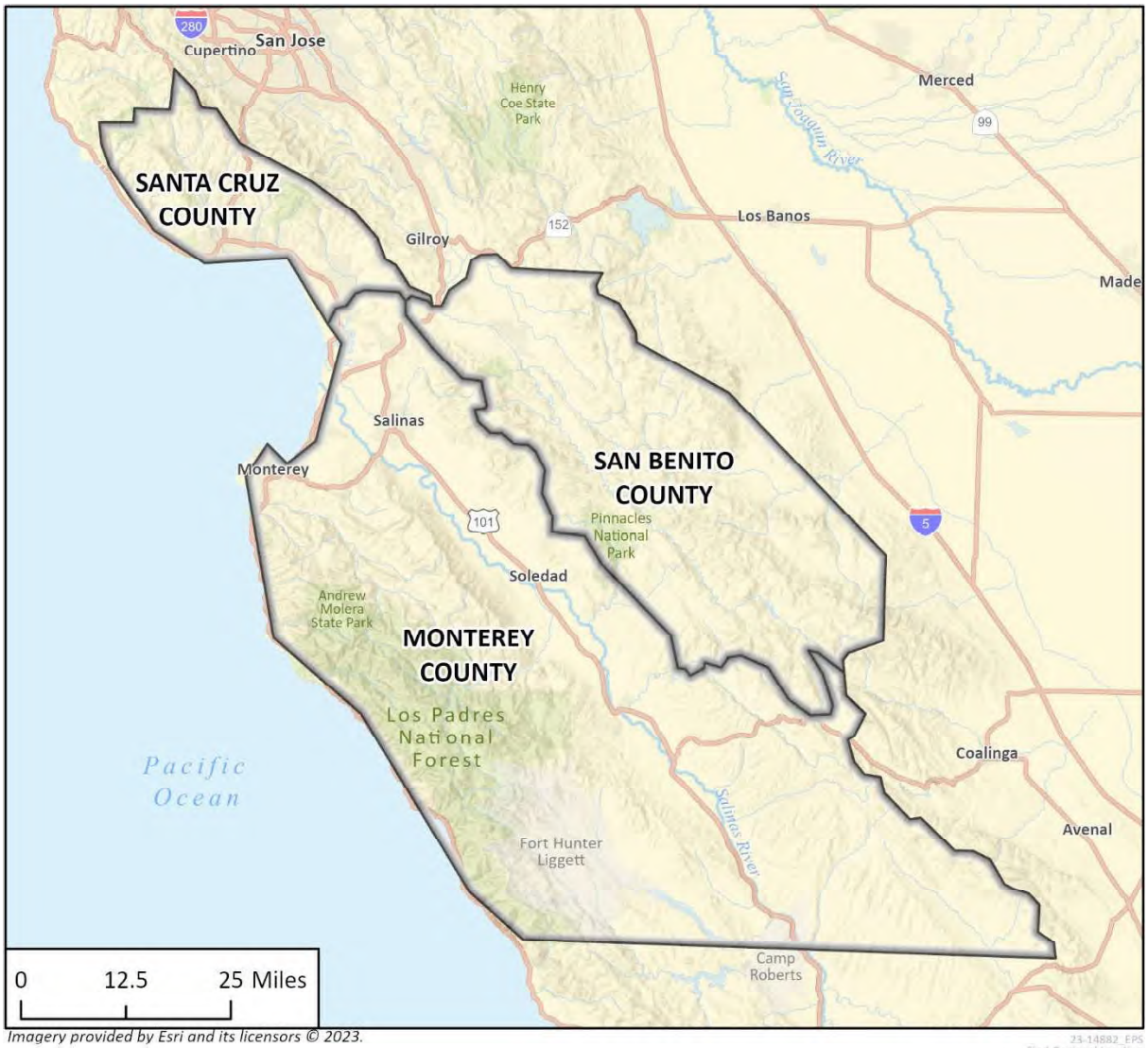

February 2, 2024

Daniel Quiroga, Spiritual/Cultural Advisor
Rumsen Am:a Tur:ataj Ohlone
14671 Farmington Street
Hesperia, CA, 92345

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Mr. Quiroga:

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Project Location

The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

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As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

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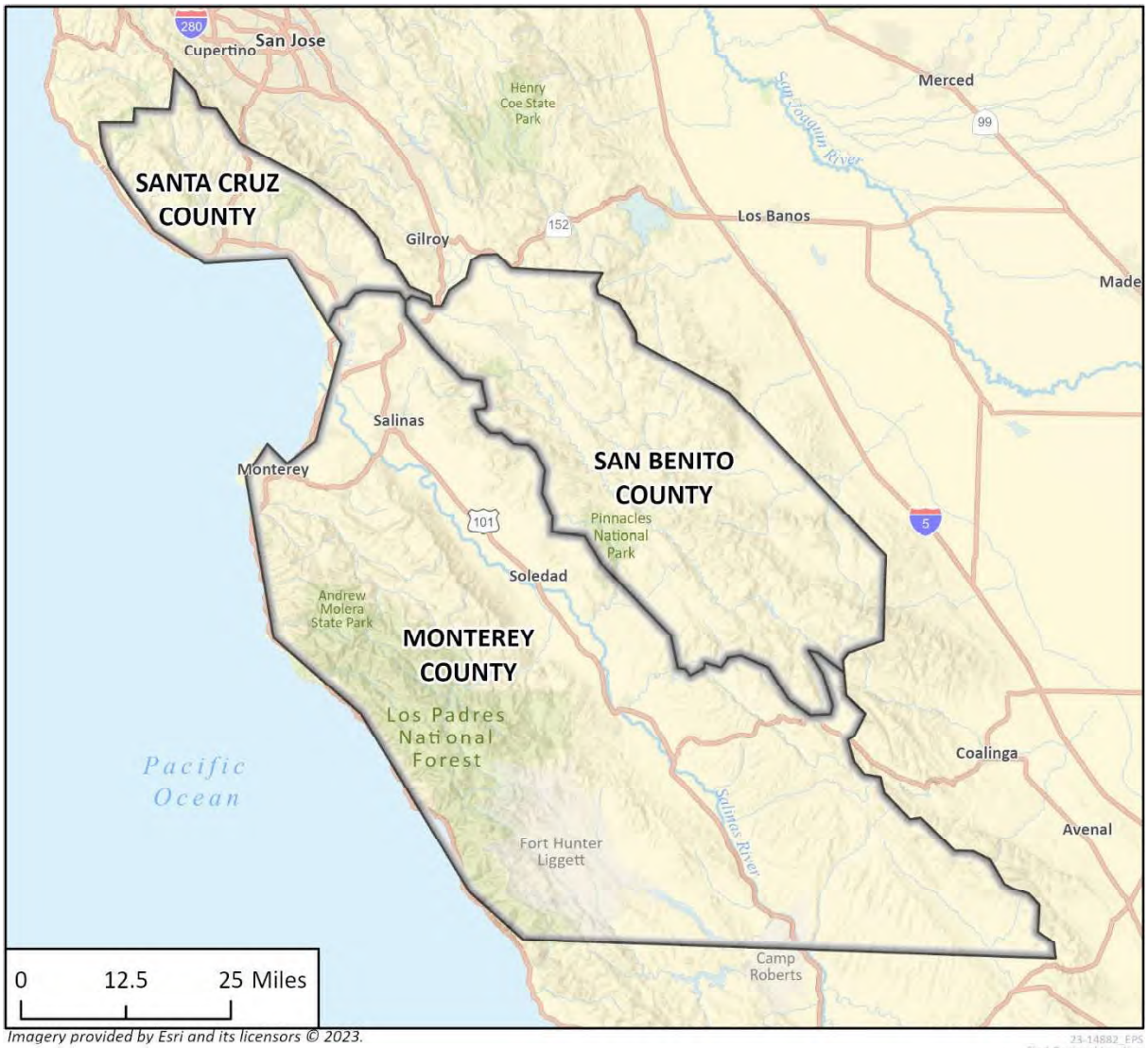

February 2, 2024

Dee Dee Ybarra, Chairperson
Rumsen Am:a Tur:ataj Ohlone
14671 Farmington Street
Hesperia, CA, 92345

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Ybarra:

AMBAG will be undertaking preparation of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and will serve as the 2050 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment

P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

Notice of Preparation for an Environmental Impact Report

2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2050 MTP/SCS.

Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, AMBAG is soliciting your views on the scope and contents of the 2050 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2050 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

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

The 2050 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz, and Monterey counties through the year 2050. The 2050 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs through 2050 and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each county to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The RTPs address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

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

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To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft EIR, **all written comments on the Notice of Preparation (NOP) must be received within the required public review and comment period, which begins Friday, January 26, 2024, and ends Friday, March 1, 2024 at 5:00 PM (PST)**. Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940**, or e-mail comments to hadamson@ambag.org no later than 5:00 p.m. (PST) on Friday, March 1, 2024.

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

AMBAG will host two virtual EIR scoping meetings/public workshops, each providing the same information. The purpose of the meetings is to inform the public of the 2050 MTP/SCS EIR and solicit input on the scope and content of the environmental analysis and alternatives. The date, time, and login information for the virtual meetings are as follows:

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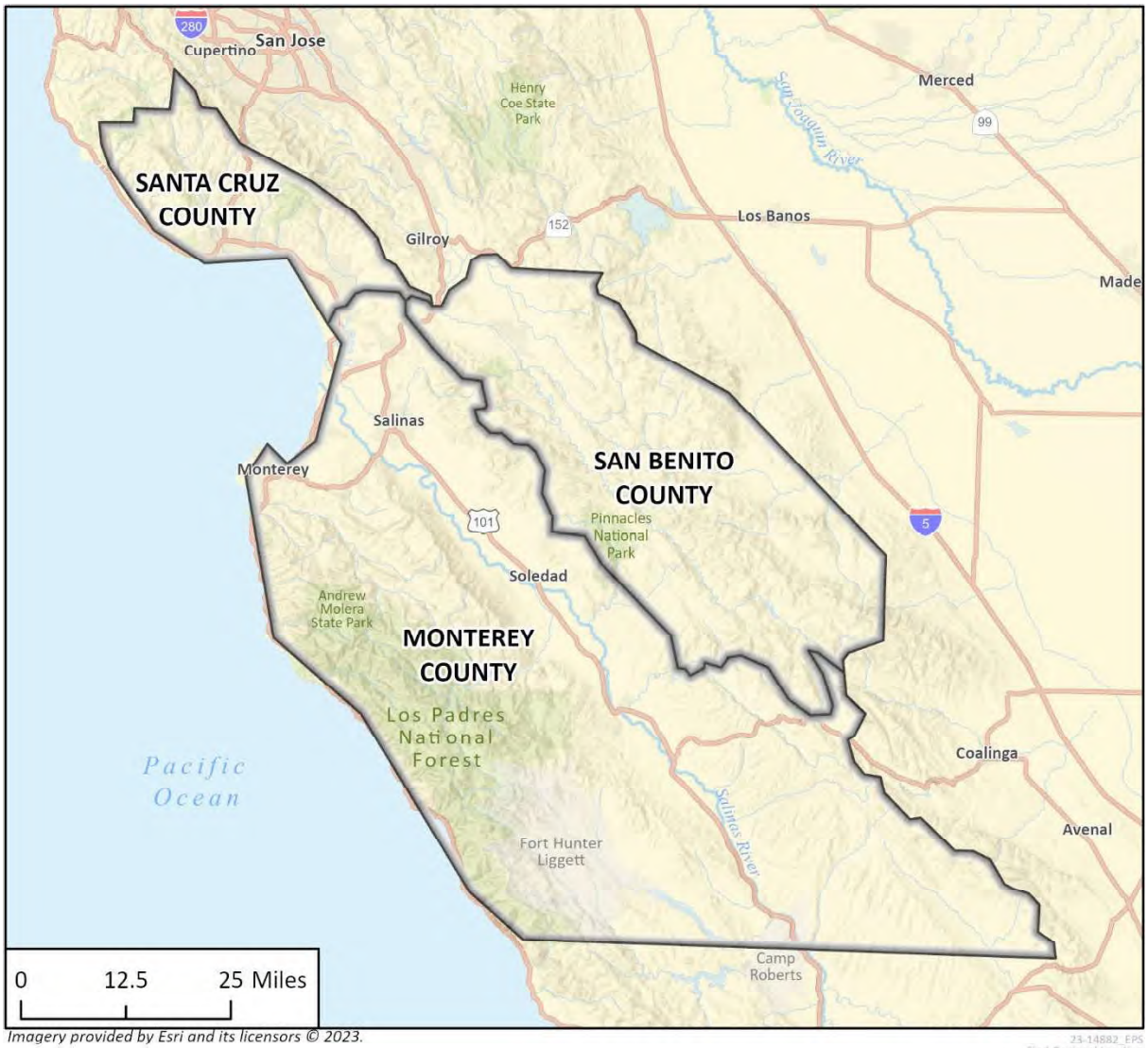

February 2, 2024

Patti Dunton, Tribal Administrator
Salinan Tribe of Monterey, San Luis Obispo Counties
8270 Morro Rd.
Atascadero, CA, 93422

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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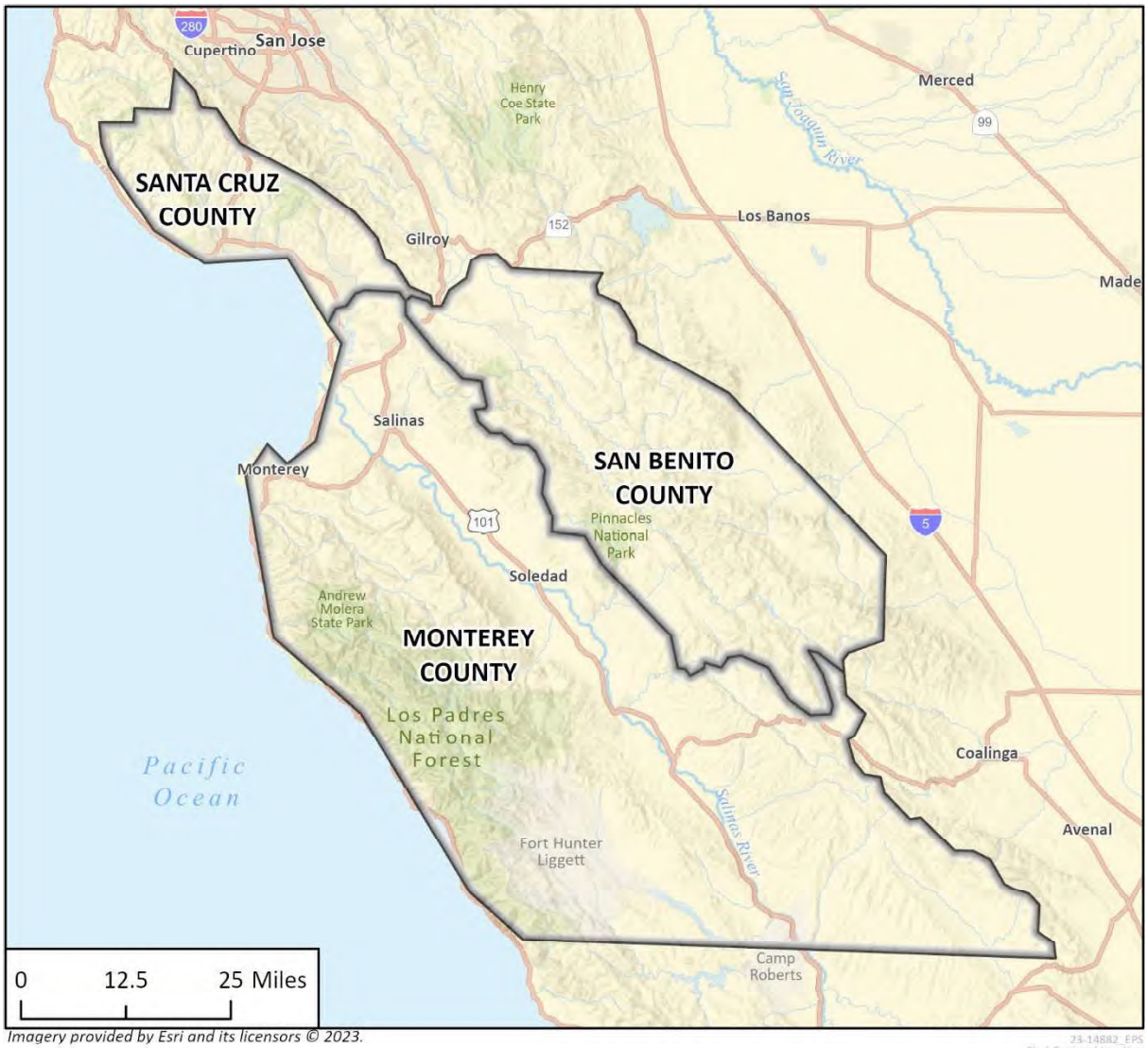

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AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

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The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

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The 2050 MTP/SCS EIR has the potential to affect the following resource topics, which will be addressed in the EIR:

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

As required by CEQA Guidelines Section 15126.6, the EIR will evaluate a range of reasonable alternatives to the 2050 MTP/SCS that would feasibly attain most of the Project’s basic goals and objectives, while avoiding or substantially lessening any of the Project’s significant effects on the environment, as well as a No Project alternative. The EIR will also identify other alternatives that were initially considered, but rejected for reasons including, but not limited to, infeasibility due to economic, legal or other considerations, inability to meet most of the Project’s basic goals and objectives or failure to avoid or substantially lessen any of the Project’s significant environmental impacts. AMBAG is seeking input on alternatives as part of the Notice of Preparation process.

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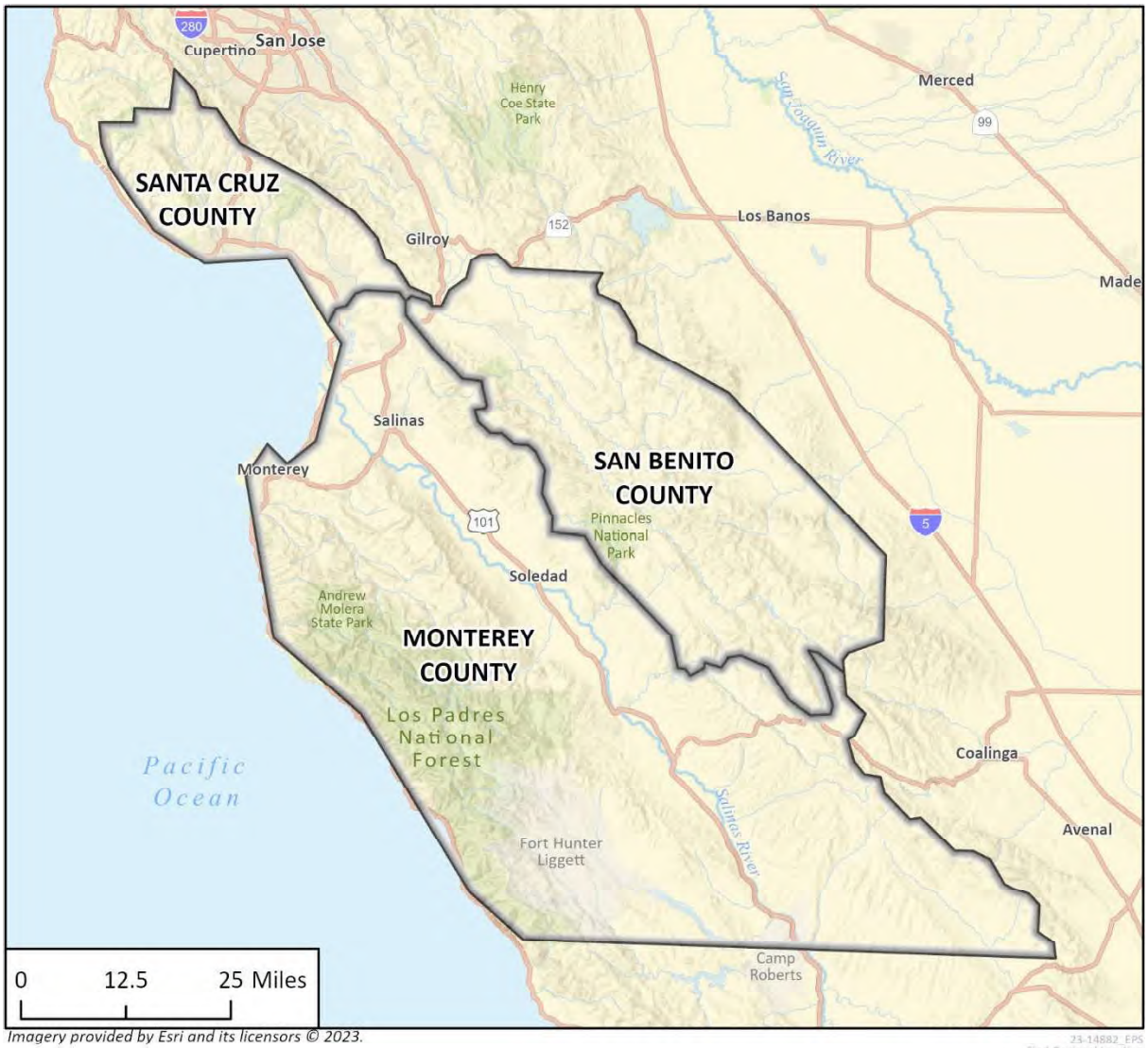

February 2, 2024

Nichole Escalon, Cultural Specialist l
Santa Rosa Rancheria Tachi Yokut Tribe
P.O. Box 8
Lemoore, CA, 93245

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Ms. Escalon:

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Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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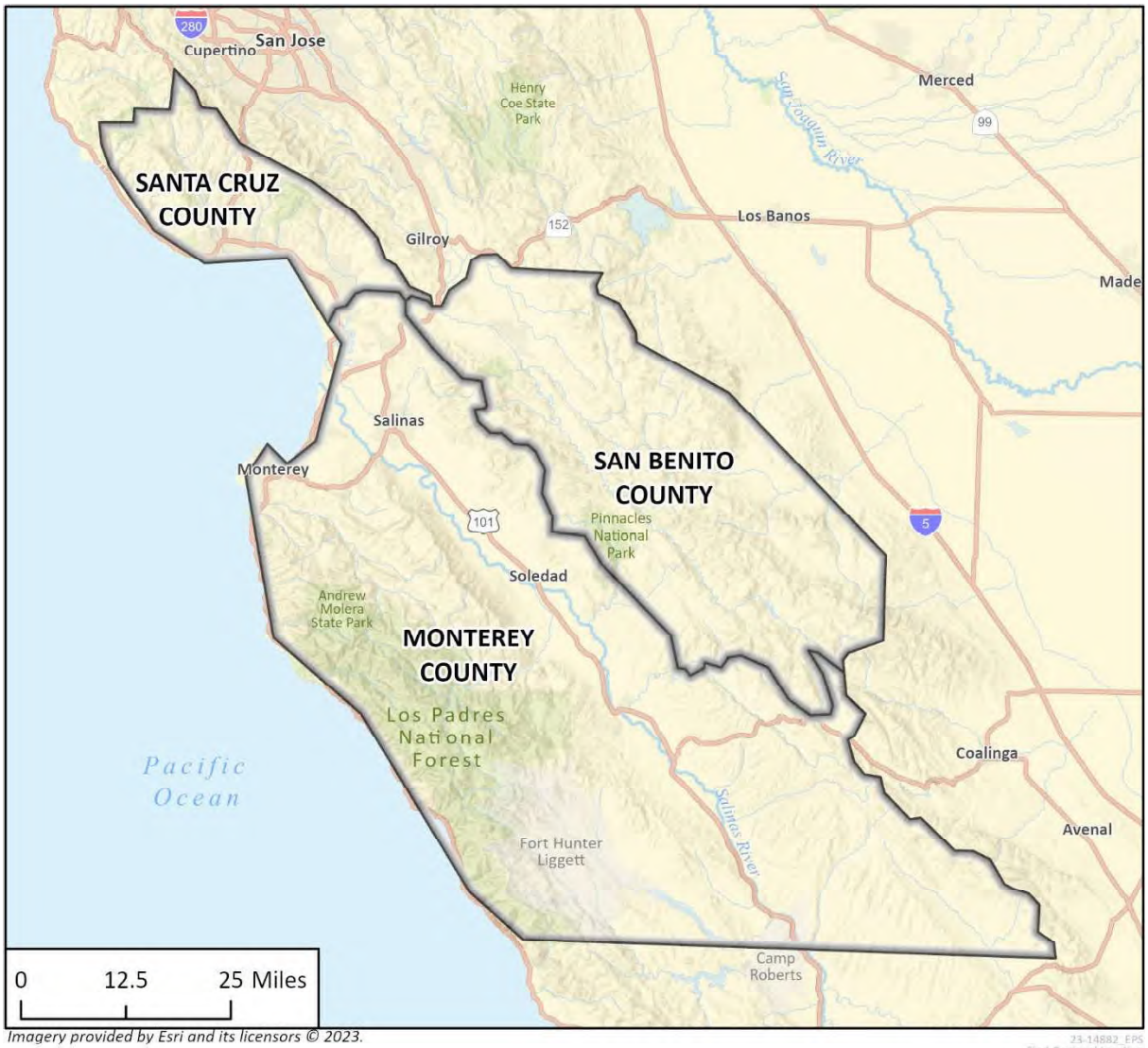

February 2, 2024

Samantha McCarty, Cultural Specialist ll
Santa Rosa Rancheria Tachi Yokut Tribe
P.O. Box 8
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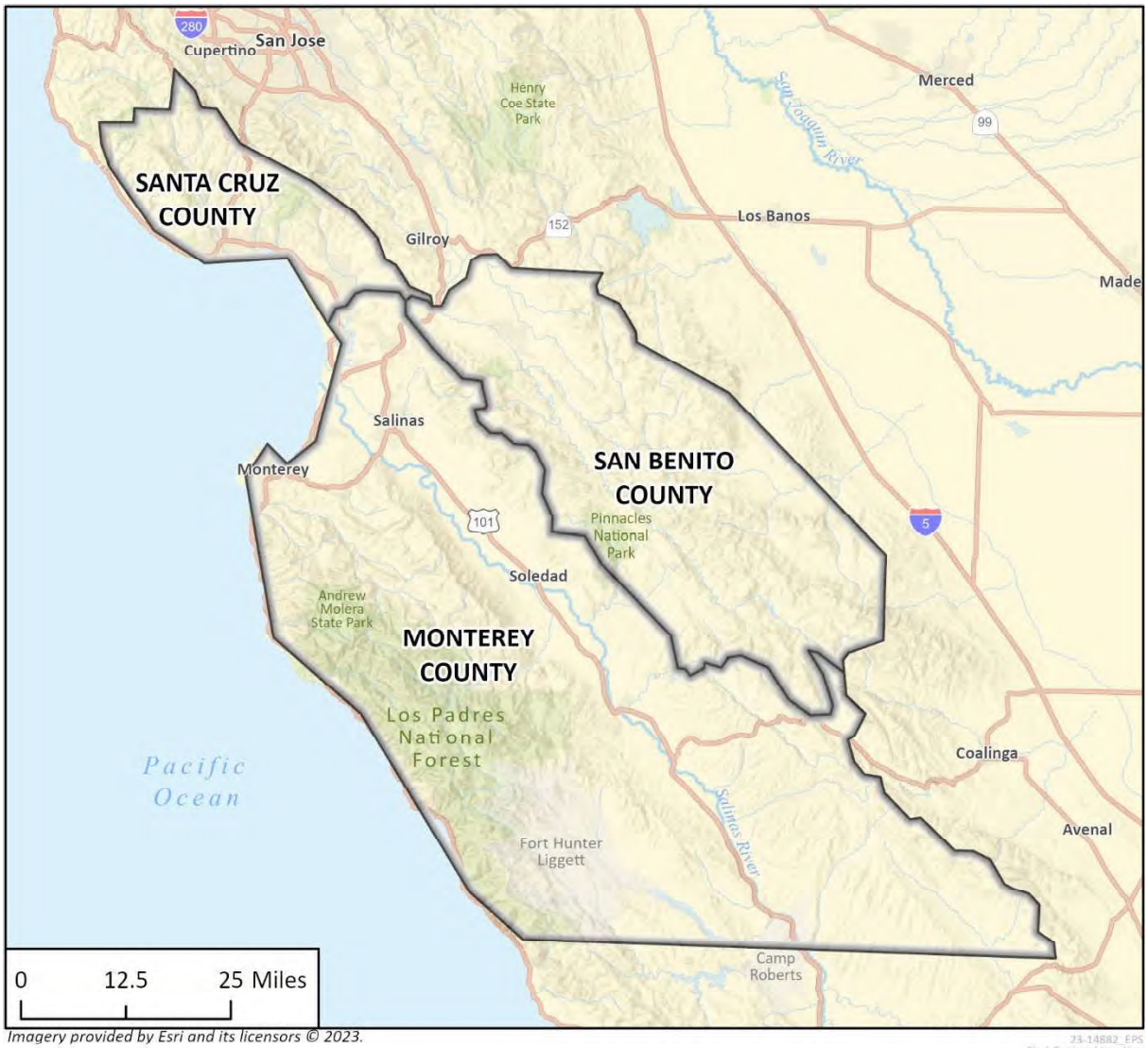

February 2, 2024

Shana Powers, THPO
Santa Rosa Rancheria Tachi Yokut Tribe
P.O. Box 8
Lemoore, CA, 93245

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Ms. Powers:

AMBAG will be undertaking preparation of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and will serve as the 2050 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment

P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

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

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Project Title

AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

Project Location

The geographical extent of the proposed 2050 MTP/SCS includes San Benito, Santa Cruz, and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's RTP is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 MTP/SCS. The 2050 MTP/SCS is both a metropolitan long-range

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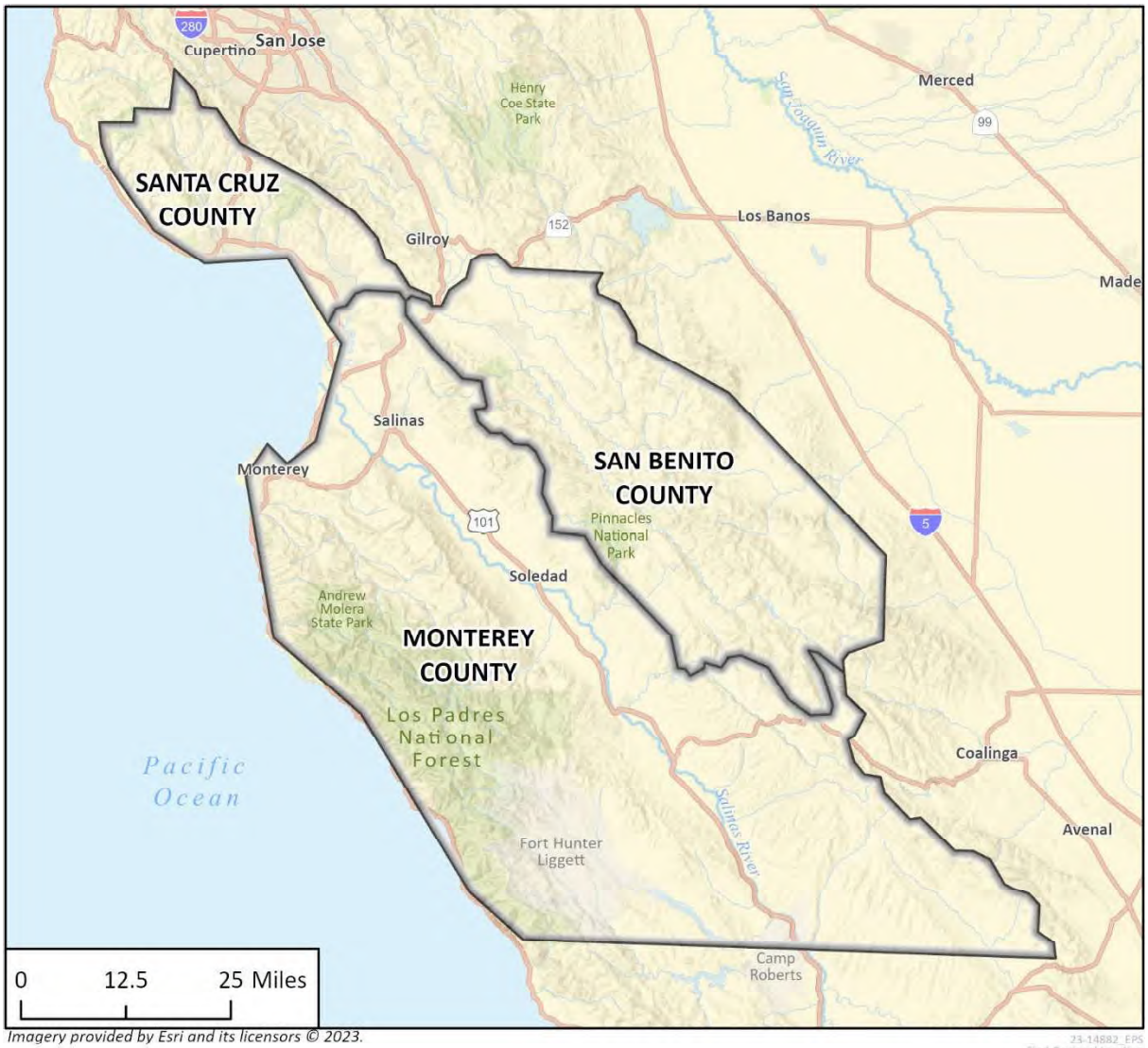

February 2, 2024

Neil Peyron
Chairperson
Tule River Indian Tribe
P.O. Box 589
Porterville, CA, 93258

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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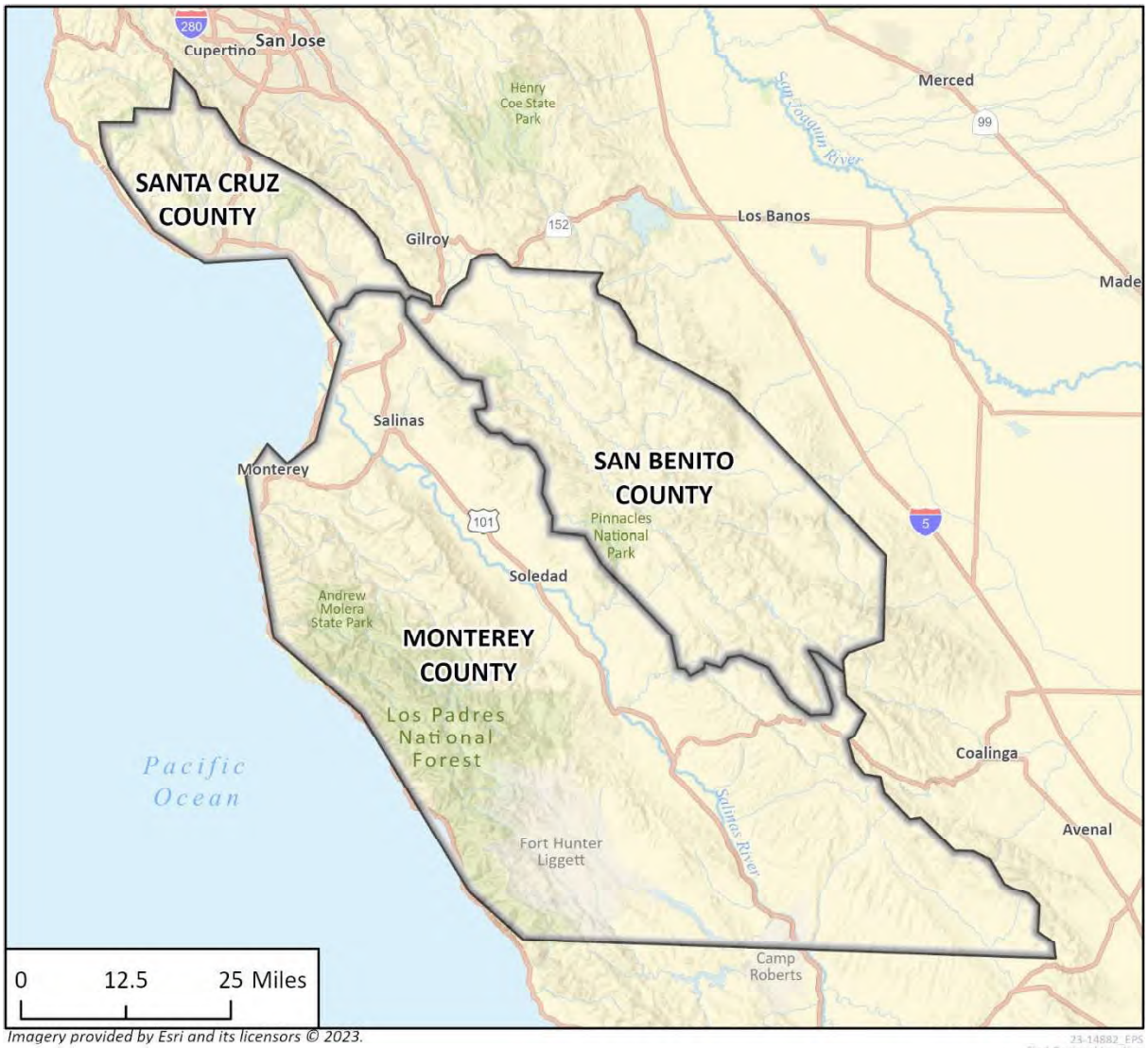

February 2, 2024

Karen White, Chairperson
Xolon-Salinan Tribe
P.O. Box 7045
Spreckels, CA, 93962

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

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AMBAG 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2050 Regional Transportation Plan, SCCRTC 2050 Regional Transportation Plan, and TAMC 2050 Regional Transportation Plan.

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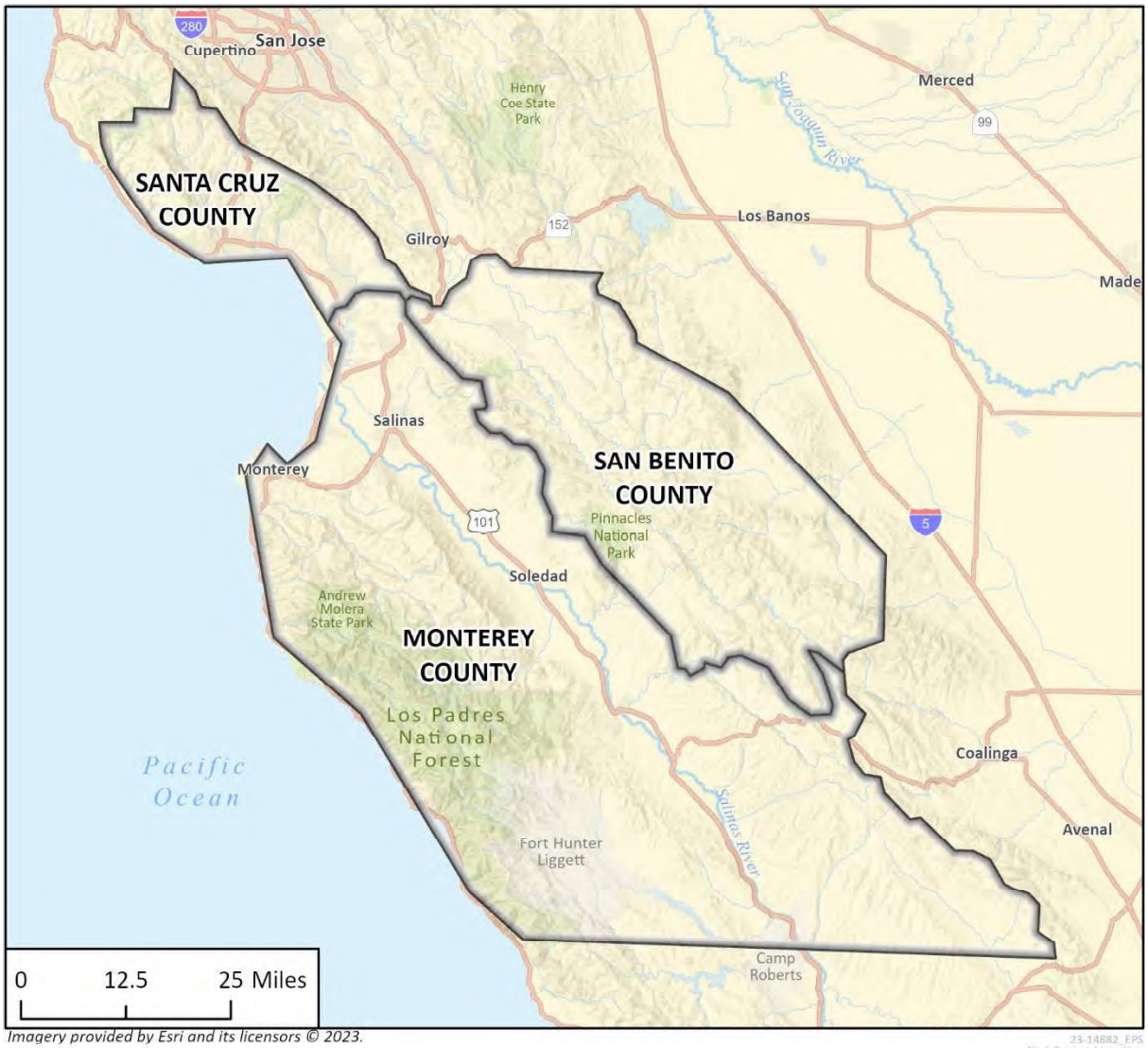

February 2, 2024

Kenneth Woodrow
Chairperson
Wuksachi Indian Tribe Eshom Valley Band
1179 Rock Haven Ct.
Salinas, CA, 93906

SUBJECT: **Tribal Cultural Resources under the California Environmental Quality Act, AB 52 OF 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).**

Dear Chair Woodrow:

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Attached is the Notice of Preparation for the 2050 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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P.O. Box 2453 Seaside, CA 93955-2453 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

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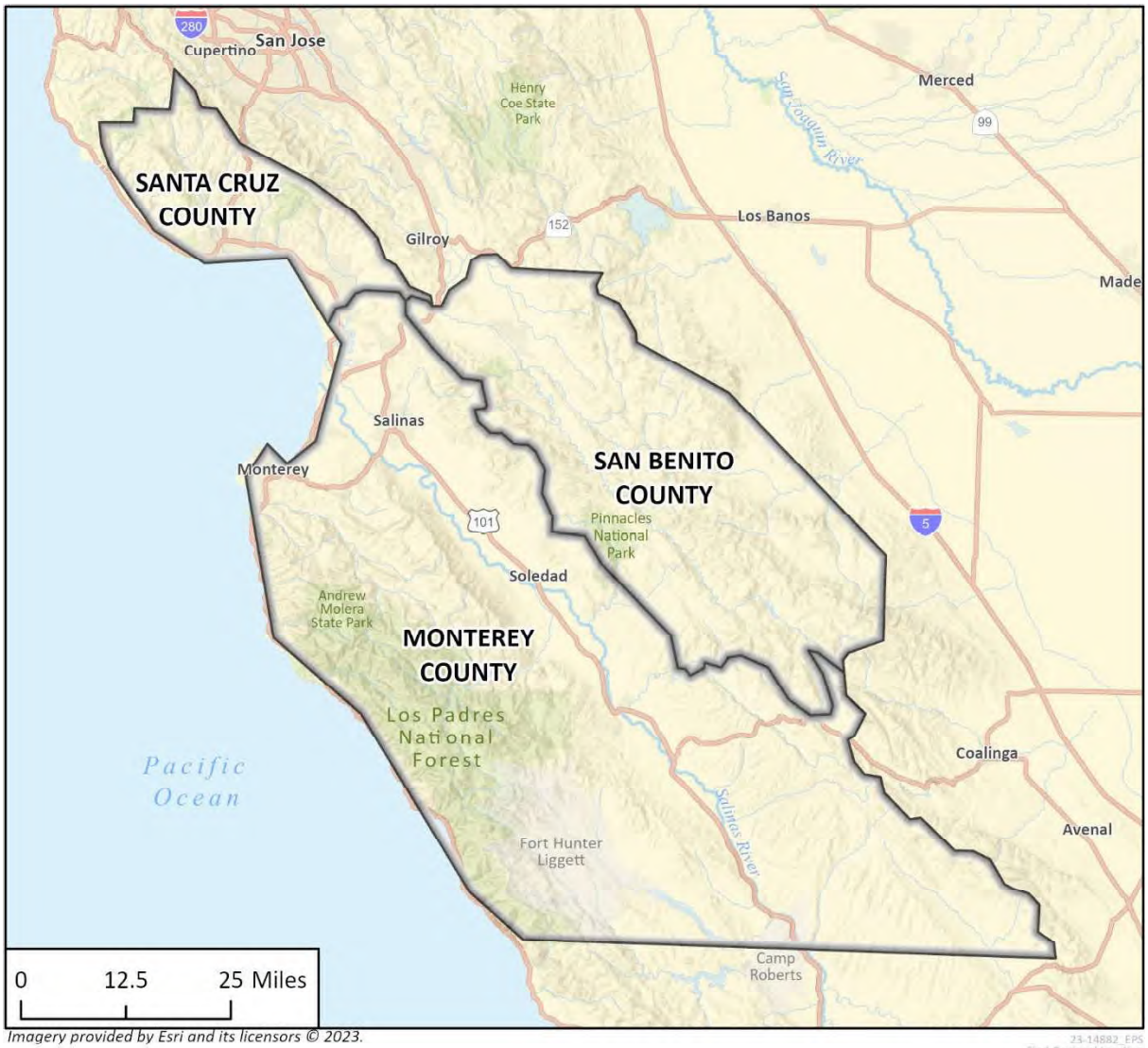

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Penny Hurt, Cultural Preservation Administrator
Xolon-Salinan Tribe
P.O. Box 7045
Spreckels, CA, 93962

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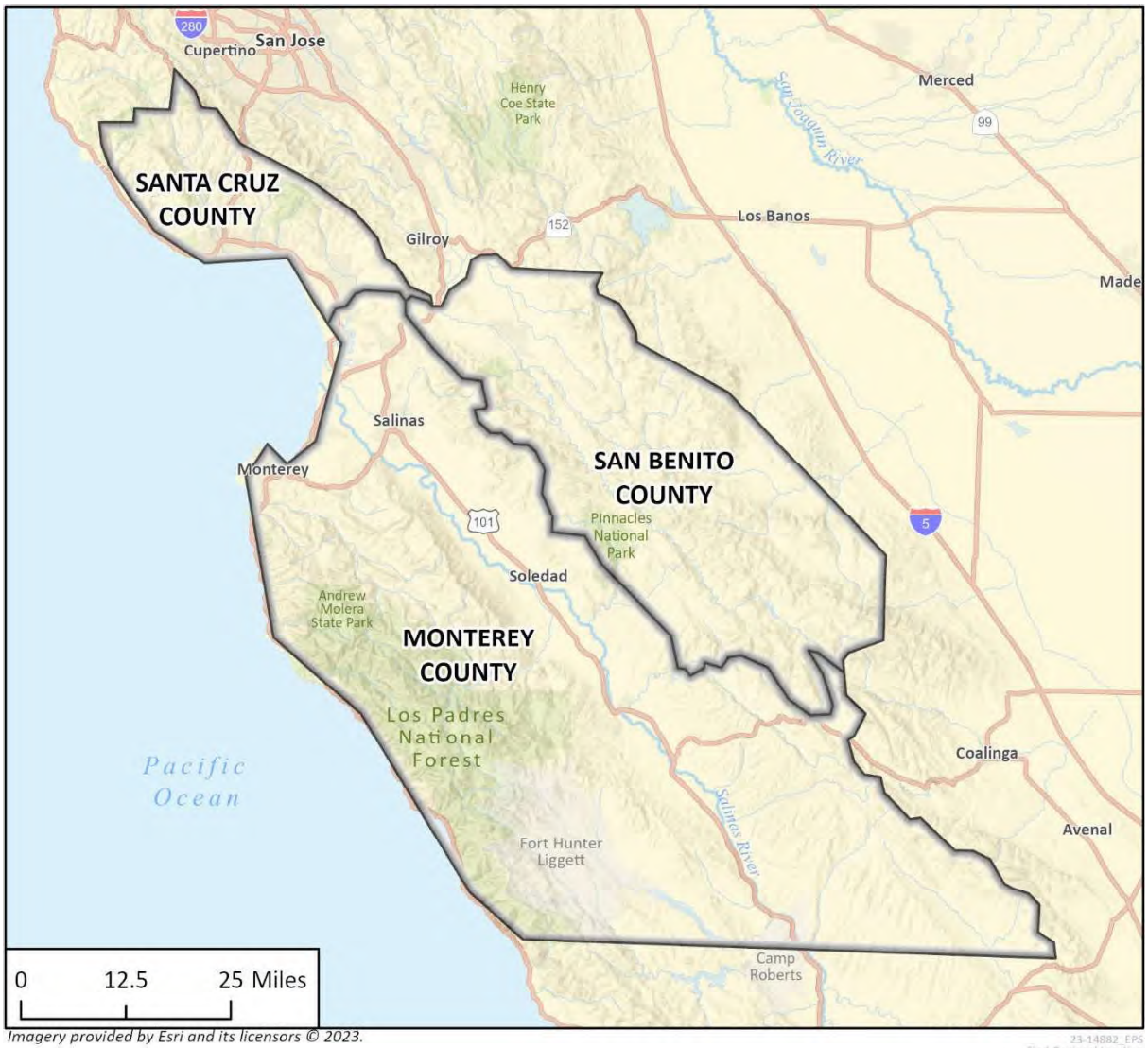

Appendix G

2050 MTP/SCS and RTPs Transportation Alternatives Project List

Alternative 2: Infill and Transit Focus

Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR002-CM-2026	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	$100
MON-CAR024-CM-2026	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	$290
MON-CAR025-CM-2026	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	$93
MON-CAR027-CM-2026	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	$87
MON-CAR035-CM-2026	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	$1,160
MON-CAR038-CM-2026	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	$500
~~MON-CAR040-CM-2026~~	~~Lincoln/Fourth Trestle Bridge~~	~~Reconstruction of a failing pedestrian bridge as recommended by a Bridge Assessment Report prepared by a Structural Engineer~~	~~$1,000~~
MON-GRN001-GR-2026	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge	$3,548
MON-GRN005-GR-2026	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	$1,548
MON-GRN010-GR-2026	12th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN011-GR-2026	13th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN012-GR-2026	2nd Avenue Bike Lanes	Construct Class II bike lane on northbound side of the road	$1
MON-GRN013-GR-2026	3rd Street Bike Lanes	Construct Class II Bike lanes	$1
MON-GRN014-GR-2026	7th Street Bike Lanes	Construct Class III bike lanes.	$1
MON-GRN015-GR-2026	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	$1
MON-GRN016-GR-2026	Elm Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN017-GR-2026	Pine Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN018-GR-2026	Walnut Avenue Bike Lanes	Construct Class II bike lane.	$1

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY008-CK-2026	Airport Road Bike Lane	Sign Class III bike lane.	$2
MON-KCY009-CK-2026	Metz Road Bike Lane	Stripe Class II, restripe roadway	$200
MON-KCY037-CK-2026	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	$120
MON-KCY038-CK-2026	Vanderhurst Bike Lanes	Install class II bike lanes.	$20
MON-KCY039-CK-2026	1st St Bike Lanes	Install class II bike lanes	$20
MON-KCY040-CK-2026	Broadway Bike Lanes	Install class II bike lanes	$5
MON-KCY045-CK-2026	Division St Repaving & Bike Lanes	Division St Repaving & install class II bike lanes	$1,100
MON-KCY046-CK-2026	San Antonio Dr Bike Lanes	Install class II bike lanes: Includes pedestrian improvements (road diet)	$10,000
MON-KCY047-CK-2026	N. Third St Bike Lanes	Install class II bike lanes	$50
MON-KCY048-CK-2026	Franciscan Way Bike Lanes	Install class II bike lanes	$50
MON-MAR009-MA-2026	Abdy Way, Cardoza to Healy	Construct new sidewalk and pavement	$200
MON-MAR026-MA-2026	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	$6,000
MON-MAR039-MA-2026	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	$1,000
MON-MAR108-MA-2026	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	$30
MON-MAR114-MA-2026	Del Monte Boulevard Road Diet	Road diet and add Class II bike lanes. Triggered by Marina Station Subdivision	$16,200
MON-MAR157-MA-2026	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	$6,800
MON-MRY002-MY-2026	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	$208
MON-MRY035-MY-2026	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	$3,500
MON-MRY037-MY-2026	Citywide Wayfinding Sign Program - Pedestrian Phase	Provide a comprehensive pedestrian and bicycle wayfinding sign program	$200
MON-MRY038-MY-2026	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	$431
MON-MRY040-MY-2026	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	$1,900
MON-MRY041-MY-2026	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	$250

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MRY043-MY-2026	Mark Thomas Drive and Sloat Avenue Separated Bike/Ped Path	Ped and Bicycle improvements to connect N Fremont project to downtown via Mark Thomas drive, Fairgrounds Road, and Sloat Avenue, including a potential Roundabout on Sloat - Mark Thomas.	$1,000
MON-MRY048-MY-2026	Citywide Sidewalk Repair	Sidewalk panel repair	$2,000
MON-MRY050-MY-2026	E Franklin St. Bicycle and Pedestrian Improvements	Ped and bike improvements between the Monterey Sports Center and the Rec Trail, including a road diet and a wider multiuse path.	$200
MON-MYC003-UM-2026	Blackie Road	Install class II bikeway	$5,400
MON-MYC026-UM-2026	Elkhorn Road	Install class II bikeway	$10,900
MON-MYC040-UM-2026	Inter-Garrison Road	Install class II bikeway	$10,800
MON-MYC046-UM-2026	Laureles Grade Road	Install class II bikeway	$6,497
MON-MYC053-UM-2026	Metz Road	Install Class III bikeway	$24
MON-MYC068-UM-2026	Porter Drive	Install Class III bikeway	$30
MON-MYC085-UM-2026	San Juan Grade Road	Install class II bikeway	$6,120
MON-MYC115-UM-2026	Corral de Tierra	Install class II bikeway	$8,508
MON-MYC118-UM-2026	Williams Rd.	Install Class III bikeway	$2
MON-MYC124-UM-2026	Harris Road Improvements	Lt Channelization, shoulder improvements	$8,000
MON-MYC135-UM-2026	Bluff Rd	Install Class III bikeway	$5
MON-MYC138-UM-2026	Camphora Gloria Road	Install class II bikeway	$5,850
MON-MYC145-UM-2026	Castro St	Install Class III bikeway	$1
MON-MYC146-UM-2026	Castroville Boulevard	Install Class II bikeway.	$3,602
MON-MYC149-UM-2026	Central Ave	Install Class III bikeway	$22
MON-MYC150-UM-2026	Chualar River Rd	Install Class III bikeway	$8
MON-MYC151-UM-2026	Cooper - Nashua Rd	Install Class III bikeway	$15
MON-MYC152-UM-2026	Cooper Road	Install Class III bikeway	$9
MON-MYC168-UM-2026	Davis Road	Install Class II bikeway.	$3,193
MON-MYC185-UM-2026	Geil St	Install Class III bikeway	$1
MON-MYC193-UM-2026	Harrison Rd	Install class II bikeway	$82

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC231-UM-2026	Reservation Rd Pedestrian/Bicycle Access	Install class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	$140
MON-MYC240-UM-2026	San Benancio Road	Install Class II bikeway.	$5,182
MON-MYC246-UM-2026	San Juan Road to Pajaro Levee	Install Class II bikeway.	$663
MON-MYC248-UM-2026	Sanctuary Scenic Trail 15A	Install Class I bikeway	$5,082
MON-MYC251-UM-2026	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	$5,552
MON-MYC252-UM-2026	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	$7,404
MON-MYC258-UM-2026	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	$3,411
MON-MYC291-UM-2026	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	$250
MON-MYC327-UM-2026	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	$4,000
MON-MYC328-UM-2026	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	$7,700
MON-MYC337-UM-2026	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	$500
MON-MYC340-UM-2026	Castroville ATP-6	Install sidewalks and bike paths	$6,600
MON-MYC342-UM-2026	Chualar ATP-6	Install sidewalks and bike paths	$6,400
MON-PGV008-PG-2026	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	$2,000
MON-PGV011-PG-2026	Recreational Trail Repairs	Repair failing sections of recreational trail	$3,000
MON-SCY016-SA-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$600
MON-SCY020-SA-2026	Multiuse Trail Project	New multiuse trail system connecting the Monterey Bay Coastal Recreational Trail at Canyon Del Rey Blvd. to Playa Ave. at California Ave along the railroad right-of-way (ROW) with a portion along existing city streets. Project is approximately 1-mile in length.	$2,200
MON-SCY021-SA-2026	West End Stormwater Improvement Project	Rehabilitate Contra Costa St. and Catalina St. to incorporate Low Impact Development (LID) strategies to treat runoff, mitigate flooding, increase urban greening, improve ADA and pedestrian accessibility. Install stormwater control measures and related infrastructure.	$3,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SEA029-SE-2026	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	$700
MON-SEA033-SE-2026	Bike Upgrades - City-Wide	Install class II bike lanes city wide. (See ATP)	$2,000
MON-SEA036-SE-2026	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	$2,750
MON-SEA037-SE-2026	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	$38,000
MON-SEA044-SE-2026	Gen Jim Moore Path	Install Class I bikeway	$1,206
MON-SEA046-SE-2026	San Pablo Pedestrian Bridge Demolition and Reconstruction	This project will demolish and reconstruct the bridge over San Pablo Avenue that connects the Manzanita Stuart Park and Lincoln Cunningham Park.	$1,200
MON-SNS003-SL-2026	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	$16,000
MON-SNS005-SL-2026	E Alisal St/Alisal Rd. Bikeway	Install shared Class I bike path along East Alisal and Alisal Rd. to City Limits	$6
MON-SNS046-SL-2026	Reclamation Ditch Bike System	Construct Class 1 bike path along ditch # 1665	$3,500
MON-SNS064-SL-2026	Calle Del Adobe / West Laurel Dr Bike lanes	Install class II bike lanes	$156
MON-SNS065-SL-2026	Carr Lake Bikeways	Construct Class I and Class II bikeways	$5,000
MON-SNS066-SL-2026	East Alisal St (Future St) and Freedom Parkway (Future St) Bike lanes	Install class II bike lanes	$200
MON-SNS075-SL-2026	N Maderia / King St Class III Bikeway	Install Class III bikeway signage	$1
MON-SNS076-SL-2026	N Maderia / Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	$5
MON-SNS078-SL-2026	Natividad Creek Bike Path	Install new bike path	$680
MON-SNS080-SL-2026	Rossi St Extension Class II Bike lanes	Install class II bike lanes	$175
MON-SNS083-SL-2026	Russell Rd Class II Bike lanes	Install Class II bike lanes	$155
MON-SNS084-SL-2026	San Juan Grade Class II Bike lanes	Install class II bike lanes	$230
~~MON-SNS087-SL-2026~~	~~Trevin Ave Class II bike lanes~~	~~Install class II bike lanes~~	~~$25~~
MON-SNS129-SL-2026	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	$1,050
MON-SNS131-SL-2026	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	$375
MON-SNS137-SL-2026	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	$2,500
MON-SNS161-SL-2026	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	$1,100
MON-SNS164-SL-2026	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS282-SL-2026	Abbott Street Bike Improvements	Install Class ll bicycle facilities	$1,266
MON-SNS297-SL-2026	Romie Lane Bike Improvements	Construct bike/ped improvements, bulb outs, ADA ramps	$150
MON-SOL006-SO-2026	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers at various locations	$55
MON-SOL043-SO-2026	Pedestrian Lighting	Construct pedestrian lighting along various City streets	$900
MON-SOL044-SO-2026	Pinnacles Bike Route	Construct a class I bike path/class II bike lanes along Metz Rd to encourage bicycle tourism.	$500
MON-SOL081-SO-2026	Citywide Safe Routes to Schools Improvements	Construct improvements that support walking, bicycling, and carpooling to schools within the city, such as; complete streets, traffic calming measures, traffic control devices, roadway and intersection safety measures, pedestrian and bicycle facilities, signing and striping, lighting, signalization, and related features.	$800
MON-SOL082-SO-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$4,000
MON-TAMC006-TAMC-202 6	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	$12,741
MON-TAMC010-TAMC-2026	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. (TAMC projects 16, 17, 18, and 20 are segments of this overall project)	~~$45,547~~ $80,000
MON-TAMC011-TAMC-2026	Safe Routes to Schools	Countywide Safe Routes to Schools program	$20,000
MON-TAMC016-TAMC-2026	FORTAG - 218 Canyon Del Rey Segment	Constructs 1.5 miles of bike and pedestrian path adjacent to Canyon Del Rey.	$23,860
MON-TAMC018-TAMC-2026	FORTAG - California Ave Segment	Constructs 1.8 miles of bike and pedestrian path adjacent to California Avenue in the City of Marina.	$9,449
MON-TAMC020-TAMC-2026	FORTAG - Jerry Smith Trailhead Segment	Constructs 2.1 miles of bike and pedestrian path adjacent to the Jerry Smith Trailhead in Fort Ord National Monument.	$12,238

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CT011-CT-2026	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey. (Phase 1, three (3) easternmost intersections (San Benancio, Corral de Tierra and Laureles Grade).	$330,004
MON-CT031-CT-2026	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety by closing the center median eliminating turning movements at 11 existing at-grade intersections, relocating/reconstructing the existing Abbott Street interchange, relocating/reconstructing the Chualar Main Street interchange, and providing necessary frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements will also enhance bicycle and pedestrian mobility and facilitate transit access.	$350,000
MON-CT036-CT-2026	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	$126,000
MON-GON015-GO-2026	US 101 / Gloria Road Interchange	US 101/Gloria Road Interchange Improvements.(EA 05-OP930) PM 68.4/70.4	$50,000
MON-GRN008-GR-2026	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	$39,800
MON-KCY006-CK-2026	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77)	$32,580
MON-MAR136-MA-2026	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	$590
MON-MAR137-MA-2026	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	$500
MON-SOL002-SO-2026	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	$60,000
MON-SOL003-SO-2026	US 101 - South Interchange	Install new interchange south of US 101 and Front Street/Moranda.	$45,000
MON-SOL014-SO-2026	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	$16,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CT039-CT-2026	SR 218 - Operational Improvements and Complete Streets	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers.	$16,450
MON-CT040-CT-2026	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories.	~~$1,693,199~~ $1,843,905
MON-GON014-GO-2026	US 101/5th Street Interchange	Install roundabouts at on and off ramps.	$20,000
MON-MAR134-MA-2026	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane.	$26
MON-MAR135-MA-2026	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop.	$2,000
MON-MYC288-UM-2026	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	$14,900
MON-PGV010-PG-2026	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	$10,502
MON-SNS123-SL-2026	US 101 / Boronda Improvements	Auxiliary Lanes/Ramp Improvements	$960
MON-TAMC008-TAMC-2026	Holman Highway (SR 68) Safety Improvements	Make safety and operational improvements to Holman Highway (SR 68) in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	$22,300

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY016-CK-2026	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	$10,000
MON-KCY017-CK-2026	South San Antonio Extension - Lonoak Connection	Road and Ped/Bike Construction. Includes bridge over San Lorenzo Creek.	$15,000
MON-MAR077-MA-2026	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete streets design with the widening. Previous FORA project.	$1,915
MON-MAR150-MA-2026	Del Monte Blvd Extension	Construct new roadway	$16,000
MON-MAR154-MA-2026	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	$41,750
MON-MAR165-MA-2026	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	$2,075
MON-MYC192-UM-2026	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	$13,300
MON-MYC238-UM-2026	Salinas Road Improvements	Widen to Four Lanes between Future Hwy 1 and Salinas Rd Interchange and Existing Four Lane Section. Widen existing three lane section of Sallinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	$15,200
MON-SNS006-SL-2026	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	$12,325
MON-SNS008-SL-2026	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	$1,647
MON-SNS012-SL-2026	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	$6,671
~~MON-SNS035-SL-2026~~	~~Lincoln Avenue Widening~~	~~Widen Lincoln to 4 lanes between West Market and Gavilan~~	~~$1,117~~
MON-SNS044-SL-2026	Natividad Road Widening	Widen from 2 to 4 lanes	$4,296
MON-SNS050-SL-2026	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	$3,078
MON-SNS052-SL-2026	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets; accommodations for bikes and peds.	$14,737
MON-SNS059-SL-2026	Williams Road Widening	Widen from 2 to 4 lanes	$5,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS090-SL-2026	Russell Road Extension	Extend 4 lane arterial	$17,557
MON-SNS092-SL-2026	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	$3,635
MON-SNS093-SL-2026	Independence Boulevard Extension	Extend as 2 lane collector	$1,374
MON-SNS094-SL-2026	Hemingway Drive Extension	Construct 4 lane road	$2,871
MON-SNS095-SL-2026	Constitution Boulevard Extension	Construct 4 lane street	$9,556
MON-SNS096-SL-2026	Sanborn Road Extension	Construct 4 lane arterial	$6,895
MON-SNS097-SL-2026	Williams Russell Collector	Construct new north - south connection	$8,115
MON-SNS098-SL-2026	Sconberg Parkway Extension	Extend as 2 lane collector street with bike lanes	$5,119
MON-SNS104-SL-2026	Alisal Street Widening	Install Class I shared use bike path between Skyway Blvd. and Alisal Rd.	$2,908
MON-SNS108-SL-2026	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	$2,161
MON-SNS121-SL-2026	McKinnon Street Extension	Extend as a two lane collector from Boronda Rd to Rogge Road	$3,710
MON-SNS279-SL-2026	Rossi Rd Extensions	Extend Rossi St as 4-lane arterial between Western Bypass and Davis Rd with bike lanes.	$2,488
MON-SNS281-SL-2026	El Dorado Drive Extension	Extend as two lane collector from Boronda Rd to Rogge Rd	$2,398
~~MON-SNS282-SL-2026~~	~~Abbott Street Widening~~	~~Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street~~	~~$1,266~~

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR010-CM-2026	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	$464
MON-CAR012-CM-2026	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report, Shared bike lane on San Carlos Street from Eighth Avenue to Thirteenth Avenue	$2,134
MON-CAR026-CM-2026	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	$232
MON-CAR028-CM-2026	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	$870
MON-CAR029-CM-2026	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	$1,630
MON-CAR031-CM-2026	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	$910
MON-CAR036-CM-2026	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	$2,900
~~MON-CAR039-CM-2026~~	~~Fourth Avenue Outfall Reconstruction~~	~~Replacement of the 4th Avenue Outfall which is showing structural deficiencies and is in a high level of disrepair.~~	~~$1,000~~
MON-DRO008-DR-2026	Angelus/Rosita Drainage Repairs	Install new curb/gutter and drain inlets	$150
MON-DRO010-DR-2026	Rosita Rd. Repairs	Street repairs and hillside stabilization	$625
MON-DRO012-DR-2026	South Boundary Rd. Safety & Operational Improvements	Reconstruct street to improve safety and operations, install dedicated ped/bike trail, and relocate intersection with Gen Jim Moore with installation of a roundabout.	$1,200
MON-DRO013-DR-2026	Via Verde Drainage Improvements	Install new curb, gutter and drain inlet	$90
MON-GON001-GO-2026	5th Street - Fanoe Road	Install two lane roundabout	$4,500
MON-GRN003-GR-2026	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	$6,000
MON-GRN003B-GR-2026	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	$30,000
MON-GRN006-GR-2026	Thorne Road roadway realignment at US 101	Realign Thorn Road and add traffic signal.	$7,300
MON-GRN007B-GR-2026	Traffic Signal Installations	Install traffic signals.	$450
MON-GRN019-GR-2026	Oak Avenue Pavement Overlay	Overlay street - Intersection and paving improvements (Oak Ave/101/4th St)	$200
MON-GRN021-GR-2026	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	$3,954

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-GRN025-GR-2026	Walnut Avenue Widening and Pedestrian Improvement Project	Widen Walnut Avenue between El Camino Real and Hwy 101 on the southbound side of Walnut Ave to add right turn lane. Increase corner radius at Walnut Ave. and EL Camino Real, install approx. 1,300 ft of new sidewalk and bike lane. The project will install a mid block RRFB crosswalk and relocate utilities and apparatus as necessary.	$1,400
MON-KCY043-CK-2026	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	$7,000
MON-KCY044-CK-2026	Lonoak RR Crossing Improvements	Railroad crossing improvements	$600
MON-KCY050-CK-2026	7th Street / Monte Vista Area Repaving	7th Street / Monte Vista Repaving	$3,000
MON-KCY052-CK-2026	Broadway Street Repaving	Broadway Street Repaving	$2,000
MON-KCY054-CK-2026	Metz Road Repaving	Metz Road Repaving	$1,200
MON-MAR002-MA-2026	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	$1,200
MON-MAR006-MA-2026	2nd Ave - 8th St	Install new traffic signal or roundabout	$1,000
MON-MAR035-MA-2026	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	$2,000
MON-MAR058-MA-2026	Palm Ave @ TAMC RR	Widen/construct new gates Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	$688
MON-MAR116-MA-2026	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	$3,000
MON-MAR118-MA-2026	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	$11,000
MON-MAR138-MA-2026	Imjin Parkway & California Avenue	Lane configuration improvements or Roundabout (Project triggered by The Dunes Subdivision)	$2,500
MON-MAR139-MA-2026	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	$1,000
MON-MAR141-MA-2026	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	$1,000
MON-MAR145-MA-2026	California Ave & Marina Heights Dr	Signalize or roundabout (Project triggered by Sea Haven Subdivision)	$870
MON-MAR147-MA-2026	Imjin Pkwy & Preston Dr	Construct new roundabout [part of MAR154]	$870
MON-MAR148-MA-2026	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	$200
MON-MAR152-MA-2026	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	$13,008
MON-MAR158-MA-2026	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	$91

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAR159-MA-2026	Pavement Management Program	City-wide roadway maintenance	$17,052
MON-MDR016-MDR-2026	Pavement Management Plan with coring	Pavement Management Plan with coring	$112
MON-MRY011-MY-2026	Munras - Webster Improvements	Intersection improvements	$650
MON-MRY021-MY-2026	Citywide Street Overlay	Street overlay program	$2,500
MON-MRY022-MY-2026	Citywide Street Reconstruction	Street Reconstruction	$3,000
MON-MRY023-MY-2026	Citywide Street Panel Replacement	Street Panel Replacement	$3,500
MON-MRY034-MY-2026	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	$3,000
MON-MRY046-MY-2026	Citywide Road Rehabilitation	Reconstruction of various streets	$2,000
MON-MRY049-MY-2026	Citywide Street Resurfacing	Street resurfacing program	$2,000
MON-MYC043-UM-2026	Jolon Rd Overlay Safety Improvements	Shoulder widening, & Geometric Improvements, and installation of 39.2 miles of Class II bikeway.	$58,000
MON-MYC062-UM-2026	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	$11,500
MON-MYC075-UM-2026	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	$29,300
MON-MYC136-UM-2026	Bridge Barrier Rail Replacement	Replace and Rehabilitation of various bridges Countywide	$500
MON-MYC154-UM-2026	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	$27,900
MON-MYC156-UM-2026	CVMP - Laureles Grade Paved Turnouts and Signs	Paved Turnouts and Signs	$1,538
MON-MYC157-UM-2026	CVMP - Carmel Valley Road between Laureles Grade and Ford Shoulder Widening	Shoulder Widening	$2,308
MON-MYC159-UM-2026	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing Lanes in front of September Ranch	$8,014
MON-MYC162-UM-2026	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install Signal or Widen (prior to Grade Separation)	$7,890
MON-MYC164-UM-2026	CVMP - Laureles Grade Shoulder Addition	Shoulder Improvements	$5,105
MON-MYC165-UM-2026	CVMP - Left-Turn Channelization - W of Ford Drive	Left-Turn Channelization	$2,000
MON-MYC167-UM-2026	CVMP - Sight Distance Improvements at Dorris	Sight Distance Improvements	$2,377

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC181-UM-2026	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC31~~3~~2)	$33,335
MON-MYC188-UM-2026	Gonzales River Rd Bridge Replace	Bridge replacement	$55,000
MON-MYC200-UM-2026	Johnson Cyn Land - Phase I	Overlay Existing Roadways: Gloria, Iverson, and Johnson Cyn Rds	$3,000
MON-MYC202-UM-2026	Johnson Road Bridge	Bridge replacement	$1,520
MON-MYC227-UM-2026	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	$11,000
MON-MYC260-UM-2026	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	$92
MON-MYC266-UM-2026	Street Rehabilitation/Overlay	Overlay roadways.	~~$499,037~~ $473,176
MON-MYC289-UM-2026	PW&F; Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	$7,000
MON-MYC290-UM-2026	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	$5,000
MON-MYC295-UM-2026	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (PW&F;)	$1,688
MON-MYC297-UM-2026	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F;)	$4,500
MON-MYC298-UM-2026	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (PW&F;)	$12,000
MON-MYC299-UM-2026	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (PW&F;)	$1,000
MON-MYC300-UM-2026	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F;)	$600
MON-MYC301-UM-2026	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections,	$1,080

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
		public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA-PW&F;)	
MON-MYC302-UM-2026	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (PW&F;)	$2,700
MON-MYC304-UM-2026	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F;)	$600
MON-MYC305-UM-2026	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (PW&F;)	$903
MON-MYC309-UM-2026	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (PW&F;)	$432
MON-MYC310-UM-2026	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (PW&F;)	$344
MON-MYC311-UM-2026	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class 1 bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between Moro Rd and Langley Canyon Rd. (RMA-PW&F; Full corridor project identified as MYC181)	$4,515
MON-MYC312-UM-2026	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 project is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5' minimum buffer to building entrance on Salinas Rd and exit on Bishop St; Reconfigure SB	$1,950

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
		approach of Porter Drive/Main St. (RMA-PW&F; component of full corridor project MYC181)	
MON-MYC315-UM-2026	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F;)	$5,243
MON-MYC316-UM-2026	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (PW&F;)	$900
MON-MYC318-UM-2026	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA-PW&F;)	$7,712
MON-MYC321-UM-2026	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (PW&F;)	$10,887
MON-MYC323-UM-2026	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F;)	$4,700
MON-MYC324-UM-2026	Rogge Road Intersection Improvements	Construct intersection improvements. (PW&F;)	$1,125
MON-MYC331-UM-2026	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (PW&F;)	$556
MON-MYC341-UM-2026	Chualar Canyon Road Bridge	Four Bridge Repair	$3,400
MON-PGV001-PG-2026	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	$1,000
MON-PGV005-PG-2026	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	$1,400
MON-PGV013-PG-2026	Pine Ave. Resurfacing	Repair and resurface street	$11,800
MON-PGV014-PG-2026	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	$800
MON-PGV015-PG-2026	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair / improvements, catch basins, manholes, cross gutters	$800
MON-SCY018-SA-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation of the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, storm drain improvements, signage and striping, and related features.	$750
MON-SEA005-SE-2026	Fremont Boulevard at Broadway Avenue Intersection Improvements	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SEA030-SE-2026	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	$58,951
MON-SEA039-SE-2026	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim. Includes complete streets elements- such as bike lanes on both sides of the road.	$15,000
MON-SEA040-SE-2026	General Jim Corridor Improvements	Roundabout installation intersection improvements along General Jim at Hilby, San Pablo, McClure, Normandy and Gigling	$15,000
MON-SEA041-SE-2026	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	$17,500
MON-SNS011-SL-2026	Boronda - Main Improvements	Construct intersection improvements	$2,161
MON-SNS033-SL-2026	Laurel Drive Intersection Improvements	Median Improvements / median left turn lanes between Adams St and Main St	$583
MON-SNS041-SL-2026	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	$1,260
MON-SNS042-SL-2026	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	$1,250
MON-SNS109-SL-2026	San Juan Grade - Russell Rd intersection improvements	Install Signal	$371
MON-SNS112-SL-2026	Boronda Rd -East Constitution intersection improvements	Install Traffic Signal Improvements	$546
MON-SNS114-SL-2026	Boronda Rd - Williams Rd Intersection Improvements	Install Signal or Roundabout	$5,224
MON-SNS115-SL-2026	Natividad Rd - Russell Rd (future extension) Intersection Improvements	Install Signal	$5,142
MON-SNS144-SL-2026	Boronda Road Roundabouts	Roundabouts at 4 intersections, at its intersections with McKinnon St, El Dorado Dr, Natividad Rd and Independence Blvd.	$44,000
MON-SNS147-SL-2026	Sherwood Dr/Sherwood Place Intersection	Traffic Signal or Roundabout Installation	$400
MON-SNS148-SL-2026	Market Street/Merced	Traffic Signal Installation	$400
MON-SNS154-SL-2026	Boronda/Sanborn Intersection	Roundabout Installation	$400
MON-SNS155-SL-2026	Constitution Blvd/Las Casitas Intersection Improvements	Traffic Signal Installation	$760
MON-SNS160-SL-2026	Traffic Calming Projects	Traffic Calming Local	$2,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS261-SL-2026	Old State Road and Williams Rd Traffic Signal	Traffic Signal or Roundabout Installation	$4,508
MON-SNS262-SL-2026	Natividad and Rogge Road Traffic Signal	Install traffic signal	$2,243
MON-SNS263-SL-2026	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	$873
MON-SNS264-SL-2026	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes. Possible roundabout.	$2,062
~~MON-SNS265-SL-2026~~	~~East Front St/Sherwood Dr/Market St Intersection Improvements~~	~~Installation of southbound left turn lane~~	~~$6,433~~
MON-SNS267-SL-2026	South Main St/West Blanco/East Blanco Intersection Improvements	Install NB left turn lane	$489
MON-SNS268-SL-2026	Sun St/Market St Install Traffic Signal	New traffic signal	$800
MON-SNS269-SL-2026	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	$1,500
MON-SNS270-SL-2026	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert Shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	$96
MON-SNS271-SL-2026	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	$645
MON-SNS272-SL-2026	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	$221
MON-SNS273-SL-2026	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	$85
MON-SNS275-SL-2026	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS276-SL-2026	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS277-SL-2026	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	$800
MON-SNS283-SL-2026	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	$140,000
MON-SOL007-SO-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation on the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, utility relocations (if needed, signage and striping, and related features.	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SOL033-SO-2026	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	$2,000
MON-SOL035-SO-2026	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	$2,800
MON-SOL036-SO-2026	New Arterial 1/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,000
MON-SOL037-SO-2026	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	$2,000
MON-SOL038-SO-2026	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	$2,300
MON-SOL039-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,900
MON-SOL040-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$5,000
MON-SOL042-SO-2026	Gabilan Dr/Sn Vincente Rd Intersection Improvements	Construct intersection and install signal	$300
MON-SOL052-SO-2026	Front St and San Vicente Rd Intersection Improvements	Intersection Improvements; Add 2 Front St left turn lanes and San Vicente Rd free-right turn lane	$750
MON-SOL053-SO-2026	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection improvements (2013 TIF M1); install signal	$200
MON-SOL076-SO-2026	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 - remainder); construct traffic signals at 4 locations	$6,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAA002-MAA-2026	Environmental Assessment	EA for Runway and Parallel Taxiway an extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	$600
MON-MAA006-MAA-2026	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	$150
MON-MAA015-MAA-2026	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	$500
MON-MAA021-MAA-2026	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	$600
MON-MAA027-MAA-2026	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	$7,500
MON-MAA028-MAA-2026	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	$12,300
MON-MAA029-MAA-2026	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	$11,600
MON-MDR001-MDR-2026	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	$154
MON-MDR003-MDR-2026	Rehabilitation of Taxiway B and Apron (Construction)	Rehabilitation of Taxiway B and Apron (Construction)	$995
MON-MDR004-MDR-2026	PAPI Runway 11 - Electrical Improvements	REIL Runway 11 - Electrical Improvements (Re-package, Advertise, and Construction)	$939
MON-MDR005-MDR-2026	Apron Rehabilitation AWOS	Design of Apron Rehabilitation AWOS	$130
MON-MDR008-MDR-2026	AWOS (Construction)	AWOS (Construction)	$400
MON-MDR009-MDR-2026	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	$130
MON-MDR017-MDR-2026	Rehabilitation of Runway (Design)	Rehabilitation of Runway (Design)	$280
MON-MDR018-MDR-2026	Rehabilitation of Runway (Construction)	Rehabilitation of Runway (Construction)	$2,100
MON-MPA061-MRA-2026	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	$35,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MPA063-MRA-2026	Rehab Terminal Building	Rehab Existing Terminal Building	$3,000
MON-SAP039-SLA-2026	Environmental Study RSA Improvements	Environmental Study RSA Improvements	$500
MON-SAP040-SLA-2026	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	$960
MON-SAP041-SLA-2026	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	$20,790
MON-TAMC009-TAMC-2026	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	~~$5,000~~ $10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-TAMC005-TAMC-2026	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County in coordination with Vision Zero and Safe Routes to School programs.	~~$9,018~~ $9,000

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST014-MST-2026	Mobility Management	Mobility Management	$92,000
MON-MST015-MST-2026	RIDES Bus Replacement	RIDES Bus Replacement (paratransit)	$26,420
MON-MST017-MST-2026	RIDES Operations	RIDES Operation (paratransit operations)	$285,642
MON-TAMC012-TAMC-2026	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	$10,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY053-CK-2026	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike / pedestrian connections and parking	$45,000
MON-MST003-MST-2026	Bus Station/Stops	General transit station and stop improvements	$150,000
MON-MST004-MST-2026	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	$69,865
MON-MST005-MST-2026	Communication/Radio Equipment	Communication/Radio Equipment	$30,000
MON-MST007-MST-2026	Safety and Security	Safety and Security	$25,340
MON-MST008-MST-2026	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	$60,000
MON-MST009-MST-2026	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: $8M Measure X for Salinas Maintenance & Ops Facility	$100,000
MON-MST010-MST-2026	Bus Replacement	Replacement of fixed route buses	$206,215
MON-MST011-MST-2026	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	$50,000
MON-MST016-MST-2026	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station. (estimated to be under construction in 2025 and completed in 2028)	$99,000
MON-MST018-MST-2026	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	$50,000
MON-MST019-MST-2026	Highway 68 Corridor Transit Improvements	Highway 68 Corridor Transit Improvements	$15,000
MON-MST020-MST-2026	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along N. Main Street	$15,000
MON-TAMC001-TAMC-2026	Monterey Branch Line Passenger Rail	Provide passenger rail service using the existing 16-mile Monterey Branch Line between Castroville and Monterey adjacent to Highway 1. Includes Salinas River Bridge Replacement.	$347,700

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-TAMC003-TAMC-2026	Monterey County Rail Extension Kick Start	Extends existing rail service from Gilroy to Salinas and constructs stations and track improvements in Gilroy and Salinas.	$135,900
MON-TAMC014-TAMC-2026	Pajaro Station	Constructs the Pajaro/Watsonville passenger rail/multimodal station	$135,739
MON-TAMC015-TAMC-2026	Castroville Station	Constructs the Castroville passenger rail/multimodal station	$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST002-MST-2026	Bus Operations	General operations for fixed route and public demand response services (On-call)	$959,278

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST006-MST-2026	Preventative Maintenance	Preventative Maintenance	$21,000
MON-MST012-MST-2026	Bus Rehab/Renovate	Bus Rehab/Renovate	$28,400
MON-SNS120-SL-2026	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	$2,300

San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A59-2026	Unidentified Future Active Transportation Improvements	Lump Sum of Future Unidentified Active Transportation Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$20,169
SB-COH-A20-2026	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	$21
SB-COH-A24-2026	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	$14
SB-COH-A28-2026	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	$11
SB-COH-A30-2026	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	$32
SB-COH-A32-2026	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	$11
SB-COH-A33-2026	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	$53
SB-COH-A36-2026	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street.	$14
SB-COH-A60-2026	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	$6,760
SB-COH-A66-2026	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	$18
SB-COH-A67-2026	Cerra Vista Bike Route	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	$10
SB-COH-A68-2026	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	$6
SB-COH-A69-2026	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	$15
SB-COH-A70-2026	Steinbeck Drive Bike Route	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	$1
SB-COH-A71-2026	Meridian Road Bike Route	Class III, .47 miles, End of Meridian Street to Memorial Drive.	$6
SB-COH-A73-2026	Beverly Drive Bike Route	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	$7
SB-COH-A79-2026	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	$5
SB-SBC-A127-2026	Pedestrian Improvements	Maintenance and rehab work.	$40
SB-SBC-A22-2026	Airline Highway Bike Path	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	$42

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A34-2026	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	$118
SB-SBC-A60-2026	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	$205
SB-SBC-A61-2026	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	$9
SB-SBC-A62-2026	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	$9
SB-SBC-A63-2026	Union Road Bike Route	Class III, 3.83 miles, Highway 156 to Cienega Road.	$51
SB-SBC-A64-2026	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	$10
SB-SBC-A65-2026	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$5,627
SB-SBC-A66-2026	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$8,538
SB-SBC-A68-2026	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	$7,800
SB-SBC-A80-2026	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	$30
SB-SBC-A85-2026	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	$10
SB-SBC-A89-2026	Buena Vista Traffic Calming Project	Physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.	$1
SB-SJB-A06-2026	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	$200
SB-SJB-A11-2026	Third Street Bike Lane	Striping a bike lane on Third Street.	$40
SB-SJB-A12-2026	First Street Bike Lane	Striping a bike lane on First Street.	$40
SB-SJB-A13-2026	Fourth Street Bike Lane	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	$45
SB-SJB-A17-2026	Franklin Street Bike Route	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	$30
SB-SJB-A18-2026	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park on San Jose Street.	$40

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SJB-A19-2026	San Jose Street - The Alameda Bike Route	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	$40
SB-SJB-A20-2026	Second Street Bike Route	Class III, 0.14 miles, San Jose Street to Monterey Street.	$40
SB-SJB-A21-2026	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	$650
SB-SJB-A22-2026	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	$125
SB-SJB-A23-2026	1st Street Bike Route	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	$45
SB-SJB-A26-2026	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	$60
SB-SJB-A28-2026	Third Street Transformation Project	Streetscape with Pedestrian / Bicycle Enhancements, Traffic Calming	$1,553
SB-SJB-A29-2026	Multimodal Transportation Hub	Multimodal Transportation Hub & Bicycle Network	$850
SB-SJB-A30-2026	2nd Street Corridor Pedestrian Safety Enhancement	Sidewalk infill, New pedestrian crossings, and ADA ramps	$400
SB-SJB-A31-2026	Sidewalk Gap Project #1	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A32-2026	Sidewalk Gap Project #2	Sidewalk infill, new pedestrian crossings, and ADA ramps	$2,800

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-CT-A44-2026	State Route 25 Corridor Improvement Project, Phase I	Convert to four lane expressway from San Felipe Road to Hudner Lane.	$106,000
SB-CT-A45-2026	State Route 25 Corridor Improvement Project, Phase II	Convert to four lane expressway from Hudner Lane to Bloomfield Road.	$135,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-CT-A02-2026	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	$6,824
SB-CT-A43-2026	State Highway Operation and Protection Program	Grouping of various projects managed by Caltrans for the safety, maintenance, rehabilitation, and operation of the State Highway System. This represents the state's "fix-it-first" approach for a wide variety of highway infrastructure, including the four primary asset classes - pavement, bridges, drainage, and transportation management systems elements.	$275,500
SB-SJB-A27-2026	Eastbound Hwy 156 Right Turn Lane onto southbound The Alameda	Procure ROW and add RHTL from eastbound Hwy	$786
SB-VAR-A01-2026	Lump Sum for Unidentified Future State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050)	Lump sum of Future Unidentified State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista.	$259,000

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A18-2026	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	$13,360
SB-COH-A55-2026	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	$13,842
SB-COH-A57-2026	Pacific Way (New Road): San Felipe Road to Memorial Drive	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	$7,412
SB-COH-A77-2026	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	$1,700
SB-SBC-A04-2026	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	$5,463
SB-SBC-A05-2026	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	$15,448
SB-SBC-A09-2026	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	$20,790
SB-SBC-A57-2026	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	$2,800
SB-SBC-A58-2026	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merril Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	$3,500
SB-SBC-A67-2026	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	$20,350
SB-SJB-A05-2026	Roundabout at Third Street & Donner Street	Striping a roundabout and widening Third Street.	$1,000
SB-SJB-A09-2026	Lang Street to Lang Street	Construct and connect Lang Street, 2 lanes	$1,000

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A13-2026	West Gateway Improvement Project	Streetscape and intersection improvements.	$4,850
SB-COH-A58-2026	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	$575
SB-COH-A61-2026	City of Hollister Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$68,040
SB-COH-A63-2026	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	$550
SB-COH-A64-2026	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	$400
SB-COH-A65-2026	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	$700
SB-COH-A78-2026	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	$700
SB-COH-A80-2026	2024 City Roadway Improvement Plan	This project includes pavement grind and overlays, slurry seals, re-striping, driveway replacement, safety improvements, and ADA ramp upgrades in various areas.	$8,278
SB-COH-A81-2026	Section 1 Road Rehabilitation Project - Cape Seal	Cape Seal project for approximately 157,333 square yards of roadway in the western section of the city scoring 3 or 4 in the pavement evaluation report.	$6,800
SB-COH-A82-2026	Section 2 Road Rehabilitation Project	Grind and overlay project for approximately 4.6 miles of roadway in this section of the city scoring 3 or 4 in the pavement evaluation report prepared.	$5,175
SB-COH-A83-2026	Section 1 Grind and Overlay Rehabilitation Project	Grind and overlay project for approximately 70,720 square feet of roadway in the western section of the city with a pavement index of 5 from the pavement evaluation report.	$942
SB-COH-A84-2026	Section 2 Grind and Overlay Road Rehabilitation Project	Grind and overlay project for approximately 0.5 miles of roadways in this section of the City with a pavement index of 5 from the pavement evaluation from 2021.	$1,038

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A85-2026	2027 Citywide Roadway Improvement	The work to be performed includes: cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A86-2026	North Gateway Beautification Project (San Felipe Road)	The work to be performed includes: cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$8,000
SB-COH-A87-2026	Section 3 Road Rehabilitation Project - Cape Seal	Cape seal project to approximately 6.4 miles of roadways in this section of the City scoring 3 or 4 in the pavement evaluation report prepared in 2021.	$10,000
SB-COH-A88-2026	2029 Citywide Road Improvement Project	The work to be performed includes, but is not necessarily limited to base failure repair, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-SBC-A101-2026	Cienega Rd - Mudstone Ranch to Bird Creek	Roadway Recovery	$3,000
SB-SBC-A103-2026	Chappell Road Remodel	Maintenance and rehab work.	$569
SB-SBC-A104-2026	Wright Rd - Buena Vista Rd to SR 25	Maintenance and rehab work	$2,900
SB-SBC-A105-2026	Shore Rd Rehabilitation - Frazier Lake Road to San Felipe Road	Maintenance and rehab work	$4,000
SB-SBC-A106-2026	Wright Rd - McCloskey Road (SR 25 to Fairview Road)	Maintenance and rehab work.	$250
SB-SBC-A107-2026	Cienega Road from SR25 to Hollister Hills	Maintenance and rehab work.	$15,000
SB-SBC-A108-2026	Cienega Rd from Hidden Valley to Mudstone Ranch	Maintenance and rehab work.	$3,000
SB-SBC-A109-2026	Frazier lake Rd - Shore Rd to 1.8 Miles beyond Shore Rd	Maintenance and rehab work.	$1,500
SB-SBC-A110-2026	San Juan Hwy Improvements	Maintenance and rehab work	$1,200
SB-SBC-A111-2026	San Juan Bautista SS Force Main (County partnering to pave adjacent vehicular lane)	Maintenance and rehab work	$4,000
SB-SBC-A112-2026	Cole Road, from S Ricardo to N Ricardo to Anzar Road	Maintenance and rehab work.	$1,290
SB-SBC-A113-2026	Fairview Rd - Los Viboras Rd to Acquistapace Rd	Maintenance and rehab work.	$364
SB-SBC-A114-2026	Fairview Rd - Acquistapace Rd to 1000' N of Fallon RD	Maintenance and rehab work.	$800
SB-SBC-A115-2026	Fairview Road - San Felipe Rd to Ludis Ln	Maintenance and rehab work.	$415
SB-SBC-A116-2026	Salinas Road (Alameda) SJ Hollister to Mission Vinyard	Maintenance and rehab work.	$310

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A117-2026	F Street - Tres Pinos	Maintenance and rehab work.	$290
SB-SBC-A118-2026	Fairview Rd CIR Santa Ranch to 100 south of Santa Ana Creek Bridge	Maintenance and rehab work.	$1,015
SB-SBC-A119-2026	Fairview Rd CIR 100' S Santa Ana Creek Bridge to McCloskey	Maintenance and rehab work.	$790
SB-SBC-A120-2026	Union Rd CIR 417' W Ladd Lane to Union Bridge Project Limit	Maintenance and rehab work.	$410
SB-SBC-A121-2026	Panoche Road	Maintenance and rehab work.	$1,100
SB-SBC-A122-2026	Coalinga Road	Maintenance and rehab work.	$500
SB-SBC-A123-2026	King City Rd / Bitterwater Road	Maintenance and rehab work.	$700
SB-SBC-A124-2026	Fairview Rd - MBGR Repair	Maintenance and rehab work.	$90
SB-SBC-A125-2026	Speed Attenuation Projects - Various Locations	Maintenance and rehab work	$310
SB-SBC-A126-2026	Guard Rail on Buena Vista (2), Quien Sabe Road, and Anzar Road	Maintenance and rehab work.	$90
SB-SBC-A128-2026	CSA / CFD Capital Projects - Multiple Locations	Maintenance and rehab work.	$1,200
SB-SBC-A129-2026	Storm Drain - Fairview Rd - Santana Ranch - Santa Ana Creek	Maintenance and rehab work.	$80
SB-SBC-A130-2026	Lovers Lane Culvert Extension	Maintenance and rehab work.	$150
SB-SBC-A131-2026	San Juan Canyon Rd - Salinas to 6.4 miles beyond Salinas Rd	Maintenance and rehab work.	$6,800
SB-SBC-A132-2026	Seely Avenue - Carpenteria Rd to .5 miles beyond Carpenteria Rd.	Maintenance and rehab work.	$720
SB-SBC-A133-2026	Union Rd - SR 156 to 3 miles beyond SR 156	Maintenance and rehab work.	$4,100
SB-SBC-A134-2026	Tres Pinos Improvements	Maintenance and rehab work.	$1,075
SB-SBC-A135-2026	Salinas Rd - the Alameda to County Limit	Maintenance and rehab work.	$2,870
SB-SBC-A136-2026	Fairview Road - Orchard Rd to Los Viboras Rd	Maintenance and rehab work.	$600
SB-SBC-A53-2026	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	$3,700

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A54-2026	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	$4,825
SB-SBC-A56-2026	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	$3,300
SB-SBC-A59-2026	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	$2,870
SB-SBC-A69-2026	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	$600
SB-SBC-A70-2026	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south; legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd.; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	$655
SB-SBC-A71-2026	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project with bicycle lanes. TIF	$700
SB-SBC-A73-2026	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	$734
SB-SBC-A74-2026	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	$600
SB-SBC-A75-2026	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	$3,400
SB-SBC-A77-2026	San Benito County Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$27,300
SB-SBC-A83-2026	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	$4,400
SB-SBC-A84-2026	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	$4,000
SB-SBC-A98-2026	New Idria Rd - Emergency Crossing Repair - Bridge Construction	Emergency Crossing Repair	$2,890

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A99-2026	Cienega Rd Bridge at Bird Creek Replacement	Creek Replacement	$3,100
SB-SJB-A02-2026	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	$1,500
SB-SJB-A03-2026	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	$1,000
SB-SJB-A04-2026	Roundabout at San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	$1,500
SB-SJB-A14-2026	Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	$1,200
SB-SJB-A15-2026	2035-2050: City of San Juan Bautista Local Street and Roadway Maintenance	System preservation and maintenance - Lump Sum (includes multiple projects).	$14,329
SB-VAR-A03-2026	Lump Sum for Unidentified Future LSR Operations, Maintenance & Rehabilitation (2030-2050)	Lump sum of Future Unidentified Local Street, Road, & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista.	$247,014

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A58-2026	SBtCOG Planning and Administration	SBtCOG operating budgets - includes staff activities and capital expenses. Does not include pass-through funds (2025-2050).	$21,750
SB-COH-A40-2026	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	$22,500
SB-COH-A41-2026	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program.	$1,762
SB-COH-A90-2026	Lump Sum for Unidentified Future Hollister Airport Capital Improvements (2030-2050)	Lump sum of future unidentified airport capital improvements (2030-2050).	$10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A08-2026	Travel Demand Management Lump Sum	Lump sum project for local jurisdiction and SBtCOG travel demand management improvements, including the SBtCOG regional rideshare program (2025-2050). TDM improvements in the City of Hollister, San Benito County, and San Juan Bautista.	$4,050

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A65-2026	On Demand Transportation Services	Lump-sum of the LTA's on-demand services. Includes Dial-a-Ride, Paratransit, and Specialized Transportation Services.	$63,006

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A55-2026	Hollister Exchange Mobility Hub	Mobility Hub to service LTA operations and encourage multi modal transportation.	$2,165
SB-LTA-A58-2026	Transit Vehicles - Fleet Expansion	Lump-Sum for Future Fleet Vehicles to support 25% increase in transit service hours in the 2030-2050 timeframe; all Zero Emission Buses and supportive infrastructure.	$14,500
SB-LTA-A59-2026	Lump Sum of Unidentified Future Transit Capital Improvements to Support Expanded LTA Services	Lump sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$35,743

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A42-2026	LTA Planning and Administration	LTA operating budgets - includes staff activities and office-related capital expenses. Does not include service operations contracts (2025-2050).	$11,145
SB-LTA-A46-2026	Regional Transit Connection to Salinas	Transit connection from the City of Hollister to City of Salinas	$3,393
SB-LTA-A47-2026	Regional Transit Connection to Watsonville	Transit connection from the City of Hollister to the City of Watsonville	$3,405
SB-LTA-A56-2026	Transit Fare Modernization	Upgrading the current fare collection system	$1,250
SB-LTA-A63-2026	Intercounty Express	Commuter oriented service that provides connections from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$10,932
SB-LTA-A64-2026	Tripper	The Tripper provides service throughout the City of Hollister in the morning and afternoon.	$1,127
SB-LTA-A66-2026	Intercounty Express via SR 25	Commuter oriented service that provides connections, via the State Route 25 Corridor, from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$13,088
SB-LTA-A67-2026	Route 1: Central	Provides service within the city of Hollister. Major service locations include San Benito High School, Hollister Mobility Hub, Hazel Hawkins Hospital, and the San Benito Health Foundation & Clinic.	$3,015
SB-LTA-A68-2026	Route 2: Buena Vista	Provides service within the city of Hollister. Major service locations include Hollister Mobility Hub, Sunnyslope Elementary, Rancho San Justo Middle School, Downtown Hollister, County Courthouse, and McCray Street Shopping Center.	$3,953
SB-LTA-A69-2026	Tres Pinos Shuttle	Provides service from Hollister Exchange Mobility Hub to Tres Pinos. Includes a stop at the Gavilan College Hollister Campus.	$2,738
SB-LTA-A70-2026	Route 21: Human Services Shuttle	Provides service between the Hollister Exchange Mobility Hub and Community Service Facilities, such as the San Benito Food Bank and County Health and Human Services.	$796
SB-LTA-A71-2026	San Juan Bautista Shuttle	Provides service along State Route 156 to and from the City of San Juan Bautista and the City of Hollister.	$2,065
SB-LTA-A72-2026	Lump Sum of Future Transit Operating Costs for LTA Services (2030-2050)	Lump-Sum for unidentified future transit operations (2030-2050).	$82,024

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A48-2026	Transit Vehicles - Replacing Existing Vehicles	Replacing existing fleet vehicles; vehicle replacements to meet the 2040 zero-emission bus (ZEB) transit mandate (all replacement buses after 2035 are ZEB).	$41,837
SB-LTA-A57-2026	Transit Facility Yard Improvements	Improvements to the LTA transit facility to accommodate changes in operations.	$7,363
SB-LTA-A61-2026	Transit Capital - On Street	Lump-sum of capital improvements to existing LTA facilities on streets and roads (2025-2050).	$7,300
SB-LTA-A62-2026	Transit Capital - On Bus	Lump-sum of capital improvements to LTA vehicles to continue existing operations and services (2025-2050).	$7,500
SB-LTA-A73-2026	Lump Sum of Future Unidentified Transit Capital Improvements for Maintaining the Existing Bus Fleet & Facilities	Lump sum for unidentified future transit capital improvements to support the maintenance of the existing vehicle fleet and facilities (2030-2050).	$47,368

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A44-2026	Emergency Motorist Aid System (SAFE)	Lump-sum for emergency call box program and additional CHP safety patrol. (2025-2050)	$1,050
SB-VAR-A04-2026	Unidentified Future Transportation System Management Improvements	Lump sum of Future Unidentified Transportation System Improvements (2030-2050) in Hollister, San Juan Bautista, and San Benito County	$18,640

Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P03-CAP-2026	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Rosedale Ave.	$500
SC-CAP-P05-CAP-2026	Cliff Drive Resiliency Project & Improvements	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	$8,000
SC-CAP-P12-CAP-2026	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	$500
SC-CAP-P16-CAP-2026	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	$300
SC-CAP-P27-CAP-2026	Citywide Accessible Ramps	Install accessible ramps on sidewalks citywide.	$400
SC-CAP-P40-CAP-2026	46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	$100
SC-CAP-P41-CAP-2026	Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47thAve)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	$70
SC-CAP-P42-CAP-2026	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	$150
SC-CAP-P46-CAP-2026	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	$30
SC-CAP-P47-CAP-2026	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	$400
SC-CAP-P48-CAP-2026	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	$250
SC-CAP-P51-CAP-2026	Citywide Sidewalk Program	Fill gaps in sidewalks and sidewalk access ramps.	$1,250
SC-CAP-P52-CAP-2026	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	$3,194
SC-CO-P38-USC-2026	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	$2,000
SC-CO-P41-USC-2026	Countywide Sidewalks	Install sidewalks.	$11,050
SC-CO-P46a-USC-2026	Hwy 9 Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	$3,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P50-USC-2026	East Cliff Dr Pedestrian Pathway (7th-12th Ave)	Construct pedestrian pathway on East Cliff.	$1,760
SC-CO-P71-USC-2026	Countywide Bike Projects	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	$23,733
SC-CO-P103-USC-2026	East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	Construct sidewalks and bike lanes on East Cliff where there are gaps	$7,000
SC-CO-P108-USC-2026	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	$4,500
SC-CT-09-CT-2026	Hwy 9 Felton Pedestrian Safety Project (EA 05-1M400)	Construct 4-6-foot-wide sidewalks, curbs, and gutters on the southbound side of State Route 9 from Graham Hill Road to the San Lorenzo Valley School Complex	$27,300
SC-CT-P83-CT-2026	Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)	Install curb extensions and high-visibility crosswalks for enhanced pedestrian safety.	$10,126
~~SC-RTC-27b-RTC-2026~~	~~MBSST Rail Trail Corridor Maintenance~~	~~Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.~~	~~$13,000~~
SC-RTC-27c-RTC-2026	MBSST Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc.); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	$6,600
SC-RTC-27d-RTC-2026	MBSST Trail Maintenance	Ongoing maintenance for trail portion of corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	$13,000
SC-RTC-37-RTC-2026	Hwy 9 Felton-SLV Schools Complete Streets Enhancement (EA 05-1M551)	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	$2,149

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-RTC-38-RTC-2026~~	~~Go Santa Cruz County Bicycle Incentives Program~~	~~Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.~~	~~$2,500~~
SC-SC-23-SCR-2026	West Cliff Multi-Use Path Rehabilitation Project Phase 3	The project will rehabilitate the Wets Cliff multi-use path. Work will include repaving failing sections of the path and surface sealing the entire length of the path from Swanton to David Way to increase the lifespan of the asphalt path (m400819).	$500
SC-SC-54-SC-2026	Bay Corridor Design and Complete Streets Implementation	Complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bike lanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	$4,530
SC-SC-57-SC-2026	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	$3,841
SC-SC-P09-SCR-2026	Sidewalk Program	Install and maintain sidewalks and access ramps.	$5,000
SC-SC-P105-SCR-2026	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	$1,020
SC-SC-P123-SCR-2026	Soquel/Branciforte Bike Lane Treatments (San Lorenzo River to Branciforte)	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	$410
SC-SC-P125-SCR-2026	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	$1,404
SC-SC-P126-SCR-2026	Almar Ave Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	$200
SC-SC-P132-SCR-2026	Swanton Blvd Multi-Use Trail Connector	Install a 10-12 foot wide multi-use trail along Swanton, protected bike facility and sidewalk infill on Delaware, and multimodal intersection improvements at Delaware/Swanton and Delaware/Natural Bridges.	$2,000
SC-SC-P134-SCR-2026	Ocean-Plymouth Multi-modal Transportation Improvements	Improve the bike and pedestrian connections through the Ocean-Plymouth intersection	~~$200~~ $2,000
SC-SC-P137-SCR-2026	Frederick Street Park Accessible Ramp to Harbor	Install multi-use accessible ramp from park to Harbor to improve access	$300

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P138-SCR-2026	Riverwalk Improvements	Pavement rehabilitation and bike and ped upgrades including ADA accessibility, lighting, signage, and striping	$1,000
SC-SC-P140-SCR-2026	Natural Bridges Drive Protected Bike Lanes	Install protected bike lanes on Natural Bridges Drive between Delaware Avenue and Mission Street Extension to connect the Wilder Path, Segment 7, and the Swanton Delaware project.	$350
SC-SC-P141-SCR-2026	Laurel Street Sidewalks	Construct sidewalks to fill gaps	$1,000
SC-SC-P142-SCR-2026	AB 413 Citywide Daylighting	Implement daylighting citywide per AB 413	$1,932
SC-SC-P145-SCR-2026	Arterial Roadway Protected Bike Lanes	Install protected bike lanes on all arterial roadways	$5,000
SC-SC-P23-SCR-2026	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	$150
SC-SC-P29-SCR-2026	Morrissey Blvd Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	$8,000
SC-SC-P30-SCR-2026	Murray St to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	~~$115~~ $210
SC-SC-P59-SCR-2026	King Street Bike Lanes (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications.	$500
SC-SC-P69-SCR-2026	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	$500
SC-SC-P75-SCR-2026	Active Transportation Plan Lump Sum Projects	Construct projects and implement programs from the Active Transportation Plan	$41,666
SC-SV-35-SV-2026	Scotts Valley Dr Complete Streets Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, and traffic signal modifications. The buffered bike lane design will narrow existing vehicle lanes to accommodate striped or landscaped buffers, enhancing safety and comfort for cyclists while maintaining efficient traffic operations.	$1,100
SC-SV-P05-SCV-2026	Citywide Sidewalk Program	Install sidewalks to fill gaps.	$1,250
SC-SV-P100-SCV-2026	Whispering Pines Dr Separated Bikeways (Mt Hermon-Lundy Ln)	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. Source SRTS Plan	$75
SC-SV-P101-SCV-2026	Vine Hill Rd Bicycle and Pedestrian Overcrossing of Highway 17	Bike/Ped overcrossing connecting Vine Hill Rd and Santas Village Rd	$20,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P21-SCV-2026	Lockwood Ln Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	$50
SC-SV-P30A-SCV-2026	Mt Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.	$520
SC-SV-P35-SCV-2026	Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	$410
SC-SV-P41-SCV-2026	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	$4,931
SC-SV-P45-SCV-2026	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	$4,130
SC-SV-P49-SCV-2026	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	$375
SC-SV-P53-SCV-2026	Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	Study options to install a new bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	~~$1,000~~ $1
SC-SV-P56-SCV-2026	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	$53
~~SC-SV-P73-SCV-2026~~	~~Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades~~	~~Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.~~	~~$700~~ ~~$3,100~~
SC-SV-P74-SCV-2026	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	$100
SC-SV-P79-SCV-2026	Lockewood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	$90

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P82-SCV-2026	Mt Hermon Rd Complete Streets Bike & Ped Improvements	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	~~$700~~ $20,000
SC-SV-P95-SCV-2026	Hwy 17 On/Off Ramp Bike & Pedestrian Improvements	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan. Short term	$207
SC-SV-P99-SCV-2026	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	$44
SC-TRL-13-20-RTC-2026	MBSST Segments 13 to 20 (Rio Del Mar to Pajaro Junction)	~~MBSST segments 13 to 20, excluding Segment 18 (listed as TRL 18c). Portion of ZEPRT project (RTC 35).~~ Design, environmental clearance and construction of MBSST Segments 13-20 (minus Segment 18 which is listed separately as TRL 18b/c).	~~$23,000~~ $14,800
SC-UC-P33-UC-2026	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	$400
SC-UC-P38-UC-2026	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	$400
SC-VAR-P08-VAR-2026	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	$2,500
SC-VAR-P10-VAR-2026	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	$500
SC-VAR-P27-VAR-2026	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	$20,000
SC-VAR-P29-VAR-2026	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	$150
SC-VAR-P31-VAR-2026	Countywide Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	$1,500
SC-VAR-P32-VAR-2026	Bicycle Treatments for Intersection Improvements	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	$3,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P33-VAR-2026	Neighborhood Greenways and Bike Boulevards	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	$500
SC-VAR-P35-VAR-2026	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	$10,000
SC-VAR-P39-VAR-2026	Active Transportation Plans	Prepare or Update Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	$1,750
~~SC-VAR-P44-VAR-2026~~	~~Electric Bicycle Commuter Incentive Program~~	~~Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.~~	~~$684~~
~~SC-VAR-P51a-VAR-2026~~	~~Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR 9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).~~	~~$2,150~~
~~SC-VAR-P51b-VAR-2026~~	~~Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR 9 (PM 8.11)~~	~~$11,050~~
SC-VAR-P51c-VAR-2026	Hwy 9 Ben Lomond Complete Streets (SLV PID Segment 3)	May be implemented by RTC or Caltrans, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$10,525
SC-VAR-P51d-VAR-2026	Hwy 9 Brookdale Complete Streets (SLV PID Segment 4)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Implementation of priorities for Brookdale identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$11,125

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-VAR-P52-VAR-2026~~	~~Ben Lomond Complete Streets (County Roads)~~	~~May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,455~~
~~SC-VAR-P53-VAR-2026~~	~~Boulder Creek Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$1,475~~
~~SC-VAR-P54-VAR-2026~~	~~Felton Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,985~~
SC-VAR-P57-VAR-2026	AB 413 Countywide Daylighting Implementation	AB 413 prohibits parking within 20 feet of a crosswalk, effectively "daylighting" intersections to improve visibility for pedestrians and drivers, thereby enhancing safety.	$2,000
SC-VAR-P58-VAR-2026	Countywide Pedestrian Signal Upgrades	Installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times to facilitate roadway crossings by visually and mobility impaired persons.	$500
SC-WAT-01A-WAT-2026	Hwy 1 Harkins Slough Bike-Ped Overcrossing (Safer Access to PVHS & Beyond) (EA 05-1G490)	Install ped bridge over SR1, sidewalks, Class IV bike lanes, intersection modifications at Harkins Slough Rd/Green Valley Rd/Silver Leaf, high visibility crosswalks, new and upgraded curb extensions/ramps, and pedestrian & bike safety programs intersection to improve bike and ped access.	$10,550
SC-WAT-P15-WAT-2026	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects.	$2,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P19-WAT-2026	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths	$15,486
SC-WAT-P36-WAT-2026	Alley Improvements	Repair & reconstruct some alleys.	$104
SC-WAT-P49-WAT-2026	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$45
SC-WAT-P50-WAT-2026	5th St (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$41
SC-WAT-P75-WAT-2026	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches (some portions=WAT 47 in RTIP).	$7,500
SC-WAT-P76-WAT-2026	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	$2,400
SC-WAT-P81-WAT-2026	Lee Rd Trail	Construct bike/pedestrian trail on Lee Road from Railroad Crossing to Harkins Slough Rd. Prepare environmental documents and construction plans, secure permits.	$2,100
TRL-05-2026	MBSST Segment 5 (Wilder Ranch to Davenport)	Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 5. Project includes 7.5 miles of Class 1 multi-use bicycle/pedestrian paved path with shoulders along the rail corridor on north coast of Santa Cruz County from Wilder Ranch to Davenport. Also includes Davenport crosswalk at Hwy 1/Ocean St, two parking lots at Yellowbank Beach and Davenport Beach, a path from the Bonny Doon parking lot to the rail trail, and a new ped overpass over Hwy 1 at Yellowbank. (Combined Trl 5a, Trl 5b, Trl 5c).	$51,400
TRL-07cSC-2026	MBSST Segment 7 Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	$4,450

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
TRL-10-11-2026	MBSST Segments 10 and 11 (17th Avenue to State Park Drive)	4.15 mile bicycle/pedestrian multiuse path parallel to railroad tracks between 17th Ave in Live Oak to State Park Drive in Aptos/Seacliff. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail. Includes ATP-funded non-infrastructure safety, education, and encouragement programs; 3 RRFBs, 5 intersection lighting, 5 new bike racks, 6 green cross-bike striping, 400 feet new sidewalk, 13 ADA ramps, 3 benches, trash cans, interpretative signage, curb bulb-outs.	~~$115,000~~ $100,800
TRL-18B-2026	MBSST Segment 18 Phase 2 (Watsonville Slough Trailhead to Walker St)	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	$2,000
TRL-18~~L~~c-2026	MBSST Segment 18 Phase 3 (Lee Road to Ohlone Pkwy)	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	$2,500
TRL-8-9a-2026	MBSST Segments 8 and 9 (Pacific Ave to 17th Ave)	2.18 mile multiuse trail along the rail corridor between Pacific Ave/Beach St in the City of Santa Cruz to 17th Ave in County of Santa Cruz and non-infrastructure safety, education, and encouragement programs.	~~$58,300~~ $50,000

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-24e-RTC-2026	3 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (State Park to Bay/Porter) & Mar Vista Bike/Ped Xing	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought tolerant landscaping. [Part of Highway 1 CIP project (RTC 24a)] (EA# 05-1C733)	~~$98,700~~ $20,000
SC-RTC-24f-RTC-2026	2 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (41st Ave to Soquel Ave) & Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. Caltrans Project ID 05-0C732	~~$43,900~~ $8,400
SC-SC-38-SCR-2026	Hwy 1 at San Lorenzo Bridge Replacement	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	$15,500

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-CO-P106-USC-2026~~	~~Pajaro River Flood Risk Management Project~~	~~Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost $400M and be primarily funded by State and Federal Water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element; $136M estimate for bridges over Hwy 1 ($100M), 129 ($18M), 152 ($18M)]~~	~~$136,000~~
SC-CO-P113-USC-2026	Shark Fin Cove Parking Formalization	Formalize parking facilities and make operational improvements along State Route 1 for enhanced access to Shark Fin Cove.	$2,000
SC-CT-34-CT-2026	Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)	In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.	$25,000
SC-CT-P45-CT-2026	SHOPP Highway Preservation (Bridge, Roadway, Roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and some mobility improvements. Includes repaving, culverts, etc.	~~$207,844~~ $204,225
SC-CT-P46-CT-2026	SHOPP Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects.	~~$228,618~~ $225,000
SC-CT-P47-CT-2026	SHOPP Minors	Various small SHOPP projects (Capital Costs less than $1.25 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements.	$1,200
SC-CT-P49-CT-2026	Hwy 17 Access Management - Operational Improvements	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	$10,000
SC-CT-P59-CT-2026	Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement (EA 05-1H470)	Replace bridges to maintain standards of safety and reliability.	$21,150
SC-CT-P60-CT-2026	Hwy 9 Upper Drainage and Erosion Control Improvements (EA 05-1G950)	Replace failed culverts systems and construct energy dissipaters.	$14,432
SC-CT-P63-CT-2026	Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	$17,068
SC-CT-P73-CT-2026	Hwy 17 Drainage Improvements (EA 05-1K670)	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems.	$10,052

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CT-P74-CT-2026	Hwy 1 Pavement Project (EA 05-1M110)	Preserve pavement and replace 87 ADA ramps as needed. Enhance crosswalk striping; add pedestrian refuge islands; extend sidewalk for use as a bus stop in 2 locations.	$21,200
SC-CT-P76-CT-2026	Hwy 9 Felton South Santa Cruz 9 CAPM (EA 05-1K890)	Preserve pavement, rehabilitate 5 drainage systems, install 2 TMS, construct sidewalk in Felton from Kirby to Laurel west side and Kirby to Russell east side. (El Solyo Heights in Felton to north of SR 1 in Santa Cruz).	$25,037
SC-CT-P77-CT-2026	Hwy 9 Upper Pavement Project (EA 05-1K900)	Preserve pavement, reconstruct guardrail, rehabilitate drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line).	$13,145
SC-CT-P79-CT-2026	Hwy 129 Watsonville to County Line Pavement Project (EA 05-1R340)	Preserve pavement, rehabilitate 2 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	$16,400
SC-CT-P80-CT-2026	Hwy 236 Boulder Creek Bridge Scour Repair Project (EA 05-1P240)	Repair scour on bridge abutment at Boulder Creek Bridge on State Route 236	$13,400
~~SC-CT-P81-CT-2026~~	~~Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)~~	~~Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)~~	~~$11,707~~
SC-CT-P82-CT-2026	Hwy 152 Pavement and Complete Streets (EA 05-1P110)	Preserve pavement, install bike lanes, install curb extensions, enhance crosswalks to high-visibility striping, install new crosswalks, consider installation of enhanced pedestrian crossing features such as pedestrian hybrid beacons and rectangular rapid flashing beacons.	$44,714
~~SC-CT-P83-CT-2026~~	~~Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)~~	~~Install curb extensions and high-visibility crosswalks for enhanced pedestrian safety.~~	~~$10,126~~
SC-CT-P84-CT-2026	Waddell Creek Bridge Replacement (EA 05-1R420)	Replace and raise Waddell Creek bridge (Br No 36-0065) for sea-level rise resilience. Add a Class 1 multiuse path to new bridge structure. Cost, schedule, and scope details to be further developed.	$42,350
~~SC-RTC-24j-RTC-2026~~	~~7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange~~	~~Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]~~	~~$14,000~~
~~SC-SC-38-SCR-2026~~	~~Hwy 1 at San Lorenzo Bridge Replacement~~	~~Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17~~	~~$15,500~~

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
		~~to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460~~	
SC-VAR-P51a-VAR-2026	Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR 9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).	$2,150
SC-VAR-P51b-VAR-2026	Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR 9 (PM 8.11)	$11,050

Table 4 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
CAP-16SC-2026	Bay Avenue/ Capitola Ave Intersection Modifications/ Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	~~$4,000~~ $8,000
CAP-22SC-2026	41st Ave Pavement Rehabilitation and Multimodal Improvements	Pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	~~$2,000~~ $2,500
CO-36SC-2026	Seacliff Village Streetscape Improvements	Construct sidewalks, bike lanes, bus turnouts/stops, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	$3,200
CO-92SC-2026	Soquel San Jose Rd/ Porter St Resurfacing & Multimodal Improvements	Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.	$3,600
SC-42SC-2026	Soquel Ave at Frederick St Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	$600
SC-CAP-P05-CAP-2026	Cliff Drive Resiliency Project & Improvements	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	$8,000
SC-CAP-P06-CAP-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities, within the City limits.	$25,114
SC-CAP-P07-CAP-2026	Bay Avenue/Hill St Intersection Modification/ Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$3,500
SC-CAP-P07p-CAP-2026	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	$10,000
SC-CAP-P09-CAP-2026	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	$300
SC-CAP-P28-CAP-2026	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P32-CAP-2026	Bay Avenue/Monterey Ave Intersection Modification	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$400
SC-CAP-P34-CAP-2026	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	$400
SC-CAP-P38-CAP-2026	40th Ave & Clares St Intersection Improvements	Widen intersection and signalize.	$600
SC-CAP-P53-CAP-2026	Capitola Rd & 45th Ave Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$400
SC-CAP-P54-CAP-2026	Wharf Road and Stockton Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$350
SC-CAP-P57-CAP-2026	Stockton Ave and Capitola Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$500
SC-CO-100-USC-2026	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	$300
SC-CO-95-USC-2026	Corralitos Corridor Resurfacing	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	$1,500
SC-CO-96-USC-2026	Emergency Routes Resurfacing Phase 2	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	~~$3,200~~ $5,000
SC-CO-99-USC-2026	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	$2,044
SC-CO-P02-USC-2026	Airport Blvd Improvements (City limits to Green Valley Rd)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	$1,240
SC-CO-P03-USC-2026	Amesti Road Multimodal Improvements (Green Valley to Browns Valley Rd)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	$600
SC-CO-P08-USC-2026	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	$620
SC-CO-P09-USC-2026	East Cliff Dr Improvements (32nd Ave to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	$1,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P10-USC-2026	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	~~$775~~ $423
SC-CO-P109-USC-2026	Countywide Pavement Management	Pavement Resurfacing of County Maintained Roads Countywide (595 miles maintained roadways).	$215,000
SC-CO-P11-USC-2026	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	$775
SC-CO-P111-USC-2026	Conference Dr Bridge Scour Repair	Project will perform repairs on existing bridge	$544
SC-CO-P112-USC-2026	East Zayante Rd Bridge Spall Repair	Project will perform repairs on existing bridge	$544
SC-CO-P18-USC-2026	Soquel Ave Improvements (City of SC to Gross Rd)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	$2,560
SC-CO-P24-USC-2026	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	$243
SC-CO-P26a-USC-2026	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26b-USC-2026	West Beach Drive Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26h-USC-2026	Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26i-USC-2026	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	$340
SC-CO-P26p-USC-2026	Mattison Lane Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P26r-USC-2026	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26s-USC-2026	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	Roadway improvements and pavement rehabilitation.	$170
SC-CO-P27a-USC-2026	37th/38th Ave (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	$570
SC-CO-P27c-USC-2026	Corcoran Ave Improvements (Alice St to Felt St)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$150
SC-CO-P27e-USC-2026	Main Street Improvements (Porter St to Cherryvale Ave)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,360
SC-CO-P27f-USC-2026	Mill St Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$280
SC-CO-P29f-USC-2026	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$340
SC-CO-P30d-USC-2026	Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$240

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P30n-USC-2026	Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$725
SC-CO-P33d-USC-2026	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	~~$141~~ $310
SC-CO-P35-USC-2026	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	~~$141,356~~ $158,139
SC-CO-P36-USC-2026	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$500
SC-CO-P37-USC-2026	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	$500
SC-CO-P58-USC-2026	Robertson Street & Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	$1,595
SC-CO-P62-USC-2026	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	$410
SC-CO-P85-USC-2026	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	$2,110
SC-CO-P97-USC-2026	Countywide Guardrails	Install guardrails on County roads.	~~$11,000~~ $11,560
SC-RTC-24j-RTC-2026	7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	$14,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-37-SCR-2026	Murray Street Bridge Seismic Retrofit	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	$20,000
SC-SC-55-SC-2026	Bay Street Paving	Repave Bay Street between Mission and Lennox Street using mill and overlay approach.	$989
SC-SC-P07-SCR-2026	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits.	$75,678
SC-SC-P101-SCR-2026	Delaware-Swift Intersection Improvements	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	$600
SC-SC-P104-SCR-2026	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	$32,300
SC-SC-P109-SCR-2026	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	$1,500
SC-SC-P128-SCR-2026	Citywide Street Sweeping	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	$15,800
SC-SC-P129-SCR-2026	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	$3,000
SC-SC-P130-SCR-2026	Mission Street Improvement Plan	Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.	$6,500
~~SC-SC-P142-SCR-2026~~	~~AB 413 Citywide Daylighting~~	~~Implement daylighting citywide per AB 413~~	~~$1,932~~
SC-SC-P83-SCR-2026	West Cliff/Bay Street Modifications	Install mini-roundabout to replace the all-way stop to improve safety and capacity.	$500
SC-SC-P90-SCR-2026	High St/Moore St Intersection Modification	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	$100
SC-SC-P91-SCR-2026	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	~~$1,000~~ $1
SC-SC-P93-SCR-2026	Beach/Cliff Intersection Modification	Modify intersection for multimodal (train, bike, ped, auto) safety and access improvements.	$210

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P96-SCR-2026	Bay/California Multimodal Intersection Improvements	Update intersection to facilitate multimodal mobility, safety and capacity improvements.	$1,100
SC-SV-34-SV-2026	Mt Hermon Road Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, ADA compliant curb ramps upgrades, and traffic signal modifications.	$800
SC-SV-P06-SCV-2026	Citywide Access Ramps	Place handicap ramps at various locations.	$126
SC-SV-P27-SCV-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repairs, and operation of road/street system within the City limits.	$25,141
SC-SV-P28-SCV-2026	Neighborhood Traffic Calming	Citywide traffic calming devices.	$750
SC-SV-P47-SCV-2026	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	$620
SC-SV-P51-SCV-2026	Mt Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	$130
SC-SV-P52-SCV-2026	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	~~$1,000~~ $105

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P73-SCV-2026	Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades	Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.	~~$700~~ $3,100
SC-UC-P01-UC-2026	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	$2,125
SC-UC-P59-UC-2026	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	$1,365
SC-UC-P66-UC-2026	Transportation-Related Stormwater Management Projects	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	$800
SC-UC-P78-UC-2026	Hagar Drive Roundabouts and Safety Improvements	Install three compact roundabouts, add vertical reflectors on curves and add new delineators to create protected bike lanes.	$2,309
SC-VAR-P13-VAR-2026	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	$82,000
SC-VAR-P14-VAR-2026	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	$59,200
SC-VAR-P50-VAR-2026	Climate Adaptation, Resiliency, and Hazard Mitigation	Projects to make transportation infrastructure more resilient, including through the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]	$20,000
SC-VAR-P52-VAR-2026	Ben Lomond Complete Streets (County Roads)	May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,455

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P53-VAR-2026	Boulder Creek Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$1,475
SC-VAR-P54-VAR-2026	Felton Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,985
SC-WAT-45-WAT-2026	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, install bus pullout and shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	$2,000
SC-WAT-P06-WAT-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.	$37,500
SC-WAT-P13-WAT-2026	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access.	$825
SC-WAT-P24-WAT-2026	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements.	$30,537
SC-WAT-P35-WAT-2026	Bridge Maintenance	Maintenance of bridges	$600
SC-WAT-P45-WAT-2026	Green Valley Rd Rehabilitation	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	$4,320
SC-WAT-P72-WAT-2026	Freedom Blvd (Green Valley Rd to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	$4,558
SC-WAT-P77-WAT-2026	Elm St Improvements Project	Road reconstruction and sidewalk improvements	$483

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-04SC-2026	Planning, Programming & Monitoring (PPM) - SB45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects.	$4,772
SC-AIR-P01-WAT-2026	Lump Sum Watsonville Municipal Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, runway rehabilitation and extensions and surface improvements, taxiway construction and maintenance, and signage.	$27,000
SC-AIR-P02-WAT-2026	Watsonville Municipal Airport Operations	Ongoing operations/maintenance.	$50,000
SC-CO-P96-USC-2026	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan.	$5,000
~~SC-CT-34-CT-2026~~	~~Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)~~	~~In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.~~	~~$25,000~~
SC-CT-P75-CT-2026	Hwy 1 Wildlife Crossing & Drainage Improvement Project (EA 05-1M530)	Culvert replacement with consideration of wildlife access across the Highway 1 (Main St interchange in Watsonville to north of Larkin Valley Rd interchange).	$19,564
SC-CT-P81-CT-2026	Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)	Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)	$11,707
SC-RTC-27b-RTC-2026	MBSST Rail Trail Corridor Maintenance	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	$13,000
SC-RTC-36-RTC-2026	Regional Conservation Investment Strategy (RCIS)	Early mitigation planning for transportation projects.	$5,000
SC-RTC-P07-RTC-2026	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.	$17,500
SC-RTC-P08-RTC-2026	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination.	$15,750

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-P50-RTC-2026	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	$180
SC-RTC-P51-RTC-2026	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	$120
SC-RTC-P59-RTC-2026	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax – Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	$16,500
SC-RTC-P61-RTC-2026	Santa Cruz Branch Rail Line Trestle Reconstruction and San Vincente Restoration	Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vincente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment	$3,500
SC-VAR-P07-VAR-2026	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	$175,000
SC-VAR-P21-VAR-2026	Plug-in Electric Vehicle Access, Education & Promotion	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	$1,000
SC-VAR-P25-VAR-2026	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	$300
SC-VAR-P49-VAR-2026	EV Charging Stations for Low Income Residents	EV charging station installation with a focus on equity so low income residents can access home charger especially those living in apartment/multi-dwelling units.	$8,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P04-WAT-2026	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues.	$193
SC-WAT-P80-WAT-2026	Lake Avenue Underground Utilities	Underground existing overhead utilities.	$2,400

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-17SC-2026	Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, short term loaner ebikes. Coordinates with Bike to Work program.	$1,500
SC-CO-50-USC-2026	Community Traffic Safety Coalition/Vision Zero	Countywide program that aims to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC envisions safe, accessible, and equitable transportation for all.	$9,000
SC-MTD-P42-MTD-2026	Youth/Senior/Disabled/Low-Income Fixed-Route Transit Incentives	Incentives to encourage fixed-route bus ridership. Includes existing discounts for Seniors and persons with disabilities. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	$18,000
SC-RTC-02a-RTC-2026	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots.	$2,601
SC-RTC-15-RTC-2026	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans.	$70
SC-RTC-26-OTH-2026	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Includes Bike Month and Love to Ride online bike tracking and encouragement. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources.	$3,680

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-38-RTC-2026	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	$2,500
SC-RTC-P48-VAR-2026	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs.	$1,730
SC-RTC-P49-RTC-2026	RTC Bikeway Map	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	$250
SC-RTC-P53-VAR-2026	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	$200
SC-UC-P61-UC-2026	Traveler Safety Education & Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	$75
SC-UC-P63-UC-2026	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	$875
SC-UC-P68-UC-2026	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	$320
SC-UC-P69-UC-2026	UCSC Commute Counseling Program	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	$600
SC-UC-P70-UC-2026	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	$12,500
SC-UC-P73-UC-2026	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	$87,500
SC-VAR-02-VAR-2026	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. (est. $120k/yr)	$50

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P06-VAR-2026	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Encourage EV Carsharing vendors to serve low income residents. Implementing Agency TBD, varies.	$1,450
SC-VAR-P15-VAR-2026	Transportation for Low Income Youth	Safe, reliable transportation services for foster care children to/from school.	$500
SC-VAR-P17-VAR-2026	Eco-Tourism Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	$400
SC-VAR-P18-VAR-2026	Hwy 1 Mission Street Bike & Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	$375
SC-VAR-P19-VAR-2026	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County not including HSA's program. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	$3,750
SC-VAR-P20-VAR-2026	Public Transit Marketing (One Ride at a Time Campaign)	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	$700
~~SC-VAR-P21-VAR-2026~~	~~Plug-in Electric Vehicle Access, Education & Promotion~~	~~Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever-evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.~~	~~$1,000~~
SC-VAR-P24-VAR-2026	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	$54
SC-VAR-P26-VAR-2026	Park & Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	$2,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P40-VAR-2026	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.	$500
SC-VAR-P44-VAR-2026	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	$684
SC-VAR-P59-VAR-2026	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes including shared micro-mobility. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	$500

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CTSA-P01-OTH-2026	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc.	$75,000
SC-CTSA-P04-OTH-2026	Medically Fragile Specialized Transportation	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	$3,000
SC-CTSA-P07-OTH-2026	Lift Line EV Modernization Project	Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.	$1,500
SC-CTSA-P08-OTH-2026	Countywide Paratransit Expansion	Expansion of service hours to include evening transportation to match existing paratransit service for non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, Dialysis transportation and same day rides etc.	$10,000
SC-MTD-02-MTD-2026	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	$3,150
SC-MTD-P10C-MTD-2026	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service.	$195,000
SC-MTD-P19-MTD-2026	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc.).	$1,200
SC-MTD-P28-MTD-2026	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	$8,000
SC-MTD-P30-MTD-2026	ParaCruz Mobile Data Terminals & Radios	Replace mobile data terminals in vehicles.	$50
SC-MTD-P51-MTD-2026	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	$6,108
SC-RTC-P43-OTH-2026	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	$600
SC-VAR-P48-VAR-2026	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program: On demand transportation services for persons with disabilities, including wheelchair users who need a	$1,500

		wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g. Lyft/Uber) that do not have WAV fleet.	
SC-VC-P1-OTH-2026	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	$1,290

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-27-MTD-2026	Rapid Corridors (Rts 1 & 2)	Improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	$7,000
SC-MTD-P12-MTD-2026	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually.	$83,660
SC-MTD-P14-MTD-2026	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually.	$414,000
SC-MTD-P15-MTD-2026	Bus Rapid Transit (BRT)	Bus only lanes, transit signal priority, queue jumps, and in lane stations to speed up major cross-county trunk routes.	$60,000
SC-MTD-P61-MTD-2026	South County Zero-Emissions Operating and Maintenance Facility	Construct maintenance facility on 9.8 acre lot to meet state of California's clean energy mandates and gradually convert fleet to zero emission busses with goal for full transition by 2040.	$20,000
SC-RTC-24t-SC-2026	8 - Hwy 1 Bus on Shoulders (Main St to Freedom Blvd)	Construct bus on shoulder facilities between Main St (152) and Freedom Blvd.	$5,000
SC-RTC-35-RTC-2026	Zero Emission Passenger Rail and Trail (ZEPRT)	Zero emission passenger rail transit service from Natural Bridges Drive to Pajaro Station. Constrained $ = Funding to complete Concept Report. Includes analysis of Segments 13-20 (Rio Del Mar Blvd to Salinas Road) adjacent to the railroad tracks. Implementation pending environmental review and availability of revenues for transit operations and construction.	~~$4,000~~ $33,621
SC-RTC-P60-RTC-2026	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects. Constrained amount is 25% of STA 99313 revenue estimates.	$20,000
~~SC-UC-P23-UC-2026~~	~~Transit Vehicles (ongoing)~~	~~Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.~~	~~$2,500~~
SC-VAR-P45-VAR-2026	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	$580

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P46-VAR-2026	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$530
SC-VAR-P47-VAR-2026	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-P10-MTD-2026	Local Transit Continuation of Baseline Service Levels 2025-2050	Operation & maintenance cost of existing local fixed route bus service.	~~$1,519,211~~ $1,519,212
SC-MTD-P10B-MTD-2026	Hwy 17 Express Service Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service.	$224,400
~~SC-RTC-P58-RTC-2026~~ SC-MTD-P60-MTD-2026	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	$125
SC-SV-P46-SCV-2026	Mt Hermon/King's Village Road - Transit Signal Priority (TSP)	Transit signal priority at Kings Village Road/Mt Hermon Road.	$80
SC-UC-P74-UC-2026	UCSC Transit Service	Operate the on-campus shuttle service.	$100,000
SC-UC-P75-UC-2026	Disability Van Service	Operate disability van service.	$3,750
~~SC-VC-P1-OTH-2026~~	~~Volunteer Center Transportation Program~~	~~Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.~~	~~$1,290~~

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MTD-18SC-2026	Account-based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	$5,000
~~SC-CTSA-P07-OTH-2026~~	~~Lift Line EV Modernization Project~~	~~Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.~~	~~$1,500~~
SC-MTD-13-MTD-2026	Santa Cruz Pacific Station Metro Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz. (RTP constrained=transportation elements; costs to be covered by developer not shown)	$25,000
SC-MTD-P04-MTD-2026	Bus Replacements	Replace fleet at the end of normal bus lifetime	$201,079
SC-MTD-P06-MTD-2026	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	$4,250
SC-MTD-P27-MTD-2026	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	$5,000
SC-MTD-P31-MTD-2026	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment.	$6,250
SC-MTD-P32-MTD-2026	Non-Revenue Vehicle Replacements	Replace support vehicles.	$150
SC-MTD-P36-MTD-2026	Metro Facilities Repair & Upgrades	Maintain and upgrade facilities.	$5,250
SC-MTD-P52-MTD-2026	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	$6,108
SC-MTD-P56-MTD-2026	Watsonville Transit Center: Affordable Housing/TOD	Redevelop METRO's Watsonville Transit Center into an affordable, transit-oriented housing development.	$15,000
SC-RTC-03a-RTC-2026	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	~~$5,800~~ $7,186
SC-RTC-03b-RTC-2026	Rail Line: Track infrastructure, signage, maintenance and repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage.	~~$4,850~~ $39,133

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-03d-RTC-2026	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	$3,750
SC-RTC-03e-RTC-2026	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	$670
SC-UC-P23-UC-2026	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	$2,500
SC-UC-P62-UC-2026	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	$260
SC-UC-P64-UC-2026	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	$400

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-01SC-2026	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Ongoing system management and congestion reduction program. Maintain and expand tow truck patrols on Highways 1 and 17. Roving tow trucks work with the CHP to quickly remove obstructions (collisions, debris, etc.) from travel lanes, and provide assistance to motorists during peak travel periods to keep incident related congestion to a minimum and keep traffic moving.	~~$10,000~~ $12,500
SC-CAP-P50-CAP-2026	Citywide HOV Priority	Evaluate HOV priority at signals and HOV queue bypass.	$100
SC-CHP-P01-CHP-2026	Hwy 17 Safety Program (Safe on 17)	Continuation of Highway 17 Safety Program in Santa Cruz County. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	$3,915
SC-CHP-P04-2026	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	$250
~~SC-CT-P63-CT-2026~~	~~Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)~~	~~Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.~~	~~$17,068~~
SC-CT-P65-CT-2026	Hwy 1 Roadside Safety (EA 05-1J96U)	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	$31,511
SC-RTC-P01-RTC-2026	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents.	~~$3,915~~ $490
SC-SC-P135-SCR-2026	Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades	Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.	$1,258
SC-SV-P42-SCV-2026	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	~~$350~~ $750
SC-UC-P58-UC-2026	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	$1,990
SC-VAR-P11-VAR-2026	Local Arterial ITS Infrastructure	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	$1,000
SC-WAT-P78-WAT-2026	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	$400

Alternative 3: Infill and Operational/Complete Streets

Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR002-CM-2026	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	$100
MON-CAR024-CM-2026	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	$290
MON-CAR025-CM-2026	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	$93
MON-CAR027-CM-2026	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	$87
MON-CAR035-CM-2026	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	$1,160
MON-CAR038-CM-2026	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	$500
~~MON-CAR040-CM-2026~~	~~Lincoln/Fourth Trestle Bridge~~	~~Reconstruction of a failing pedestrian bridge as recommended by a Bridge Assessment Report prepared by a Structural Engineer~~	~~$1,000~~
MON-GRN001-GR-2026	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge	$3,548
MON-GRN005-GR-2026	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	$1,548
MON-GRN010-GR-2026	12th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN011-GR-2026	13th Street Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN012-GR-2026	2nd Avenue Bike Lanes	Construct Class II bike lane on northbound side of the road.	$1
MON-GRN013-GR-2026	3rd Street Bike Lanes	Construct Class II Bike lanes.	$1
MON-GRN014-GR-2026	7th Street Bike Lanes	Construct Class III bike lanes.	$1
MON-GRN015-GR-2026	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	$1
MON-GRN016-GR-2026	Elm Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN017-GR-2026	Pine Avenue Bike Lanes	Construct Class II bike lanes.	$1
MON-GRN018-GR-2026	Walnut Avenue Bike Lanes	Construct Class II bike lane.	$1

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-GRN023-GR-2026	Downtown Streetscape Plan	Develop and implement a Downtown Streetscape plan that will provide a safe place to walk and bike.	$1
MON-KCY008-CK-2026	Airport Road Bike Lane	Sign Class III bike lane.	$2
MON-KCY009-CK-2026	Metz Road Bike Lane	Stripe Class II, restripe roadway	$200
MON-KCY036-CK-2026	Pavement/Sidewalk Management System P/SMS	Add Sidewalk, Update Pavement Management system, City Road/Sidewalk conditions/needs	$1
MON-KCY037-CK-2026	Maintenance/Repairs	Repair/rebuild, streets sidewalks	$120
MON-KCY038-CK-2026	Vanderhurst Bike Lanes	Install class II bike lanes.	$20
MON-KCY039-CK-2026	1st St Bike Lanes	Install class II bike lanes	$20
MON-KCY040-CK-2026	Broadway Bike Lanes	Install class II bike lanes	$5
MON-KCY045-CK-2026	Division St Repaving & Bike Lanes	Division St Repaving & install class II bike lanes	$1,100
MON-KCY046-CK-2026	San Antonio Dr Bike Lanes	Install class II bike lanes: Includes pedestrian improvements (road diet)	$10,000
MON-KCY047-CK-2026	N. Third St Bike Lanes	Install class II bike lanes	$50
MON-KCY048-CK-2026	Franciscan Way Bike Lanes	Install class II bike lanes	$50
MON-MAR009-MA-2026	Abdy Way, Cardoza to Healy	Construct new sidewalk and pavement	$200
MON-MAR026-MA-2026	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	$6,000
MON-MAR039-MA-2026	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	$1,000
MON-MAR070-MA-2026	Reservation Rd Cycle Track	Install Class IV bike lanes	$3,000
MON-MAR087-MA-2026	Citywide Class II Bike Lanes Project	Install Class II Bike lanes	$300
MON-MAR108-MA-2026	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	$30
MON-MAR114-MA-2026	Del Monte Boulevard Road Diet	Road diet and add Class II bike lanes. Triggered by Marina Station Subdivision	$16,200
MON-MAR125-MA-2026	Reservation Rd Bike Detection	Install bike detection at signalized intersections along Reservation Rd.	$1
MON-MAR126-MA-2026	Imjin Pkwy Bike Detection	Install bike detection at signalized intersections along Imjin Pkwy.	$1
MON-MAR157-MA-2026	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	$6,800
MON-MRY001-MY-2026	Aguajito Road	Construct new Class I Bikeway	$800

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MRY002-MY-2026	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	$3,000
MON-MRY003-MY-2026	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	$3,400
MON-MRY012-MY-2026	Pacific Street Bike/ped Improvements	Bike/ped and traffic flow improvements	$1,500
MON-MRY013-MY-2026	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	$8,000
MON-MRY014-MY-2026	Window on the Bay	New bikeway and pedestrian facilities	$7,000
MON-MRY020-MY-2026	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	$14,177
MON-MRY035-MY-2026	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	$3,500
MON-MRY037-MY-2026	Citywide Wayfinding Sign Program - Pedestrian Phase	Provide a comprehensive pedestrian and bicycle wayfinding sign program	$200
MON-MRY038-MY-2026	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	$431
MON-MRY040-MY-2026	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	$1,900
MON-MRY041-MY-2026	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	$1,500
MON-MRY042-MY-2026	Lake El Estero Class I	Add Class 1 facilities on Fremont, Camino Aguajito and Camino El Estero to link Rec Trail to El Estero Park	$3,000
MON-MRY043-MY-2026	Mark Thomas Drive and Sloat Avenue Separated Bike/Ped Path	Ped and Bicycle improvements to connect N Fremont project to downtown via Mark Thomas drive, Fairgrounds Road, and Sloat Avenue, including a potential Roundabout on Sloat - Mark Thomas.	$6,000
MON-MRY044-MY-2026	Garden Road Bike and Ped Connection	Pedestrian and bike improvements on Garden Rd to connect future housing to businesses	$1,000
MON-MRY048-MY-2026	Citywide Sidewalk Repair	Sidewalk panel repair	$2,000
MON-MRY050-MY-2026	E Franklin St. Bicycle and Pedestrian Improvements	Ped and bike improvements between the Monterey Sports Center and the Rec Trail, including a road diet and a wider multiuse path.	$3,555
MON-MYC001-UM-2026	Alisal Road	Install Class III bikeway	$7
MON-MYC002-UM-2026	San Benancio - Corral de Tierra Rd Loop	Install class II bikeway	$530
MON-MYC003-UM-2026	Blackie Road	Install class II bikeway	$5,400
MON-MYC026-UM-2026	Elkhorn Road	Install class II bikeway	$10,900

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC029-UM-2026	Florence St. Extension	Install Class II bikeway	$276
MON-MYC030-UM-2026	Gonzales - River Road	Install class II bikeway	$1,127
MON-MYC036-UM-2026	Hall Road - Tarpey Road	Install class II bikeway	$1,000
MON-MYC040-UM-2026	Inter-Garrison Road	Install class II bikeway	$10,800
MON-MYC042-UM-2026	Jonathan St. Extension	Install Class I bikeway	$255
MON-MYC045-UM-2026	Las Lomas Dr Bicycle Lane & Pedestrian Project	Install Class II bikeway, new sidewalks, curb & gutter, and a new drainage and water system.	$2,673
MON-MYC046-UM-2026	Laureles Grade Road	Install class II bikeway	$6,497
MON-MYC053-UM-2026	Metz Road	Install Class III bikeway	$24
MON-MYC056-UM-2026	Monte Road	Install class II bikeway	$1,989
MON-MYC060-UM-2026	Natividad Road	Install class II bikeway	$2,453
MON-MYC063-UM-2026	Old Stage Road/Hebert Road	Install Class III bikeway	$720
MON-MYC064-UM-2026	Pajaro River Levee Trail	Install Class I bikeway	$850
MON-MYC068-UM-2026	Porter Drive	Install Class III bikeway	$66
MON-MYC070-UM-2026	Prunedale South Road	Install class II bikeway	$3,127
MON-MYC078-UM-2026	Rogge Road	Install class II bikeway	$1,414
MON-MYC085-UM-2026	San Juan Grade Road	Install class II bikeway	$6,120
MON-MYC095-UM-2026	South Boundary Road	Install class II bikeway	$1,934
MON-MYC114-UM-2026	Reservation Rd.	Install class II bikeway	$6,099
MON-MYC115-UM-2026	Corral de Tierra	Install class II bikeway	$8,508
MON-MYC118-UM-2026	Williams Rd.	Install Class III bikeway	$2
MON-MYC121-UM-2026	Tarpy Rd Improvements	LT Channelization and improve shoulders	$1,000
MON-MYC124-UM-2026	Harris Road Improvements	Lt Channelization, shoulder improvements	$8,000
MON-MYC127-UM-2026	Alta St/Old US Hwy 01	Install Class III bikeway	$4
MON-MYC128-UM-2026	Arroyo Seco Rd	Install Class III bikeway	$24
MON-MYC130-UM-2026	Artichoke Avenue	Install Class III bikeway.	$442
MON-MYC131-UM-2026	Bishop St	Install Class III bikeway	$1

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC132-UM-2026	Blackie Rd	Install Class III bikeway	$1
MON-MYC135-UM-2026	Bluff Rd	Install Class III bikeway	$5
MON-MYC137-UM-2026	Brooklyn Street	Install Class III bikeway	$600
MON-MYC138-UM-2026	Camphora Gloria Road	Install class II bikeway	$5,850
MON-MYC139-UM-2026	Canada de la Segunda	Install Class III bikeway	$12
MON-MYC140-UM-2026	Carmel River Bridge	Install Class I bikeway	$540
MON-MYC141-UM-2026	Carmel Valley Class I Bicycle Path Project Phase IV	Install Class I bikeway.	$1,275
MON-MYC142-UM-2026	Carmel Valley Rd	Install class II bikeway	$278
MON-MYC143-UM-2026	Carmel Valley Rd at Boronda Rd Intersection	Intersection improvements	$1,278
MON-MYC144-UM-2026	Carmel Valley Rd at Country Club Drive	Intersection improvements	$1,120
MON-MYC145-UM-2026	Castro St	Install Class III bikeway	$1
MON-MYC146-UM-2026	Castroville Boulevard	Install Class II bikeway.	$3,602
MON-MYC148-UM-2026	Cattleman Rd	Install Class III bikeway	$51
MON-MYC149-UM-2026	Central Ave	Install Class III bikeway	$22
MON-MYC150-UM-2026	Chualar River Rd	Install Class III bikeway	$8
MON-MYC151-UM-2026	Cooper - Nashua Rd	Install Class III bikeway	$15
MON-MYC152-UM-2026	Cooper Road	Install Class III bikeway	$9
MON-MYC160-UM-2026	CVMP - Class II Bike Lanes	Install class II bike lanes	$308
MON-MYC168-UM-2026	Davis Road	Install Class II bikeway.	$3,193
MON-MYC170-UM-2026	Drainage Pond/Miller Property	Install class II bikeway	$16
MON-MYC171-UM-2026	El Camino Real	Install Class III bikeway	$1
MON-MYC172-UM-2026	Elkhorn Rd	Install class II bikeway	$194
MON-MYC173-UM-2026	Elm Ave from Arroyo Seco Rd to 13th St	Install Class III bikeway	$14
MON-MYC174-UM-2026	Elm Ave from Metz Rd to 3rd St (Greenfield)	Install Class III bikeway	$7
MON-MYC175-UM-2026	Espinosa Rd from Patricia Ln to Elm Ave	Install Class III bikeway	$8
MON-MYC176-UM-2026	Espinosa Rd from Central Ave to Susan Ln/Hwy 101	Install Class III bikeway	$6
MON-MYC177-UM-2026	Foletta Rd	Install Class III bikeway	$12

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC178-UM-2026	Fort Romie Rd	Install Class III bikeway	$12
MON-MYC179-UM-2026	Fremont St	Install Class III bikeway	$1
MON-MYC180-UM-2026	Front Rd Extension	Install class II bikeway	$95
MON-MYC185-UM-2026	Geil St	Install Class III bikeway	$1
MON-MYC187-UM-2026	Gloria Road	Install class II bikeway	$2,055
MON-MYC189-UM-2026	Grant St	Install Class III bikeway	$2
MON-MYC190-UM-2026	Harkins Rd	Install class II bikeway	$68
MON-MYC193-UM-2026	Harrison Rd	Install class II bikeway	$82
MON-MYC196-UM-2026	Iverson Rd	Install class II bikeway	$5,000
MON-MYC197-UM-2026	Iverson Road	Install class II bikeway	$2,600
MON-MYC198-UM-2026	Jetty Road/Pajaro River (Zmudowski Beach)	Install Class I bikeway.	$5,729
MON-MYC199-UM-2026	Johnson Canyon Road	Install class II bikeway	$1,350
MON-MYC203-UM-2026	Lanini Rd	Install class II bikeway	$2,000
MON-MYC204-UM-2026	Main St	Install class II bikeway	$6
MON-MYC205-UM-2026	McCoy Road	Install Class II bikeway.	$3,868
MON-MYC206-UM-2026	McCoy Road	Install class II bikeway	$87
MON-MYC207-UM-2026	McGowan Rd - MBSST	Install Class III bikeway	$2
MON-MYC208-UM-2026	Mead St	Install Class III bikeway	$1
MON-MYC209-UM-2026	Meade St (Extension)	Install class II bikeway	$2
MON-MYC210-UM-2026	Meridian Rd	Install Class III bikeway	$8
MON-MYC211-UM-2026	Meridian Rd Path	Install Class I bikeway	$95
MON-MYC212-UM-2026	Mesa Verde	Install Class III bikeway	$8
MON-MYC213-UM-2026	Monte Rd - MBSST	Install class II bikeway	$81
MON-MYC214-UM-2026	Monterey Bay Sanctuary Scenic trail-Moss Landing	Install bikeway and bridge.	$9,159
MON-MYC215-UM-2026	Moro Rd	Install Class III bikeway	$6
MON-MYC216-UM-2026	Moss Landing Road Bike Lanes, Storm Drain, and Street Improvements	Install class II/III bikeway and curb, gutter, and sidewalks.	$3,228

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC218-UM-2026	Nashua Road	Install Class III bikeway	$1
MON-MYC220-UM-2026	Old Stage - San Juan Grade	Install Class III bikeway	$13
MON-MYC221-UM-2026	Old Stage Rd	Install Class III bikeway	$1
MON-MYC222-UM-2026	Ormart Rd	Install Class III bikeway	$1
MON-MYC223-UM-2026	Pajaro Rail Line	Install Class I bikeway	$448
MON-MYC224-UM-2026	Payson St - Chualar Rd	Install Class III bikeway	$4
MON-MYC226-UM-2026	Pesante Rd	Install Class III bikeway	$2
MON-MYC228-UM-2026	Portola Dr	Install class II bikeway	$16
MON-MYC229-UM-2026	Prunedale North Rd	Install class II bikeway	$46
MON-MYC230-UM-2026	Reese Cir - Country Meadows Rd	Install Class III bikeway	$3
MON-MYC231-UM-2026	Reservation Rd Pedestrian/Bicycle Access	Install class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	$140
MON-MYC236-UM-2026	Russell Road	Install class II bikeway	$1,105
MON-MYC237-UM-2026	Salinas Rd - Hall Rd - Tarpey Rd	Install class II bikeway	$74
MON-MYC239-UM-2026	Salinas Street	Install Class I/II bikeway.	$360
MON-MYC240-UM-2026	San Benancio Road	Install Class II bikeway.	$5,182
MON-MYC241-UM-2026	San Juan Grade Rd	Install class II bikeway	$88
MON-MYC242-UM-2026	San Juan Grade Rd	Install Class III bikeway	$1
MON-MYC244-UM-2026	San Juan Rd	Install class II bikeway	$5
MON-MYC246-UM-2026	San Juan Road to Pajaro Levee	Install Class II bikeway.	$663
MON-MYC248-UM-2026	Sanctuary Scenic Trail 15A	Install Class I bikeway	$5,082
MON-MYC249-UM-2026	Sanctuary Scenic Trail Segment 10	Install Class I bikeway	$2,058
MON-MYC250-UM-2026	Sanctuary Scenic Trail Segment 11	Install Class I bikeway	$634
MON-MYC251-UM-2026	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	$5,552
MON-MYC252-UM-2026	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	$7,404
MON-MYC253-UM-2026	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	$2,800
MON-MYC254-UM-2026	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	$258

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC255-UM-2026	Sanctuary Scenic Trail Segment 14A	Install Class I bikeway	$835
MON-MYC256-UM-2026	Sanctuary Scenic Trail Segment 17A	Install Class I bikeway	$699
MON-MYC257-UM-2026	Sanctuary Scenic Trail Segment 17B	Install Class I bikeway	$1,659
MON-MYC258-UM-2026	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	$3,411
MON-MYC259-UM-2026	Sanctuary Scenic Trail Segment 9	Install Class I bikeway	$37
MON-MYC261-UM-2026	Seymour St	Install Class III bikeway	$2
MON-MYC262-UM-2026	Sill Road	Install Class II bikeway	$696
MON-MYC265-UM-2026	Strawberry Rd	Install Class III bikeway	$10
MON-MYC267-UM-2026	Susan Ln	Install Class III bikeway	$1
MON-MYC268-UM-2026	Trafton Rd	Install Class III bikeway	$8
MON-MYC269-UM-2026	Trafton Rd	Install Class III bikeway	$2
MON-MYC270-UM-2026	Trafton Rd - MBSST	Install Class III bikeway	$3
MON-MYC271-UM-2026	Tavernetti Rd	Install class II bikeway	$94
MON-MYC272-UM-2026	Tavernetti Rd	Install Class III bikeway	$1
MON-MYC273-UM-2026	Tavernetti Road	Install Class II bikeway.	$553
MON-MYC274-UM-2026	Teague Ave	Install Class III bikeway	$4
MON-MYC275-UM-2026	Tembladero Slough	Install Class II bikeway	$221
MON-MYC276-UM-2026	Thorne Rd	Install Class III bikeway	$11
MON-MYC277-UM-2026	Werner Rd	Install class II bikeway	$9
MON-MYC280-UM-2026	Geil Neighborhood Shared Street	Install a class III bicycle route, wayfinding signage, and crosswalks at intersections. Install additional street lighting along route.	$1
MON-MYC281-UM-2026	Grant St Bicycle/Pedestrian improvements	Install class II/III bikeway; Install sidewalk along Grant St.	$1
MON-MYC282-UM-2026	Porter/Main Intersection Improvement	Improve intersection to better accommodate bicyclists and pedestrians.	$1
MON-MYC327-UM-2026	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	$4,000
MON-MYC328-UM-2026	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	$7,700
MON-MYC329-UM-2026	Esquiline Road Pedestrian Crossing	Pedestrian crossing (Bridge 509)	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC334-UM-2026	Rio Rd Mission School Bicycle Connection	Improve bicycle access from Rio Rd to River School by constructing a Class I bicycle path and Class II bicycle lanes.	$1
MON-MYC335-UM-2026	Rio Road Carmel Middle School Bicycle Connection	Install Class II Bike Lanes on Rio Road; Install Class I Path from Val Verde Drive - Carmel Middle School.	$1,500
MON-MYC336-UM-2026	Carmel to Monterey Bicycle Connection	Bikeway improvements and wayfinding signage along Hwy 1/Hwy 68 West/Viejo Road Path/Viejo Road and Soledad Drive. Install painted class II bike lanes Viejo Road and Soledad Drive.	$700
MON-MYC337-UM-2026	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	$500
MON-MYC338-UM-2026	Intergarrison Sidewalk Gap	Fill sidewalk gap on InterGarrison Rd	$1
MON-MYC340-UM-2026	Castroville ATP-6	Install sidewalks and bike paths	$6,600
MON-MYC342-UM-2026	Chualar ATP-6	Install sidewalks and bike paths	$6,400
MON-MYC345-UM-2026	N Main / Espinosa Rd Class II Bike lane	Install Class II bike lane	$5,000
MON-MYC346-UM-2026	Calle Del Adobe Streetscape	Plant shade trees; native vegetation along Calle Del Adobe path.	$1
MON-PGV008-PG-2026	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	$2,000
MON-PGV011-PG-2026	Recreational Trail Repairs	Repair failing sections of recreational trail	$3,000
MON-PGV016-PG-2026	Forest Ave Pedestrian Improvements	Install sidewalk; detectable warning; increase visibility of crosswalks; install curb extensions	$1
MON-PGV018-PG-2026	Lighthouse Ave Bikeway	Install wayfinding signage and pavement markers	$1
MON-PGV021-PG-2026	George Washington Park Entry Median and crossing	Install an entry median at Pine Ave/Alder, ADA ramps, marked crosswalks and lighting.	$1
MON-SCY009-SA-2026	Citywide Bike Path Improvements	Install and/or repair lighting, signage, striping, wayfinding, at grade crossings, bike racks, and signal modifications on existing and/or new bike paths.	$2,000
MON-SCY016-SA-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$8,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SCY017-SA-2026	Citywide Bike and Pedestrian Facility Improvements	Construct bike and pedestrian facilities including bikeways (Class I, II, III, IV), pedestrian sidewalks, paths, ADA facilities, signing, striping, lighting, intersection crossing improvements, and related features.	$8,000
MON-SCY019-SA-2026	Coastal Trail Project	New trail system connecting the city center at Calabrese Park to Tioga Ave. and through existing dunes to the coast at the end of West Bay St, including parking areas. Project is approximately 0.75-mile in length.	$5,000
MON-SCY020-SA-2026	Multiuse Trail Project	New multiuse trail system connecting the Monterey Bay Coastal Recreational Trail at Canyon Del Rey Blvd. to Playa Ave. at California Ave along the railroad right-of-way (ROW) with a portion along existing city streets. Project is approximately 1-mile in length.	$8,500
MON-SCY021-SA-2026	West End Stormwater Improvement Project	Rehabilitate Contra Costa St. and Catalina St. to incorporate Low Impact Development (LID) strategies to treat runoff, mitigate flooding, increase urban greening, improve ADA and pedestrian accessibility. Install stormwater control measures and related infrastructure.	$7,000
MON-SEA029-SE-2026	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	$700
MON-SEA031-SE-2026	Noche Buena Bicycle Boulevard	Traffic Calming; wayfinding signage and on-pavement markings (Class II/III).	$1,000
MON-SEA033-SE-2026	Bike Upgrades - City-Wide	Install class II bike lanes city wide. (See ATP)	$2,000
MON-SEA034-SE-2026	ADA Sidewalks Improvements	Install sidewalks and curb and gutter citywide to improve pedestrian access and connectivity.	$1,000
MON-SEA036-SE-2026	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	$2,750
MON-SEA037-SE-2026	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	$38,000
MON-SEA044-SE-2026	Gen Jim Moore Path	Install Class I bikeway	$1,206
MON-SEA046-SE-2026	San Pablo Pedestrian Bridge Demolition and Reconstruction	This project will demolish and reconstruct the bridge over San Pablo Avenue that connects the Manzanita Stuart Park and Lincoln Cunningham Park.	$4,000
MON-SNS003-SL-2026	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	$16,000
MON-SNS005-SL-2026	E Alisal St/Alisal Rd. Bikeway	Install shared Class I bike path along East Alisal and Alisal Rd. to City Limits	$6
MON-SNS046-SL-2026	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	$3,500
MON-SNS064-SL-2026	Calle Del Adobe / West Laurel Dr Bike lanes	Install class II bike lanes	$156

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS065-SL-2026	Carr Lake Bikeways	Construct Class I and Class II Bikeways	$5,000
MON-SNS066-SL-2026	East Alisal St (Future St) and Freedom Parkway (Future St) Bike lanes	Install class II bike lanes	$200
MON-SNS071-SL-2026	John Street Class I Bikeway	Install Class I bikeway	$1,530
MON-SNS075-SL-2026	N Maderia / King St Class III Bikeway	Install Class III bikeway signage	$1
MON-SNS076-SL-2026	N Maderia / Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	$5
MON-SNS078-SL-2026	Natividad Creek Bike Path	Install new bike path	$680
MON-SNS080-SL-2026	Rossi St Extension Class II Bike lanes	Install class II bike lanes	$175
MON-SNS083-SL-2026	Russell Rd Class II Bike lanes	Install Class II Bike lanes	$155
MON-SNS084-SL-2026	San Juan Grade Class II Bike lanes	Install class II bike lanes	$230
MON-SNS086-SL-2026	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	$1,500
~~MON-SNS087-SL-2026~~	~~Trevin Ave Class II bike lanes~~	~~Install class II bike lanes~~	~~$25~~
MON-SNS107-SL-2026	John Street Improvements	Bike lane improvements, ped crossing improvements, bulbouts and ADA improvements, extension of left turn lane	$2,300
MON-SNS129-SL-2026	Street Sidewalk Repair	Annual Sidewalk Repairs (project ongoing)	$1,050
MON-SNS131-SL-2026	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	$375
MON-SNS137-SL-2026	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	$2,500
MON-SNS139-SL-2026	W Alvin Drive	Circulation and Cycle Tracks	$10,000
MON-SNS161-SL-2026	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	$1,100
MON-SNS164-SL-2026	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	$400
MON-SNS282-SL-2026	Abbott Street Bike Improvements	Install Class ll bicycle facilities	$1,266
MON-SNS285-SL-2026	Natividad Road Class IV facilities	Install Class IV bike facilities (VMT Banking Project)	$22,520
MON-SNS286-SL-2026	N. Main Street Class IV facilities	Install Class IV bike facilities (VMT Banking Project)	$15,030
~~MON-SNS287-SL-2026~~	~~Sanborn Road Class IV facilities~~	~~Install Class IV bike facilities (VMT Banking Project)~~	~~$17,020~~
MON-SNS290-SL-2026	East Alisal Street Streetscape	Construction median and bike/ped facilities, ADA curb ramps, landscaping, enhanced crosswalks	$35,000
MON-SNS291-SL-2026	East Market Street Streetscape	Construction median and bike/ped facilities, ADA curb ramps, landscaping, enhanced crosswalks	$25,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS292-SL-2026	Sanborn Rd Streetscape	Construct median and ped facilities, ADA curb ramps and bulb outs, landscaping	$30,000
MON-SNS293-SL-2026	Alisal Creek Trail	Construct bike/ped trail along Alisal Creek	$9,000
MON-SNS294-SL-2026	Main St Bike Lanes	Install bike lanes (Alvin Dr to Market St & Alisal St to Blanco Rd)	$1,200
MON-SNS296-SL-2026	Towt St Bike Improvements	Construct bike/ped improvements	$3,400
MON-SNS297-SL-2026	Romie Lane Bike Improvements	Construct bike/ped improvements, bulb outs, ADA ramps	$150
MON-SOL006-SO-2026	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers at various locations	$55
MON-SOL043-SO-2026	Pedestrian Lighting	Construct pedestrian lighting along various City streets	$1,800
MON-SOL044-SO-2026	Pinnacles Bike Route	Construct a class I bike path/class II bike lanes along Metz Rd to encourage bicycle tourism.	$2,000
MON-SOL075-SO-2026	Citywide Bike and Pedestrian Facility Improvements	Construct bike and pedestrian facilities including bikeways (Class I, II, III, IV), pedestrian sidewalks, paths, ADA facilities, signing, striping, lighting, intersection crossing improvements, and related features.	$4,000
MON-SOL077-SO-2026	Bryant Canyon Bike Trail	Bryant Canyon Bike Trail; construct bike lanes or trail. Bryant Canyon Rd (Gabilan Drive to Metz Rd and extend south to Salinas River).	$5,000
MON-SOL078-SO-2026	San Vicente Bike Trail	San Vicente Bike Trail; construct bike lanes or trail.	$2,000
MON-SOL081-SO-2026	Citywide Safe Routes to Schools Improvements	Construct improvements that support walking, bicycling, and carpooling to schools within the city, such as; complete streets, traffic calming measures, traffic control devices, roadway and intersection safety measures, pedestrian and bicycle facilities, signing and striping, lighting, signalization, and related features.	$20,000
MON-SOL082-SO-2026	Citywide Active Transportation and Complete Streets Improvements	Rehabilitate and/or construct new street segments to incorporate Active Transportation and Complete Street Improvements including ADA upgrades and connections to Disadvantaged Community (DAC) areas.	$40,000
MON-TAMC006-TAMC-2026	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	$15,718
MON-TAMC010-TAMC-2026	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. (TAMC projects 16, 17, 18, and 20 are segments of this overall project)	$80,000
MON-TAMC011-TAMC-2026	Safe Routes to Schools	Countywide Safe Routes to Schools program	$20,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-TAMC016-TAMC-2026	FORTAG - 218 Canyon Del Rey Segment	Constructs 1.5 miles of bike and pedestrian path adjacent to Canyon Del Rey.	$23,860
MON-TAMC017-TAMC-2026	FORTAG - Laguna Grande	Constructs 0.35 miles of bike and pedestrian path adjacent to Laguna Grande.	$10,500
MON-TAMC018-TAMC-2026	FORTAG - California Ave Segment	Constructs 1.8 miles of bike and pedestrian path adjacent to California Avenue in the City of Marina.	$9,449
MON-TAMC020-TAMC-2026	FORTAG - Jerry Smith Trailhead Segment	Constructs 2.1 miles of bike and pedestrian path adjacent to the Jerry Smith Trailhead in Fort Ord National Monument.	$12,238

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CT011-CT-2026	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey. (Phase 1, three (3) easternmost intersections (San Benancio, Corral de Tierra and Laureles Grade).	$330,004
MON-CT031-CT-2026	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety by closing the center median eliminating turning movements at 11 existing at-grade intersections, relocating/reconstructing the existing Abbott Street interchange, relocating/reconstructing the Chualar Main Street interchange, and providing necessary frontage roads to allow access to existing residences, businesses, and farms. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and related intersection improvements will also enhance bicycle and pedestrian mobility and facilitate transit access.	$350,000
MON-CT036-CT-2026	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	$126,000
MON-GON015-GO-2026	US 101 / Gloria Road Interchange	US 101/Gloria Road Interchange Improvements(EA 05-OP930) PM 68.4/70.4	$50,000
MON-GRN008-GR-2026	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	$39,800
MON-KCY006-CK-2026	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77)	$32,580
MON-MAR136-MA-2026	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	$590
MON-MAR137-MA-2026	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	$500
MON-SOL002-SO-2026	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	$60,000
MON-SOL003-SO-2026	US 101 - South Interchange	Install new interchange south of US 101 and Front Street/Moranda.	$45,000
MON-SOL014-SO-2026	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	$16,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CT039-CT-2026	SR 218 - Operational Improvements and Complete Streets	Add bicycle and pedestrian enhancements, turn pockets, signal and operational improvements, shoulder widening, and Zero Emission Vehicle chargers.	$16,450
MON-CT040-CT-2026	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	~~$1,693,199~~ $1,843,905
MON-GON014-GO-2026	US 101/5th Street Interchange	Install roundabouts at on and off ramps	$20,000
MON-MAR134-MA-2026	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	$26
MON-MAR135-MA-2026	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	$2,000
MON-MYC288-UM-2026	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	$14,900
MON-PGV010-PG-2026	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	$10,502
MON-SNS123-SL-2026	US 101 / Boronda Improvements	Auxiliary Lanes/Ramp Improvements	$960
MON-TAMC008-TAMC-2026	Holman Highway (SR 68) Safety Improvements	Make safety and operational improvements to Holman Highway (SR 68) in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	$22,300

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-KCY016-CK-2026	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	$10,000
MON-KCY017-CK-2026	South San Antonio Extension - Lonoak Connection	Road and Ped/Bike Construction. Includes bridge over San Lorenzo Creek.	$15,000
MON-MAR077-MA-2026	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete streets design with the widening. Previous FORA project.	$1,915
MON-MAR150-MA-2026	Del Monte Blvd Extension	Construct new roadway	$16,000
MON-MAR154-MA-2026	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	$41,750
MON-MAR165-MA-2026	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	$2,075
MON-MYC192-UM-2026	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	$13,300
MON-MYC238-UM-2026	Salinas Road Improvements	Widen to Four Lanes between Future Hwy 1 and Salinas Rd Interchange and Existing Four Lane Section. Widen existing three lane section of Sallinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	$15,200
MON-SNS006-SL-2026	US 101 - Alvin Drive overpass/underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	$12,325
MON-SNS008-SL-2026	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	$1,647
MON-SNS012-SL-2026	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	$6,671
~~MON-SNS035-SL-2026~~	~~Lincoln Avenue Widening~~	~~Widen Lincoln to 4 lanes between West Market and Gavilan~~	~~$1,117~~
MON-SNS044-SL-2026	Natividad Road Widening	Widen from 2 to 4 lanes	$4,296
MON-SNS050-SL-2026	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	$3,078
MON-SNS052-SL-2026	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets; accommodations for bikes and peds.	$14,737
MON-SNS059-SL-2026	Williams Road Widening	Widen from 2 to 4 lanes	$5,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS090-SL-2026	Russell Road Extension	Extend 4 lane arterial	$17,557
MON-SNS092-SL-2026	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	$3,635
MON-SNS093-SL-2026	Independence Boulevard Extension	Extend as 2 lane collector	$1,374
MON-SNS094-SL-2026	Hemingway Drive Extension	Construct 4 lane road	$2,871
MON-SNS095-SL-2026	Constitution Boulevard Extension	Construct 4 lane street	$9,556
MON-SNS096-SL-2026	Sanborn Road Extension	Construct 4 lane arterial	$6,895
MON-SNS097-SL-2026	Williams Russell Collector	Construct new north - south connection	$8,115
MON-SNS098-SL-2026	Sconberg Parkway Extension	Extend as 2 lane collector street with bike lanes	$5,119
MON-SNS104-SL-2026	Alisal Street Widening	Install Class I shared use bike path between Skyway Blvd. and Alisal Rd.	$2,908
MON-SNS108-SL-2026	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	$2,161
MON-SNS121-SL-2026	McKinnon Street Extension	Extend as a two lane collector from Boronda Rd to Rogge Road	$3,710
MON-SNS279-SL-2026	Rossi Rd Extensions	Extend Rossi St as 4-lane arterial between Western Bypass and Davis Rd with bike lanes.	$2,488
MON-SNS281-SL-2026	El Dorado Drive Extension	Extend as two lane collector from Boronda Rd to Rogge Rd	$2,398
~~MON-SNS282-SL-2026~~	~~Abbott Street Widening~~	~~Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street~~	~~$1,266~~

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-CAR010-CM-2026	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	$464
MON-CAR011-CM-2026	5th Avenue Rehabilitation	Repave and sidewalk repairs. Repairs completed for earlier phase-Junipero to Mission and Dolores to Monte Verde Streets	$87
MON-CAR012-CM-2026	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report, Shared bike lane on San Carlos Street from Eighth Avenue to Thirteenth Avenue	$2,134
MON-CAR026-CM-2026	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	$232
MON-CAR028-CM-2026	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	$870
MON-CAR029-CM-2026	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	$1,630
MON-CAR031-CM-2026	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	$910
MON-CAR036-CM-2026	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	$2,900
~~MON-CAR039-CM-2026~~	~~Fourth Avenue Outfall Reconstruction~~	~~Replacement of the 4th Avenue Outfall which is showing structural deficiencies and is in a high level of disrepair.~~	~~$1,000~~
MON-DRO008-DR-2026	Angelus/Rosita Drainage Repairs	Install new curb/gutter and drain inlets	$150
MON-DRO010-DR-2026	Rosita Rd. Repairs	Street repairs and hillside stabilization	$625
MON-DRO012-DR-2026	South Boundary Rd. Safety & Operational Improvements	Reconstruct street to improve safety and operations, install dedicated ped/bike trail, and relocate intersection with Gen Jim Moore with installation of a roundabout.	$1,200
MON-DRO013-DR-2026	Via Verde Drainage Improvements	Install new curb, gutter and drain inlet	$90
MON-GON001-GO-2026	5th Street - Fanoe Road	Install two lane roundabout	$4,500
MON-GRN003-GR-2026	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	$6,000
MON-GRN003B-GR-2026	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	$30,000
MON-GRN006-GR-2026	Thorne Road roadway realignment at US 101	Realign Thorn Road and add traffic signal.	$7,300
MON-GRN007B-GR-2026	Traffic Signal Installations	Install traffic signals.	$450
MON-GRN019-GR-2026	Oak Avenue Pavement Overlay	Overlay street - Intersection and paving improvements (Oak Ave/101/4th St)	$200

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-GRN021-GR-2026	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	$3,954
MON-GRN025-GR-2026	Walnut Avenue Widening and Pedestrian Improvement Project	Widen Walnut Avenue between El Camino Real and Hwy 101 on the southbound side of Walnut Ave to add right turn lane. Increase corner radius at Walnut Ave. and EL Camino Real, install approx. 1,300 ft of new sidewalk and bike lane. The project will install a mid block RRFB crosswalk and relocate utilities and apparatus as necessary.	$1,400
MON-KCY043-CK-2026	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	$7,000
MON-KCY044-CK-2026	Lonoak RR Crossing Improvements	Railroad crossing improvements	$600
MON-KCY050-CK-2026	7th Street / Monte Vista Area Repaving	7th Street / Monte Vista Repaving	$3,000
MON-KCY052-CK-2026	Broadway Street Repaving	Broadway Street Repaving	$2,000
MON-KCY054-CK-2026	Metz Road Repaving	Metz Road Repaving	$1,200
MON-MAR002-MA-2026	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	$1,200
MON-MAR006-MA-2026	2nd Ave - 8th St	Install new traffic signal or roundabout	$1,000
MON-MAR035-MA-2026	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	$2,000
MON-MAR058-MA-2026	Palm Ave @ TAMC RR	Widen/construct new gates Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	$688
MON-MAR116-MA-2026	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	$3,000
MON-MAR118-MA-2026	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	$11,000
MON-MAR138-MA-2026	Imjin Parkway & California Avenue	Lane configuration improvements or Roundabout (Project triggered by The Dunes Subdivision)	$2,500
MON-MAR139-MA-2026	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	$1,000
MON-MAR141-MA-2026	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	$1,000
MON-MAR145-MA-2026	California Ave & Marina Heights Dr	Signalize or roundabout (Project triggered by Sea Haven Subdivision)	$870
MON-MAR147-MA-2026	Imjin Pkwy & Preston Dr	Construct new roundabout [part of MAR154]	$870
MON-MAR148-MA-2026	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	$200
MON-MAR152-MA-2026	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	$13,008
MON-MAR158-MA-2026	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	$91

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAR159-MA-2026	Pavement Management Program	City-wide roadway maintenance	$17,052
MON-MDR016-MDR-2026	Pavement Management Plan with coring	Pavement Management Plan with coring	$112
MON-MRY011-MY-2026	Munras - Webster Improvements	Intersection improvements	$650
MON-MRY017-MY-2026	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	$3,000
MON-MRY021-MY-2026	Citywide Street Overlay	Street overlay program	$2,500
MON-MRY022-MY-2026	Citywide Street Reconstruction	Street Reconstruction	$3,000
MON-MRY023-MY-2026	Citywide Street Panel Replacement	Street Panel Replacement	$3,500
MON-MRY033-MY-2026	Munras / El Dorado Roundabout	Construct Roundabout with bike improvements	$5,000
MON-MRY034-MY-2026	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	$3,000
MON-MRY046-MY-2026	Citywide Road Rehabilitation	Reconstruction of various streets	$2,000
MON-MRY049-MY-2026	Citywide Street Resurfacing	Street resurfacing program	$2,000
MON-MYC043-UM-2026	Jolon Rd Overlay Safety Improvements	Shoulder widening, & Geometric Improvements, and installation of 39.2 miles of Class II bikeway.	$58,000
MON-MYC062-UM-2026	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	$11,500
MON-MYC075-UM-2026	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	$29,300
MON-MYC136-UM-2026	Bridge Barrier Rail Replacement	Replace and Rehabilitation of various bridges Countywide	$500
MON-MYC154-UM-2026	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	$27,900
MON-MYC156-UM-2026	CVMP - Laureles Grade Paved Turnouts and Signs	Paved Turnouts and Signs	$1,538
MON-MYC157-UM-2026	CVMP - Carmel Valley Road between Laureles Grade and Ford Shoulder Widening	Shoulder Widening	$2,308
MON-MYC159-UM-2026	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing Lanes in front of September Ranch	$8,014
MON-MYC162-UM-2026	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install Signal or Widen (prior to Grade Separation)	$7,890
MON-MYC164-UM-2026	CVMP - Laureles Grade Shoulder Addition	Shoulder Improvements	$5,105
MON-MYC165-UM-2026	CVMP - Left-Turn Channelization - W of Ford Drive	Left-Turn Channelization	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC167-UM-2026	CVMP - Sight Distance Improvements at Dorris	Sight Distance Improvements	$2,377
MON-MYC181-UM-2026	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC31~~3~~2)	$33,335
MON-MYC188-UM-2026	Gonzales River Rd Bridge Replace	Bridge replacement	$55,000
MON-MYC200-UM-2026	Johnson Cyn Land - Phase I	Overlay Existing Roadways: Gloria, Iverson, and Johnson Cyn Rds	$3,000
MON-MYC202-UM-2026	Johnson Road Bridge	Bridge replacement	$1,520
MON-MYC227-UM-2026	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	$11,000
MON-MYC247-UM-2026	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not Signalization of the intersection], roadway widening, and striping improvements.	$3,000
MON-MYC260-UM-2026	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	$92
MON-MYC266-UM-2026	Street Rehabilitation/Overlay	Overlay roadways.	~~$499,037~~ $473,176
MON-MYC289-UM-2026	PW&F; Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	$7,000
MON-MYC290-UM-2026	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	$5,000
MON-MYC295-UM-2026	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (PW&F;)	$1,688
MON-MYC297-UM-2026	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F;)	$4,500
MON-MYC298-UM-2026	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (PW&F;)	$12,000
MON-MYC299-UM-2026	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (PW&F;)	$1,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC300-UM-2026	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F;)	$600
MON-MYC301-UM-2026	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA-PW&F;)	$1,080
MON-MYC302-UM-2026	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (PW&F;)	$2,700
MON-MYC304-UM-2026	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F;)	$600
MON-MYC305-UM-2026	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (PW&F;)	$903
MON-MYC309-UM-2026	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (PW&F;)	$432
MON-MYC310-UM-2026	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (PW&F;)	$344
MON-MYC311-UM-2026	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class 1 bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between Moro Rd and Langley Canyon Rd. (RMA-PW&F; Full corridor project identified as MYC181)	$4,515

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MYC312-UM-2026	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 project is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5' minimum buffer to building entrance on Salinas Rd and exit on Bishop St; Reconfigure SB approach of Porter Drive/Main St. (RMA-PW&F; component of full corridor project MYC181)	$1,950
MON-MYC315-UM-2026	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F;)	$5,243
MON-MYC316-UM-2026	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (PW&F;)	$900
MON-MYC318-UM-2026	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA-PW&F;)	$7,712
MON-MYC321-UM-2026	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (PW&F;)	$10,887
MON-MYC323-UM-2026	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F;)	$4,700
MON-MYC324-UM-2026	Rogge Road Intersection Improvements	Construct intersection improvements. (PW&F;)	$1,125
MON-MYC331-UM-2026	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (PW&F;)	$556
MON-MYC341-UM-2026	Chualar Canyon Road Bridge	Four Bridge Repair	$3,400
MON-PGV001-PG-2026	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	$8,000
MON-PGV005-PG-2026	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	$1,400
MON-PGV013-PG-2026	Pine Ave. Resurfacing	Repair and resurface street	$11,800
MON-PGV014-PG-2026	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	$800

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-PGV015-PG-2026	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair / improvements, catch basins, manholes, cross gutters	$800
MON-SCY003-SA-2026	California Ave. - Playa Ave. Intersection Improvements	Install new traffic signalization and bike and pedestrian improvements at the intersection of California Avenue and Playa Avenue.	$1,600
MON-SCY018-SA-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation of the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, storm drain improvements, signage and striping, and related features.	$750
MON-SEA005-SE-2026	Fremont Boulevard at Broadway Avenue Intersection Improvements	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	$400
MON-SEA008-SE-2026	Kimball Ave Improvements	Roadway reconstruction, sidewalk, curb, and gutter, ADA ramps, storm sewer	$3,000
MON-SEA030-SE-2026	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	$58,951
MON-SEA038-SE-2026	Coe Ave Roundabout	Double roundabout at Coe & General Jim at Seaside Middle School entrance	$5,000
MON-SEA039-SE-2026	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim. Includes complete streets elements- such as bike lanes on both sides of the road.	$15,000
MON-SEA040-SE-2026	General Jim Corridor Improvements	Roundabout installation intersection improvements along General Jim at Hilby, San Pablo, McClure, Normandy and Gigling	$15,000
MON-SEA041-SE-2026	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	$17,500
MON-SEA043-SE-2026	Gigling Road Improvements	Upgrade existing 2 lane road to include roundabout and complete street elements	$7,000
MON-SNS011-SL-2026	Boronda - Main Improvements	Construct intersection improvements	$2,161
MON-SNS033-SL-2026	Laurel Drive Intersection Improvements	Median Improvements / median left turn lanes between Adams St and Main St	$583
MON-SNS041-SL-2026	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	$1,260
MON-SNS042-SL-2026	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	$1,250

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS058-SL-2026	Williams Road Safety Project	Construction median ped and bike path, ADA ramps, RRFB, roundabouts at E Alisal St, E Market St, Freedom Parkway, utility undergrounding and landscaping. Construct traffic signal at Williams/Garner.	$20,000
MON-SNS109-SL-2026	San Juan Grade - Russell Rd intersection improvements	Install Signal	$371
MON-SNS112-SL-2026	Boronda Rd -East Constitution intersection improvements	Install Traffic Signal Improvements	$546
MON-SNS114-SL-2026	Boronda Rd - Williams Rd Intersection Improvements	Install Signal or Roundabout	$5,224
MON-SNS115-SL-2026	Natividad Rd - Russell Rd (future extension) Intersection Improvements	Install Signal	$5,142
MON-SNS144-SL-2026	Boronda Road Roundabouts	Roundabouts at 4 intersections, at its intersections with McKinnon St, El Dorado Dr, Natividad Rd and Independence Blvd.	$44,000
MON-SNS147-SL-2026	Sherwood Dr/Sherwood Place Intersection	Traffic Signal or Roundabout Installation	$400
MON-SNS148-SL-2026	Market Street/Merced	Traffic Signal Installation	$400
MON-SNS154-SL-2026	Boronda/Sanborn Intersection	Roundabout Installation	$400
MON-SNS155-SL-2026	Constitution Blvd/Las Casitas Intersection Improvements	Traffic Signal Installation	$760
MON-SNS160-SL-2026	Traffic Calming Projects	Traffic Calming Local	$2,500
MON-SNS261-SL-2026	Old State Road and Williams Rd Traffic Signal	Traffic Signal or Roundabout Installation	$4,508
MON-SNS262-SL-2026	Natividad and Rogge Road Traffic Signal	Install traffic signal	$2,243
MON-SNS263-SL-2026	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	$873
MON-SNS264-SL-2026	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes. Possible roundabout.	$2,062
~~MON-SNS265-SL-2026~~	~~East Front St/Sherwood Dr/Market St Intersection Improvements~~	~~Installation of southbound left turn lane~~	~~$6,433~~
MON-SNS267-SL-2026	South Main St/West Blanco/East Blanco Intersection Improvements	Install NB left turn lane	$489
MON-SNS268-SL-2026	Sun St/Market St Install Traffic Signal	New traffic signal	$800

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SNS269-SL-2026	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	$1,500
MON-SNS270-SL-2026	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert Shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	$96
MON-SNS271-SL-2026	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	$645
MON-SNS272-SL-2026	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	$221
MON-SNS273-SL-2026	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	$85
MON-SNS275-SL-2026	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS276-SL-2026	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	$1,370
MON-SNS277-SL-2026	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	$800
MON-SNS283-SL-2026	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	$140,000
MON-SNS288-SL-2026	Harden Parkway Safe Routes to School	Install bike lanes and enhance ped facilities, roundabout at Harden/McKinnon	$15,000
MON-SNS295-SL-2026	Closter Park Green Streets	Install roundabout at Towt/Acosta, bike/ped improvements, parking reconfiguration, bioretention and raised crosswalks, improvements on Beech St, Towt St and Dewey Ave	$5,000
MON-SOL007-SO-2026	Citywide Street Maintenance and Rehabilitation Projects	Perform street maintenance and rehabilitation on the existing street network based on the city's Pavement Management Program (PMP), including ADA upgrades, utility relocations (if needed, signage and striping, and related features.	$2,000
MON-SOL033-SO-2026	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	$2,000
MON-SOL035-SO-2026	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	$2,800
MON-SOL036-SO-2026	New Arterial 1/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,000
MON-SOL037-SO-2026	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	$2,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SOL038-SO-2026	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	$2,300
MON-SOL039-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$2,900
MON-SOL040-SO-2026	West St Extension/San Vincente Rd Intersection Improvements	Construct intersection, install signal	$5,000
MON-SOL042-SO-2026	Gabilan Dr/San Vincente Rd Intersection Improvements	Construct intersection and install signal	$300
MON-SOL052-SO-2026	Front St and San Vicente Rd Intersection Improvements	Intersection Improvements; Add 2 Front St left turn lanes and San Vicente Rd free-right turn lane	$750
MON-SOL053-SO-2026	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection improvements (2013 TIF M1); install signal	$200
MON-SOL076-SO-2026	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 - remainder); construct traffic signals at 4 locations	$6,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MAA002-MAA-2026	Environmental Assessment	EA for Runway and Parallel Taxiway: An extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	$600
MON-MAA006-MAA-2026	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	$150
MON-MAA015-MAA-2026	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	$500
MON-MAA021-MAA-2026	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	$600
MON-MAA027-MAA-2026	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	$7,500
MON-MAA028-MAA-2026	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	$12,300
MON-MAA029-MAA-2026	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	$11,600
MON-MDR001-MDR-2026	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	$154
MON-MDR003-MDR-2026	Rehabilitation of Taxiway B and Apron (Construction)	Rehabilitation of Taxiway B and Apron (Construction)	$995
MON-MDR004-MDR-2026	PAPI Runway 11 - Electrical Improvements	REIL Runway 11 - Electrical Improvements (Re-package, Advertise, and Construction)	$939
MON-MDR005-MDR-2026	Apron Rehabilitation AWOS	Design of Apron Rehabilitation AWOS	$130
MON-MDR008-MDR-2026	AWOS (Construction)	AWOS (Construction)	$400
MON-MDR009-MDR-2026	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	$130
MON-MDR017-MDR-2026	Rehabilitation of Runway (Design)	Rehabilitation of Runway (Design)	$280
MON-MDR018-MDR-2026	Rehabilitation of Runway (Construction)	Rehabilitation of Runway (Construction)	$2,100
MON-MPA061-MRA-2026	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	$35,000
MON-MPA063-MRA-2026	Rehab Terminal Building	Rehab Existing Terminal Building	$3,000
MON-SAP039-SLA-2026	Environmental Study RSA Improvements	Environmental Study RSA Improvements	$500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-SAP040-SLA-2026	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	$960
MON-SAP041-SLA-2026	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	$20,790
MON-TAMC009-TAMC-2026	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	~~$5,000~~ $10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-TAMC005-TAMC-2026	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County in coordination with Vision Zero and Safe Routes to School programs.	~~$9,018~~ $9,000

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MON-MST014-MST-2026	Mobility Management	Mobility Management	$92,000
MON-MST015-MST-2026	RIDES Bus Replacement	RIDES Bus Replacement (paratransit)	$26,420
MON-MST017-MST-2026	RIDES Operations	RIDES Operation (paratransit operations)	$285,642
MON-TAMC012-TAMC-2026	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	$10,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000)
MON-KCY053-CK-2026	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike / pedestrian connections and parking	$45,000
MON-MST003-MST-2026	Bus Station/Stops	General transit station and stop improvements	$150,000
MON-MST004-MST-2026	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	$69,865
MON-MST005-MST-2026	Communication/Radio Equipment	Communication/Radio Equipment	$30,000
MON-MST007-MST-2026	Safety and Security	Safety and Security	$25,340
MON-MST008-MST-2026	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	$60,000
MON-MST009-MST-2026	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: $8M Measure X for Salinas Maintenance & Ops Facility	$100,000
MON-MST010-MST-2026	Bus Replacement	Replacement of fixed route buses	$206,215
MON-MST011-MST-2026	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	$50,000
MON-MST016-MST-2026	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station. (estimated to be under construction in 2025 and completed in 2028)	$99,000
MON-MST018-MST-2026	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	$50,000
MON-TAMC003-TAMC-2026	Monterey County Rail Extension Kick Start	Extends existing rail service from Gilroy to Salinas and constructs stations and track improvements in Gilroy and Salinas.	$135,900
MON-TAMC014-TAMC-2026	Pajaro Station	Constructs the Pajaro/ Watsonville passenger rail/multimodal station	~~$11,055~~ $135,739

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000)
MON-MST002-MST-2026	Bus Operations	General operations for fixed route and public demand response services (On-call)	$950,000

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000)
MON-MST006-MST-2026	Preventative Maintenance	Preventative Maintenance	$21,000
MON-MST012-MST-2026	Bus Rehab/Renovate	Bus Rehab/Renovate	$28,400
MON-SNS120-SL-2026	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	$2,300

San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A59-2026	Unidentified Future Active Transportation Improvements	Lump Sum of Future Unidentified Active Transportation Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bautista	$140,845
SB-COH-A20-2026	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	$21
SB-COH-A24-2026	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	$14
SB-COH-A28-2026	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	$11
SB-COH-A30-2026	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	$32
SB-COH-A32-2026	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	$11
SB-COH-A33-2026	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	$53
SB-COH-A36-2026	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street.	$14
SB-COH-A60-2026	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	$6,760
SB-COH-A66-2026	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	$18
SB-COH-A67-2026	Cerra Vista Bike Route	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	$10
SB-COH-A68-2026	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	$6
SB-COH-A69-2026	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	$15
SB-COH-A70-2026	Steinbeck Drive Bike Route	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	$1
SB-COH-A71-2026	Meridian Road Bike Route	Class III, .47 miles, End of Meridian Street to Memorial Drive.	$6
SB-COH-A73-2026	Beverly Drive Bike Route	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	$7
SB-COH-A79-2026	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	$5
SB-SBC-A127-2026	Pedestrian Improvements	Maintenance and rehab work.	$40

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SBC-A22-2026	Airline Highway Bike Path	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	$42
SB-SBC-A34-2026	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	$118
SB-SBC-A60-2026	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	$205
SB-SBC-A61-2026	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	$9
SB-SBC-A62-2026	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	$9
SB-SBC-A63-2026	Union Road Bike Route	Class III, 3.83 miles, Highway 156 to Cienega Road.	$51
SB-SBC-A64-2026	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	$10
SB-SBC-A65-2026	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$5,627
SB-SBC-A66-2026	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$8,538
SB-SBC-A68-2026	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	$7,800
SB-SBC-A80-2026	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	$30
SB-SBC-A85-2026	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	$10
SB-SBC-A89-2026	Buena Vista Traffic Calming Project	Physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.	$1
SB-SJB-A06-2026	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	$200
SB-SJB-A11-2026	Third Street Bike Lane	Striping a bike lane on Third Street.	$40
SB-SJB-A12-2026	First Street Bike Lane	Striping a bike lane on First Street.	$40
SB-SJB-A13-2026	Fourth Street Bike Lane	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	$45
SB-SJB-A17-2026	Franklin Street Bike Route	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	$30

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-SJB-A18-2026	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park on San Jose Street.	$40
SB-SJB-A19-2026	San Jose Street - The Alameda Bike Route	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	$40
SB-SJB-A20-2026	Second Street Bike Route	Class III, 0.14 miles, San Jose Street to Monterey Street.	$40
SB-SJB-A21-2026	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	$650
SB-SJB-A22-2026	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	$125
SB-SJB-A23-2026	1st Street Bike Route	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	$45
SB-SJB-A26-2026	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	$60
SB-SJB-A28-2026	Third Street Transformation Project	Streetscape with Pedestrian / Bicycle Enhancements, Traffic Calming	$1,553
SB-SJB-A29-2026	Multimodal Transportation Hub	Multimodal Transportation Hub & Bicycle Network	$850
SB-SJB-A30-2026	2nd Street Corridor Pedestrian Safety Enhancement	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A31-2026	Sidewalk Gap Project #1	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A32-2026	Sidewalk Gap Project #2	Sidewalk infill, new pedestrian crossings, and ADA ramps	$2,800

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000)
SB-CT-A44-2026	State Route 25 Corridor Improvement Project, Phase I	Convert to four lane expressway from San Felipe Road to Hudner Lane.	$106,000
SB-CT-A45-2026	State Route 25 Corridor Improvement Project, Phase II	Convert to four lane expressway from Hudner Lane to Bloomfield Road.	$135,000

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-CT-A02-2026	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	$6,824
SB-CT-A43-2026	State Highway Operation and Protection Program	Grouping of various projects managed by Caltrans for the safety, maintenance, rehabilitation, and operation of the State Highway System. This represents the state's "fix-it-first" approach for a wide variety of highway infrastructure, including the four primary asset classes - pavement, bridges, drainage, and transportation management systems elements.	$275,500
SB-SJB-A27-2026	Eastbound Hwy 156 Right Turn Lane onto southbound The Alameda	Procure ROW and add RHTL from eastbound Hwy	$786
SB-VAR-A01-2026	Lump Sum for Unidentified Future State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050)	Lump sum of Future Unidentified State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista.	$259,000

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COH-A18-2026	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	$13,360
SB-COH-A55-2026	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	$13,842
SB-COH-A57-2026	Pacific Way (New Road): San Felipe Road to Memorial Drive	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	$7,412
SB-COH-A77-2026	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	$1,700
SB-SBC-A04-2026	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	$5,463
SB-SBC-A05-2026	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	$15,448
SB-SBC-A09-2026	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	$20,790
SB-SBC-A57-2026	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	$2,800
SB-SBC-A58-2026	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merril Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	$3,500
SB-SBC-A67-2026	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	$20,350
SB-SJB-A05-2026	Roundabout at Third Street & Donner Street	Striping a roundabout and widening Third Street.	$1,000
SB-SJB-A09-2026	Lang Street to Lang Street	Construct and connect Lang Street, 2 lanes	$1,000

Table 5 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($000s)
SB-COH-A13-2026	West Gateway Improvement Project	Streetscape and intersection improvements.	$4,850
SB-COH-A58-2026	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	$575
SB-COH-A61-2026	City of Hollister Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$68,040
SB-COH-A63-2026	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	$550
SB-COH-A64-2026	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	$400
SB-COH-A65-2026	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	$700
SB-COH-A78-2026	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	$700
SB-COH-A80-2026	2024 City Roadway Improvement Plan	This project includes pavement grind and overlays, slurry seals, re-striping, driveway replacement, safety improvements, and ADA ramp upgrades in various areas.	$8,278
SB-COH-A81-2026	Section 1 Road Rehabilitation Project - Cape Seal	Cape Seal project for approximately 157,333 square yards of roadway in the western section of the city scoring 3 or 4 in the pavement evaluation report.	$6,800
SB-COH-A82-2026	Section 2 Road Rehabilitation Project	Grind and overlay project for approximately 4.6 miles of roadway in this section of the city scoring 3 or 4 in the pavement evaluation report prepared.	$5,175
SB-COH-A83-2026	Section 1 Grind and Overlay Rehabilitation Project	Grind and overlay project for approximately 70,720 square feet of roadway in the western section of the city with a pavement index of 5 from the pavement evaluation report.	$942
SB-COH-A84-2026	Section 2 Grind and Overlay Road Rehabilitation Project	Grind and overlay project for approximately 0.5 miles of roadways in this section of the City with a pavement index of 5 from the pavement evaluation from 2021.	$1,038

AMBAG ID	Project	Project Description	Total Cost ($000s)
SB-COH-A85-2026	2027 Citywide Roadway Improvement	The work to be performed includes: cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A86-2026	North Gateway Beautification Project (San Felipe Road)	The work to be performed includes: cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$8,000
SB-COH-A87-2026	Section 3 Road Rehabilitation Project - Cape Seal	Cape seal project to approximately 6.4 miles of roadways in this section of the City scoring 3 or 4 in the pavement evaluation report prepared in 2021.	$10,000
SB-COH-A88-2026	2029 Citywide Road Improvement Project	The work to be performed includes, but is not necessarily limited to base failure repair, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-SBC-A101-2026	Cienega Rd - Mudstone Ranch to Bird Creek	Roadway Recovery	$3,000
SB-SBC-A103-2026	Chappell Road Remodel	Maintenance and rehab work.	$569
SB-SBC-A104-2026	Wright Rd - Buena Vista Rd to SR 25	Maintenance and rehab work	$2,900
SB-SBC-A105-2026	Shore Rd Rehabilitation - Frazier Lake Road to San Felipe Road	Maintenance and rehab work	$4,000
SB-SBC-A106-2026	Wright Rd - McCloskey Road (SR 25 to Fairview Road)	Maintenance and rehab work.	$250
SB-SBC-A107-2026	Cienega Road from SR25 to Hollister Hills	Maintenance and rehab work.	$15,000
SB-SBC-A108-2026	Cienega Rd from Hidden Valley to Mudstone Ranch	Maintenance and rehab work.	$3,000
SB-SBC-A109-2026	Frazier lake Rd - Shore Rd to 1.8 Miles beyond Shore Rd	Maintenance and rehab work.	$1,500
SB-SBC-A110-2026	San Juan Hwy Improvements	Maintenance and rehab work	$1,200
SB-SBC-A111-2026	San Juan Bautista SS Force Main (County partnering to pave adjacent vehicular lane)	Maintenance and rehab work	$4,000
SB-SBC-A112-2026	Cole Road, from S Ricardo to N Ricardo to Anzar Road	Maintenance and rehab work.	$1,290
SB-SBC-A113-2026	Fairview Rd - Los Viboras Rd to Acquistapace Rd	Maintenance and rehab work.	$364
SB-SBC-A114-2026	Fairview Rd - Acquistapace Rd to 1000' N of Fallon RD	Maintenance and Rehab	$800
SB-SBC-A115-2026	Fairview Road - San Felipe Rd to Ludis Ln	Maintenance and rehab work.	$415

AMBAG ID	Project	Project Description	Total Cost ($000s)
SB-SBC-A116-2026	Salinas Road (Alameda) SJ Hollister to Mission Vinyard	Maintenance and rehab work.	$310
SB-SBC-A117-2026	F Street - Tres Pinos	Maintenance and rehab work.	$290
SB-SBC-A118-2026	Fairview Rd CIR Santa Ranch to 100 south of Santa Ana Creek Bridge	Maintenance and rehab work.	$1,015
SB-SBC-A119-2026	Fairview Rd CIR 100' S Santa Ana Creek Bridge to McCloskey	Maintenance and rehab work.	$790
SB-SBC-A120-2026	Union Rd CIR 417' W Ladd Lane to Union Bridge Project Limit	Maintenance and rehab work.	$410
SB-SBC-A121-2026	Panoche Road	Maintenance and rehab work.	$1,100
SB-SBC-A122-2026	Coalinga Road	Maintenance and rehab work.	$500
SB-SBC-A123-2026	King City Rd / Bitterwater Road	Maintenance and rehab work.	$700
SB-SBC-A124-2026	Fairview Rd - MBGR Repair	Maintenance and rehab work.	$90
SB-SBC-A125-2026	Speed Attenuation Projects - Various Locations	Maintenance and rehab work	$310
SB-SBC-A126-2026	Guard Rail on Buena Vista (2), Quien Sabe Road, and Anzar Road	Maintenance and rehab work.	$90
SB-SBC-A128-2026	CSA / CFD Capital Projects - Multiple Locations	Maintenance and rehab work.	$1,200
SB-SBC-A129-2026	Storm Drain - Fairview Rd - Santana Ranch - Santa Ana Creek	Maintenance and rehab work.	$80
SB-SBC-A130-2026	Lovers Lane Culvert Extension	Maintenance and rehab work.	$150
SB-SBC-A131-2026	San Juan Canyon Rd - Salinas to 6.4 miles beyond Salinas Rd	Maintenance and rehab work.	$6,800
SB-SBC-A132-2026	Seely Avenue - Carpenteria Rd to .5 miles beyond Carpenteria Rd.	Maintenance and rehab work.	$720
SB-SBC-A133-2026	Union Rd - SR 156 to 3 miles beyond SR 156	Maintenance and rehab work.	$4,100
SB-SBC-A134-2026	Tres Pinos Improvements	Maintenance and rehab work.	$1,075
SB-SBC-A135-2026	Salinas Rd - the Alameda to County Limit	Maintenance and rehab work.	$2,870
SB-SBC-A136-2026	Fairview Road - Orchard Rd to Los Viboras Rd	Maintenance and rehab work	$600

AMBAG ID	Project	Project Description	Total Cost ($000s)
SB-SBC-A53-2026	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	$3,700
SB-SBC-A54-2026	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	$4,825
SB-SBC-A56-2026	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	$3,300
SB-SBC-A59-2026	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	$2,870
SB-SBC-A69-2026	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	$600
SB-SBC-A70-2026	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south; legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd.; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	$655
SB-SBC-A71-2026	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project with bicycle lanes. TIF	$700
SB-SBC-A73-2026	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	$734
SB-SBC-A74-2026	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	$600
SB-SBC-A75-2026	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	$3,400
SB-SBC-A77-2026	San Benito County Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$27,300
SB-SBC-A83-2026	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	$4,400

AMBAG ID	Project	Project Description	Total Cost ($000s)
SB-SBC-A84-2026	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	$4,000
SB-SBC-A98-2026	New Idria Rd - Emergency Crossing Repair - Bridge Construction	Emergency Crossing Repair	$2,890
SB-SBC-A99-2026	Cienega Rd Bridge at Bird Creek Replacement	Creek Replacement	$3,100
SB-SJB-A02-2026	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	$1,500
SB-SJB-A03-2026	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	$1,000
SB-SJB-A04-2026	Roundabout at San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	$1,500
SB-SJB-A14-2026	Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	$1,200
SB-SJB-A15-2026	2035-2050: City of San Juan Bautista Local Street and Roadway Maintenance	System preservation and maintenance - Lump Sum (includes multiple projects)	$14,329
SB-VAR-A03-2026	Lump Sum for Unidentified Future LSR Operations, Maintenance & Rehabilitation (2030-2050)	Lump sum of Future Unidentified Local Street, Road, & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bautista.	$247,014

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A58-2026	SBtCOG Planning and Administration	SBtCOG operating budgets - includes staff activities and capital expenses. Does not include pass-through funds (2025-2050).	$21,750
SB-COH-A40-2026	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	$22,500
SB-COH-A41-2026	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program.	$1,762
SB-COH-A90-2026	Lump Sum for Unidentified Future Hollister Airport Capital Improvements (2030-2050)	Lump sum of future unidentified airport capital improvements (2030-2050).	$10,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A08-2026	Travel Demand Management Lump Sum	Lump sum project for local jurisdiction and SBtCOG travel demand management improvements, including the SBtCOG regional rideshare program (2025-2050). TDM improvements in the City of Hollister, San Benito County, and San Juan Bautista.	$4,050

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A65-2026	On Demand Transportation Services	Lump-sum of the LTA's on-demand services. Includes Dial-a-Ride, Paratransit, and Specialized Transportation Services.	$53,006

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A55-2026	Hollister Exchange Mobility Hub	Mobility Hub to service LTA operations and encourage multimodal transportation.	$2,165
SB-LTA-A58-2026	Transit Vehicles - Fleet Expansion	Lump-Sum for Future Fleet Vehicles to support 25% increase in transit service hours in the 2030-2050 timeframe; all Zero-Emission Buses and supportive infrastructure	$14,500
SB-LTA-A59-2026	Transit Capital Improvements to Support Expanded Services	Lump-Sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$5,743

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A42-2026	LTA Planning and Administration	LTA operating budgets - includes staff activities and office-related capital expenses. Does not include service operations contracts (2025-2050).	$11,145
SB-LTA-A46-2026	Regional Transit Connection to Salinas	Transit connection from the City of Hollister to City of Salinas	$3,393
SB-LTA-A47-2026	Regional Transit Connection to Watsonville	Transit connection from the City of Hollister to the City of Watsonville	$3,405
SB-LTA-A56-2026	Transit Fare Modernization	Upgrading the current fare collection system	$1,250
SB-LTA-A63-2026	Intercounty Express	Commuter oriented service that provides connections from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$10,932
SB-LTA-A64-2026	Tripper	The Tripper provides service throughout the City of Hollister in the morning and afternoon.	$1,127
SB-LTA-A66-2026	Intercounty Express via SR 25	Commuter oriented service that provides connections, via the State Route 25 Corridor, from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$13,088
SB-LTA-A67-2026	Route 1: Central	Provides service within the city of Hollister. Major service locations include San Benito High School, Hollister Mobility Hub, Hazel Hawkins Hospital, and the San Benito Health Foundation & Clinic.	$3,015
SB-LTA-A68-2026	Route 2: Buena Vista	Provides service within the city of Hollister. Major service locations include Hollister Mobility Hub, Sunnyslope Elementary, Rancho San Justo Middle School, Downtown Hollister, County Courthouse, and McCray Street Shopping Center.	$3,953
SB-LTA-A69-2026	Tres Pinos Shuttle	Provides service from Hollister Exchange Mobility Hub to Tres Pinos. Includes a stop at the Gavilan College Hollister Campus.	$2,738
SB-LTA-A70-2026	Route 21: Human Services Shuttle	Provides service between the Hollister Exchange Mobility Hub and Community Service Facilities, such as the San Benito Food Bank and County Health and Human Services.	$796
SB-LTA-A71-2026	San Juan Bautista Shuttle	Provides service along State Route 156 to and from the City of San Juan Bautista and the City of Hollister.	$2,065
SB-LTA-A59-2026	Lump Sum of Unidentified Future Transit Capital Improvements to Support Expanded LTA Services	Lump sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$36,348

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-LTA-A48-2026	Transit Vehicles - Replacing Existing Vehicles	Replacing existing fleet vehicles; vehicle replacements to meet the 2040 zero-emission bus (ZEB) transit mandate (all replacement buses after 2035 are ZEB).	$41,837
SB-LTA-A57-2026	Transit Facility Yard Improvements	Improvements to the LTA transit facility to accommodate changes in operations.	$7,363
SB-LTA-A61-2026	Transit Capital - On Street	Lump-sum of capital improvements to existing LTA facilities on streets and roads (2025-2050).	$7,300
SB-LTA-A62-2026	Transit Capital - On Bus	Lump-sum of capital improvements to LTA vehicles to continue existing operations and services (2025-2050).	$7,500
SB-LTA-A73-2026	Lump Sum of Future Unidentified Transit Capital Improvements for Maintaining the Existing Bus Fleet & Facilities	Lump sum for unidentified future transit capital improvements to support the maintenance of the existing vehicle fleet and facilities (2030-2050).	$12,368

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SB-COG-A44-2026	Emergency Motorist Aid System (SAFE)	Lump-sum for emergency call box program and additional CHP safety patrol. (2025-2050)	$1,050
SB-VAR-A04-2026	Unidentified Future Transportation System Management Improvements	Lump sum of Future Unidentified Transportation System Improvements (2030-2050) in Hollister, San Juan Bautista, and San Benito County	$18,640

Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P03-CAP-2026	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Rosedale Av.	$1,500
SC-CAP-P04b-CAP-2026	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola Village along Stockton Ave, Esplanade, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab, and drainage.	$5,000
~~SC-CAP-P05-CAP-2026~~	~~Cliff Drive Resiliency Project & Improvements~~	~~Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.~~	~~$10,000~~
SC-CAP-P12-CAP-2026	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	$500
SC-CAP-P16-CAP-2026	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	$300
SC-CAP-P27-CAP-2026	Citywide Accessible Ramps	Install accessible ramps on sidewalks citywide.	$400
SC-CAP-P29-CAP-2026	Bay Avenue Traffic Calming and Bike/Ped Enhancements	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Corridor Study for all of Bay Avenue currently underway.	$1,000
SC-CAP-P40-CAP-2026	46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	$100
SC-CAP-P41-CAP-2026	Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47thAve)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	$70
SC-CAP-P42-CAP-2026	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	$150
SC-CAP-P46-CAP-2026	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	$30
SC-CAP-P47-CAP-2026	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P48-CAP-2026	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	$250
SC-CAP-P51-CAP-2026	Citywide Sidewalk Program	Fill gaps in sidewalks and sidewalk access ramps.	$2,250
SC-CAP-P52-CAP-2026	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	$4,194
SC-CO-P38-USC-2026	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	$9,000
SC-CO-P40-USC-2026	Glen Coolidge Dr at Hwy 9 Bike Path	Class 1 bike facility from Glen Coolidge Drive to Hwy 9 to provide eastern access to UCSC.	$2,380
SC-CO-P41-USC-2026	Countywide Sidewalks	Install sidewalks.	$11,050
SC-CO-P46a-USC-2026	Hwy 9 Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	$3,500
SC-CO-P50-USC-2026	East Cliff Dr Pedestrian Pathway (7th-12th Ave)	Construct pedestrian pathway on East Cliff.	$1,760
SC-CO-P68-USC-2026	Thurwachter Road Bike Lanes	Install bicycle lanes.	$50
SC-CO-P71-USC-2026	Countywide Bike Projects	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	$23,733
SC-CO-P77-USC-2026	East Cliff Dr (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.	$410
SC-CO-P78-USC-2026	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	$520
SC-CO-P103-USC-2026	East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	Construct sidewalks and bike lanes on East Cliff where there are gaps	$7,000
SC-CO-P108-USC-2026	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	$4,500
SC-CT-09-CT-2026	Hwy 9 Felton Pedestrian Safety Project (EA 05-1M400)	Construct 4-6-foot-wide sidewalks, curbs, and gutters on the southbound side of State Route 9 from Graham Hill Road to the San Lorenzo Valley School Complex	$27,300

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CT-P07a-VAR-2026	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	$18,000
SC-CT-P38-WAT-2026	Main Street/Beach St/Lake Ave Bike Facilities	Bicycle facilities - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). County/City Project - Cost unknown.	$2,072
SC-CT-P39-WAT-2026	Riverside (Hwy 129) Bike Facilities	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown.	$250
SC-CT-P83-CT-2026	Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)	Install curb extensions and high-visibility crosswalks for enhanced pedestrian safety.	$10,126
SC-MTD-P23-MTD-2026	Watsonville Transit Center Bike Station	Establish bike station at Watsonville Transit Center	$1,000
SC-MTD-P49-MTD-2026	Pacific Station Bike Station	Establish bike station at Pacific Station.	$1,000
~~SC-RTC-27b-RTC-2026~~	~~MBSST Rail Trail Corridor Maintenance~~	~~Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.~~	~~$40,600~~
SC-RTC-27c-RTC-2026	MBSST Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc.); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	$6,600
SC-RTC-27d-RTC-2026	MBSST Trail Maintenance	Ongoing maintenance for trail portion of corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	$31,000
SC-RTC-37-RTC-2026	Hwy 9 Felton-SLV Schools Complete Streets Enhancement (EA 05-1M551)	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	$2,149

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-RTC-38-RTC-2026~~	~~Go Santa Cruz County Bicycle Incentives Program~~	~~Countywide bicycle incentives program for income-qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.~~	~~$2,500~~
SC-SC-23-SCR-2026	West Cliff Multi-Use Path Rehabilitation Project Phase 3	The project will rehabilitate the Wets Cliff multi-use path. Work will include repaving failing sections of the path and surface sealing the entire length of the path from Swanton to David Way to increase the lifespan of the asphalt path (m400819).	$500
SC-SC-54-SC-2026	Bay Corridor Design and Complete Streets Implementation	Complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bike lanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	$4,530
SC-SC-57-SC-2026	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	$3,841
SC-SC-P09-SCR-2026	Sidewalk Program	Install and maintain sidewalks and access ramps.	$5,000
SC-SC-P105-SCR-2026	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	$1,020
SC-SC-P107-SCR-2026	Arroyo Seco Trail (Medar St to Grandview St)	Pave exiting gravel trail and widen and pave connection to Grandview Street.	$500
SC-SC-P120-SCR-2026	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	$620
SC-SC-P123-SCR-2026	Soquel/Branciforte Bike Lane Treatments (San Lorenzo River to Branciforte)	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	$410
SC-SC-P124-SCR-2026	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	$150
SC-SC-P125-SCR-2026	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	$16,404
SC-SC-P126-SCR-2026	Almar Ave Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	$200

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P132-SCR-2026	Swanton Blvd Multi-Use Trail Connector	Install a 10-12 foot wide multi-use trail along Swanton, protected bike facility and sidewalk infill on Delaware, and multimodal intersection improvements at Delaware/Swanton and Delaware/Natural Bridges.	$2,000
SC-SC-P134-SCR-2026	Ocean-Plymouth Multi-modal Transportation Improvements	Improve the bike and pedestrian connections through the Ocean-Plymouth intersection	$2,000
SC-SC-P137-SCR-2026	Frederick Street Park Accessible Ramp to Harbor	Install multi-use accessible ramp from park to Harbor to improve access.	$1,300
SC-SC-P138-SCR-2026	Riverwalk Improvements	Pavement rehabilitation and bike and ped upgrades including ADA accessibility, lighting, signage, and striping	$5,000
SC-SC-P139-SCR-2026	Downtown Expansion Plan Mobility Improvements	Multimodal infrastructure upgrades includes protected bike lanes, pedestrian improvements, transit accessibility, and roadway reconfiguration and intersection upgrades. Facilitates multimodal mobility.	$15,000
SC-SC-P140-SCR-2026	Natural Bridges Drive Protected Bike Lanes	Install protected bike lanes on Natural Bridges Drive between Delaware Avenue and Mission Street Extension to connect the Wilder Path, Segment 7, and the Swanton Delaware project.	$350
SC-SC-P141-SCR-2026	Laurel Street Sidewalks	Construct sidewalks to fill gaps	$1,000
SC-SC-P142-SCR-2026	AB 413 Citywide Daylighting	Implement daylighting citywide per AB 413	$1,932
SC-SC-P145-SCR-2026	Arterial Roadway Protected Bike Lanes	Install protected bike lanes on all arterial roadways	$8,000
SC-SC-P21-SCR-2026	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.	$1,030
SC-SC-P22-SCR-2026	Chestnut Street Pathway	Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	$570
SC-SC-P23-SCR-2026	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	$150
SC-SC-P29-SCR-2026	Morrissey Blvd Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	$8,000
SC-SC-P30-SCR-2026	Murray St to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	$1,000
SC-SC-P59-SCR-2026	King Street Bike Lanes (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications.	$3,100

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P69-SCR-2026	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	$3,000
SC-SC-P75-SCR-2026	Active Transportation Plan Lump Sum Projects	Construct projects and implement programs from the Active Transportation Plan	$41,666
SC-SC-P95-SCR-2026	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	$3,410
SC-SV-35-SV-2026	Scotts Valley Dr Complete Streets Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, and traffic signal modifications. The buffered bike lane design will narrow existing vehicle lanes to accommodate striped or landscaped buffers, enhancing safety and comfort for cyclists while maintaining efficient traffic operations.	$1,100
SC-SV-P05-SCV-2026	Citywide Sidewalk Program	Install sidewalks to fill gaps.	$2,500
SC-SV-P100-SCV-2026	Whispering Pines Dr Separated Bikeways (Mt Hermon-Lundy Ln)	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. Source SRTS Plan.	$75
SC-SV-P101-SCV-2026	Vine Hill Rd Bicycle and Pedestrian Overcrossing of Highway 17	Bike/Ped overcrossing connecting Vine Hill Rd and Santas Village Rd	$20,000
SC-SV-P21-SCV-2026	Lockwood Ln Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	$50
SC-SV-P29-SCV-2026	Glen Canyon Rd Bike Lanes	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	$1,030
SC-SV-P30A-SCV-2026	Mt Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.	$520
SC-SV-P33-SCV-2026	Civic Center Dr Bike Lanes	Add bike lanes to narrow road.	$410
SC-SV-P34-SCV-2026	N. Navarra Dr-Sucinto Dr Bike Lanes	Add bike lanes to developing area behind commercial.	$620
SC-SV-P35-SCV-2026	Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	$410
SC-SV-P36-SCV-2026	El Rancho Dr Bike Lanes	Add bike lanes on El Rancho within city limits.	$340
SC-SV-P37-SCV-2026	Lockhart Gulch Rd Bike Lanes	Add Class 2 bike lanes to narrow, primarily residential street.	$720
SC-SV-P41-SCV-2026	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	$6,431

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P45-SCV-2026	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	$4,130
SC-SV-P49-SCV-2026	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	$890
SC-SV-P53-SCV-2026	Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	Study options to install a new bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	~~$1,000~~ $1
SC-SV-P56-SCV-2026	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	$53
SC-SV-P57-SCV-2026	Bean Creek Rd Traffic Calming and Sidewalk Upgrades	Install traffic calming measures and upgrade to standard sidewalk on east side of the street. Study options to install Class I facility on east side of the street. Source ATP Plan	$650
SC-SV-P58-SCV-2026	Bluebonnet Lane Separated Bikeway	Install raised cycletrack or Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance. Source ATP Plan	$290
SC-SV-P59-SCV-2026	Bluebonnet Lane at Montevalle Crosswalk Improvements	Install high-visibility raised crosswalk. Source ATP Plan	$25
SC-SV-P60-SCV-2026	Carbonera Creek Multi-Use Path	Study options to install multi-use path connecting parks along Carbonera Creek. Source ATP Plan	$300
SC-SV-P61-SCV-2026	Upgrade Bicycle Sharrows	Upgrade all white sharrows in City limits to green backed sharrows. Source ATP Plan	$12
SC-SV-P62-SCV-2026	In-Street Pedestrian Crossing Improvements	Install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic. Source ATP Plan	$4
SC-SV-P63-SCV-2026	Citywide Bicycle Detection at Intersections	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-bottons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves. Source ATP Plan	$380

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P64-SCV-2026	Citywide Crosswalk Improvements	Upgrade crosswalks near schools to high visibility. Source SRTS Plan	$300
SC-SV-P65-SCV-2026	Bean Creek Rd/Camp Evers Connection	Pave (asphalt or concrete) existing dirt paths on Bean Creek Rd. Source SRTS Plan	$21
SC-SV-P66-SCV-2026	El Pueblo Rd Sidewalk Connections	Fill sidewalk gaps and install pedestrian-scale lighting. Source ATP Plan	$950
SC-SV-P67-SCV-2026	Erba Lane/ MacDorsa Sidewalk Connection	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park. Source Parks Master Plan	$200
SC-SV-P68-SCV-2026	Erba Lane Sidewalk Connection	Install sidewalk between Scotts Valley Drive and fire station. Source ATP Plan	$85
SC-SV-P69-SCV-2026	Glen Canyon Rd at Hwy 17 Overpass Pedestrian Bridge	Study options to install pedestrian pathway under freeway bridge. Source ATP Plan	$100
SC-SV-P70-SCV-2026	Glenwood Dr at Meadow View Dr Intersection Improvements	Install curb extensions to shorten crossing distance. Upgrade crosswalks to high visibility and install LED flashing stop signs. Source SRTS Plan	$117
SC-SV-P71-SCV-2026	Glenwood Dr Bicycle Improvements	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way. Source SRTS Plan	$103
SC-SV-P72-SCV-2026	Granite Creek Rd Overpass Bike/Ped Modifications	Study options to rebuild overpass to widen sidewalks and install Class IV separated bikeways. Install pedestrian-scale lighting (long term). Source ATP Plan	$200
~~SC-SV-P73-SCV-2026~~	~~Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades~~	~~Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.~~	~~$3,200~~ ~~$3,100~~
SC-SV-P74-SCV-2026	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	$100
SC-SV-P75-SCV-2026	Kings Village Rd Bike/Ped Connection	Install bike/pedestrian connection between potential new development at 440 Kings Village Road and Town Center property. Source ATP Plan	$95
SC-SV-P76-SCV-2026	Kings Village Rd Crosswalk Improvements	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible. Source ATP Plan	$370

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P77-SCV-2026	La Madrona Dr Bike/ Ped Improvements	Install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road, when Gateway South project developed. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane. Source ATP Plan	$200
SC-SV-P78-SCV-2026	Lockewood Lane Multi-Use Path	Install Class I multi-use path between Mount Hermon Road and Whispering Pines Drive. Source ATP Plan (long term)	$1,300
SC-SV-P79-SCV-2026	Lockewood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	$90
SC-SV-P80-SCV-2026	Citywide Pedestrian Signals	Install pedestrian countdown signal heads at all signalized intersections. Source ATP Plan	$120
SC-SV-P81-SCV-2026	Lockhart Gulch Road Multi-Use Path	Study options to install multi-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway. Source ATP Plan	$25
SC-SV-P82-SCV-2026	Mt Hermon Rd Complete Streets Bike & Ped Improvements	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	~~$700~~ $20,000
SC-SV-P83-SCV-2026	Mt Hermon Rd Complete Streets	Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop. Source ATP Plan	$190
SC-SV-P84-SCV-2026	N. Navarra Dr Bike/Ped Access	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access. Source Parks Master Plan	$50
SC-SV-P85-SCV-2026	Navarra Dr Sharrows & Wayfinding	Install green backed sharrows on N. Navarra Dr. Install bike wayfinding signage on S. Navarra Dr. to highlight Green Hills Road connection. Source ATP Plan	$4
SC-SV-P86-SCV-2026	Quien Sabe Rd Sidewalk	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard. Source ATP Plan	$100
SC-SV-P87-SCV-2026	Sandraya Heights Rd Crossing Improvements	Install curb extension on northwest corner to shorten crossing. Install high-visibility crosswalk. Source SRTS Plan (long term)	$53
SC-SV-P88-SCV-2026	Santa's Village Rd Sidewalk Improvements	Widen sidewalk to Class I multi-use path to connect new housing developments with Granite Creek Road. Source ATP Plan	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P89-SCV-2026	Scotts Valley Dr at Bean Creek Road Crossing Improvements	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval. Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance. Source SRTS Plan	$150
SC-SV-P90-SCV-2026	Scotts Valley Dr at Mount Hermon Road Lane Modifications	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility. Source ATP Plan	$30
SC-SV-P91-SCV-2026	Scotts Valley Dr at Victor Square Crosswalk/Sidewalk Improvements	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads. Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance. Source ATP Plan	$40
SC-SV-P92-SCV-2026	Scotts Valley Dr Lane Modifications/Pedestrian Crossing Improvements	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeway. Source ATP Plana and SRTS Plan	$516
SC-SV-P95-SCV-2026	Hwy 17 On/Off Ramp Bike & Pedestrian Improvements	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan. Short term	$207
SC-SV-P96-SCV-2026	Siltanen Community Park Connector Paths	Improve paths to school campus. Source SRTS Plan. Cost TBD.	$300
SC-SV-P97-SCV-2026	Skypark Bicycle Improvements	Widen path to allow for bike and pedestrian access, or install separate path for bicyclists to connect Skypark Drive and Kings Village Road. Source ATP Plan. Cost TBD.	$300
SC-SV-P98-SCV-2026	Vine Hill School Rd Sidewalk Improvements	Fill sidewalk gaps on north/ east side of street. Source ATP Plan	$250
SC-SV-P99-SCV-2026	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	$44
SC-TRL-13-20-RTC-2026	MBSST Segments 13 to 20 (Rio Del Mar to Pajaro Junction)	~~MBSST segments 13 to 20, excluding Segment 18 (listed as TRL 18c). Portion of ZEPRT project (RTC 35).~~ Design, environmental clearance and construction of MBSST Segments 13-20 (minus Segment 18 which is listed separately as TRL 18b/c).	~~$23,000~~ $14,800
SC-UC-P30-UC-2026	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	$2,580

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-UC-P33-UC-2026	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	$400
SC-UC-P34-UC-2026	Spring Street Bikeway	Construct bikeway connecting Spring Street to Hagar Ct.	$310
SC-UC-P36-UC-2026	Porter/Performing Arts Pedestrian Bridge	Construct pedestrian bridge.	$1,030
SC-UC-P37-UC-2026	College Nine/Crown College Pedestrian Bridge	Construct pedestrian bridge.	$1,550
SC-UC-P38-UC-2026	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	$400
SC-UC-P39-UC-2026	College Nine/Communications Pedestrian Bridge	Construct pedestrian bridge.	$1,030
SC-UC-P40-UC-2026	Science Hill/North Academic Core Pedestrian Bridge	Construct pedestrian bridge.	$1,030
SC-UC-P50-UC-2026	Sidewalk/Pedestrian Improvements	Widen sidewalks/improve ped access in areas of campus.	$5,170
SC-UC-P55-UC-2026	UCSC Bicycle Facilities	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	$1,030
SC-UC-P56-UC-2026	Heller Drive Bicycle Lanes (Empire Grade to Porter College)	Add Class II bicycle lanes in downhill direction as feasible.	$830
SC-UC-P72-UC-2026	Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	Modify bridge to improve access.	$3,100
SC-VAR-P08-VAR-2026	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	$2,500
SC-VAR-P10-VAR-2026	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	$500
SC-VAR-P16-VAR-2026	Bikeshare	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	$500
SC-VAR-P27-VAR-2026	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	$40,000
SC-VAR-P29-VAR-2026	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	$150

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P31-VAR-2026	Countywide Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	$4,000
SC-VAR-P32-VAR-2026	Bicycle Treatments for Intersection Improvements	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	$3,500
SC-VAR-P33-VAR-2026	Neighborhood Greenways and Bike Boulevards	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	$5,700
SC-VAR-P35-VAR-2026	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	$10,000
SC-VAR-P39-VAR-2026	Active Transportation Plans	Prepare or Update Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	$3,500
~~SC-VAR-P44-VAR-2026~~	~~Electric Bicycle Commuter Incentive Program~~	~~Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.~~	~~$3,414~~
~~SC-VAR-P51a-VAR-2026~~	~~Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).~~	~~$4,450~~
~~SC-VAR-P51b-VAR-2026~~	~~Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)~~	~~May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR9 (PM 8.11)~~	~~$11,050~~
SC-VAR-P51c-VAR-2026	Hwy 9 Ben Lomond Complete Streets (SLV PID Segment 3)	May be implemented by RTC or Caltrans, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$10,525

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P51d-VAR-2026	Hwy 9 Brookdale Complete Streets (SLV PID Segment 4)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Implementation of priorities for Brookdale identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$11,125
SC-VAR-P51f-VAR-2026	Hwy 9 North of Boulder Creek Complete Streets (SLV PID Segment 6)	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified for north of Boulder Creek around Garrahan Park in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$5,650
~~SC-VAR-P52-VAR-2026~~	~~Ben Lomond Complete Streets (County Roads)~~	~~May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,455~~
~~SC-VAR-P53-VAR-2026~~	~~Boulder Creek Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$1,475~~
~~SC-VAR-P54-VAR-2026~~	~~Felton Complete Streets (County Roads)~~	~~May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.~~	~~$3,985~~

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P57-VAR-2026	AB 413 Countywide Daylighting Implementation	AB 413 prohibits parking within 20 feet of a crosswalk, effectively "daylighting" intersections to improve visibility for pedestrians and drivers, thereby enhancing safety.	$2,000
SC-VAR-P58-VAR-2026	Countywide Pedestrian Signal Upgrades	Installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times to facilitate roadway crossings by visually and mobility impaired persons.	$1,500
SC-WAT-01A-WAT-2026	Hwy 1 Harkins Slough Bike-Ped Overcrossing (Safer Access to PVHS & Beyond) (EA 05-1G490)	Install ped bridge over SR1, sidewalks, Class IV bike lanes, intersection modifications at Harkins Slough Rd/Green Valley Rd/Silver Leaf, high visibility crosswalks, new and upgraded curb extensions/ramps, and pedestrian & bike safety programs intersection to improve bike and ped access.	$10,550
SC-WAT-P15-WAT-2026	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects.	$7,500
SC-WAT-P19-WAT-2026	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths.	$21,236
SC-WAT-P36-WAT-2026	Alley Improvements	Repair & reconstruct some alleys.	$104
SC-WAT-P42-WAT-2026	Pajaro Valley High School Connector Trail	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Boulevard).	$1,215
SC-WAT-P49-WAT-2026	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$45
SC-WAT-P50-WAT-2026	5th St (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$41
SC-WAT-P52-WAT-2026	Union/Brennan (Freedom to Riverside) - Sharrows	Evaluate and if found necessary, add sharrows to Union/Brennan.	$21
SC-WAT-P53-WAT-2026	Kearney/Rodriguez - Ped Crossing	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	$69
SC-WAT-P54-WAT-2026	Main Street HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	$450
SC-WAT-P55-WAT-2026	Main/Rodriguez/Union/Brennan (Freedom to Riverside) - Crosswalks	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	$193

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P57-WAT-2026	East Lake/Madison - ped crossing	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	$100
SC-WAT-P60-WAT-2026	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	$622
SC-WAT-P62-WAT-2026	Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	$250
SC-WAT-P63-WAT-2026	Pajaro Lane to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	$622
SC-WAT-P64-WAT-2026	Freedom Blvd & Green Valley Rd Neighborhood Bike/Ped Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Blvd.	$2,300
SC-WAT-P65-WAT-2026	Upper Struve Slough Trail	Construction of pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight foot wide boardwalk.	$1,500
SC-WAT-P73-WAT-2026	Main Street Modifications (East Lake Ave to Freedom Blvd)	Provide complete streets improvements including but not limited to pedestrian crossings, bicycle facilities, bus stops, parking, sidewalks and traffic management.	$1,726

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P75-WAT-2026	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches (some portions=WAT 47 in RTIP).	$25,000
SC-WAT-P76-WAT-2026	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	$19,000
SC-WAT-P81-WAT-2026	Lee Rd Trail	Construct bike/pedestrian trail on Lee Road from Railroad Crossing to Harkins Slough Rd. Prepare environmental documents and construction plans, secure permits.	$21,400
SC-WAT-P83-WAT-2026	Maintain and Improve Trails	Maintain and enhance existing pedestrian and bicycle trails	$552
SC-WAT-P84-WAT-2026	Pedestrian and Traffic Safety	Provide pedestrian and traffic safety improvements including striping, markers, signage, flashing beacons and curb extensions.	$1,174
SC-WAT-P94-WAT-2026	Install complete street features on Walker St	Integrate flexible delineators within existing bike lane buffers. Maintain and/or add a clear path of travel for pedestrians and complete sidewalks, where possible. Coordinate planned improvements with the Monterey Bay Sanctuary Scenic Trail Network Master Plan.	$1
TRL-05-2026	MBSST Segment 5 (Wilder Ranch to Davenport)	Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 5. Project includes 7.5 miles of Class 1 multi-use bicycle/pedestrian paved path with shoulders along the rail corridor on north coast of Santa Cruz County from Wilder Ranch to Davenport. Also includes Davenport crosswalk at Hwy 1/Ocean St, two parking lots at Yellowbank Beach and Davenport Beach, a path from the Bonny Doon parking lot to the rail trail, and a new ped overpass over Hwy 1 at Yellowbank. (Combined Trl 5a, Trl 5b, Trl 5c).	$51,400
TRL-07cSC-2026	MBSST Segment 7 Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	$4,450

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
TRL-10-11-2026	MBSST Segments 10 and 11 (17th Avenue to State Park Drive)	4.15 mile bicycle/pedestrian multiuse path parallel to railroad tracks between 17th Ave in Live Oak to State Park Drive in Aptos/Seacliff. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail. Includes ATP-funded non-infrastructure safety, education, and encouragement programs; 3 RRFBs, 5 intersection lighting, 5 new bike racks, 6 green cross-bike striping, 400 feet new sidewalk, 13 ADA ramps, 3 benches, trash cans, interpretative signage, curb bulb-outs.	$115,000
TRL-18B-2026	MBSST Segment 18 Phase 2 (Watsonville Slough Trailhead to Walker St)	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	$5,000
TRL-18L-2026	MBSST Segment 18 Phase 3 (Lee Road to Ohlone Pkwy)	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	$6,000
TRL-8-9a-2026	MBSST Segments 8 and 9 (Pacific Ave to 17th Ave)	2.18 mile multiuse trail along the rail corridor between Pacific Ave/Beach St in the City of Santa Cruz to 17th Ave in County of Santa Cruz and non-infrastructure safety, education, and encouragement programs.	$58,300

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-24e-RTC-2026	3 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (State Park to Bay/Porter) & Mar Vista Bike/Ped Xing	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls,	$98,700

		improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought tolerant landscaping. [Part of Highway 1 CIP project (RTC 24a)] (EA# 05-1C733)	
SC-RTC-24f-RTC-2026	2 - Hwy 1 Auxiliary Lanes & Bus on Shoulders (41st Ave to Soquel Ave) & Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. Caltrans Project ID 05-0C732	$43,900
SC-SC-38-SCR-2026	Hwy 1 at San Lorenzo Bridge Replacement	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	$15,500

Table 3 Highway Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
~~SC-CO-P106-USC-2026~~	~~Pajaro River Flood Risk Management Project~~	~~Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost $400M and be primarily funded by State and Federal Water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element; $136M estimate for bridges over Hwy 1 ($100M), 129 ($18M), 152 ($18M)]~~	~~$136,000~~
SC-CO-P113-USC-2026	Shark Fin Cove Parking Formalization	Formalize parking facilities and make operational improvements along State Route 1 for enhanced access to Shark Fin Cove.	$2,000
SC-CT-34-CT-2026	Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)	In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.	$25,000
SC-CT-P45-CT-2026	SHOPP Highway Preservation (Bridge, Roadway, Roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and some mobility improvements. (Constrained=30% of cost to maintain). Includes repaving, culverts, etc.	$207,844
SC-CT-P46-CT-2026	SHOPP Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects.	$228,618
SC-CT-P47-CT-2026	SHOPP Minors	Various small SHOPP projects (Capital Costs less than $1.25 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements.	$1,200

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CT-P49-CT-2026	Hwy 17 Access Management - Operational Improvements	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	$10,000
SC-CT-P59-CT-2026	Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement (EA 05-1H470)	Replace bridges to maintain standards of safety and reliability.	$21,150
SC-CT-P60-CT-2026	Hwy 9 Upper Drainage and Erosion Control Improvements (EA 05-1G950)	Replace failed culverts systems and construct energy dissipaters.	$14,432
SC-CT-P63-CT-2026	Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	$17,068
SC-CT-P73-CT-2026	Hwy 17 Drainage Improvements (EA 05-1K670)	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems.	$10,052
SC-CT-P74-CT-2026	Hwy 1 Pavement Project (EA 05-1M110)	Preserve pavement and replace 87 ADA ramps as needed. Enhance crosswalk striping; add pedestrian refuge islands; extend sidewalk for use as a bus stop in 2 locations.	$21,200
SC-CT-P76-CT-2026	Hwy 9 Felton South Santa Cruz 9 CAPM (EA 05-1K890)	Preserve pavement, rehabilitate 5 drainage systems, install 2 TMS, construct sidewalk in Felton from Kirby to Laurel west side and Kirby to Russell east side. (El Solyo Heights in Felton to north of SR 1 in Santa Cruz).	$25,037
SC-CT-P77-CT-2026	Hwy 9 Upper Pavement Project (EA 05-1K900)	Preserve pavement, reconstruct guardrail, rehabilitate drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line).	$13,145
SC-CT-P79-CT-2026	Hwy 129 Watsonville to County Line Pavement Project (EA 05-1R340)	Preserve pavement, rehabilitate 2 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	$16,400
SC-CT-P80-CT-2026	Hwy 236 Boulder Creek Bridge Scour Repair Project (EA 05-1P240)	Repair scour on bridge abutment at Boulder Creek Bridge on State Route 236	$13,400
~~SC-CT-P81-CT-2026~~	~~Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)~~	~~Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)~~	~~$11,707~~
SC-CT-P82-CT-2026	Hwy 152 Pavement and Complete Streets (EA 05-1P110)	Preserve pavement, install bike lanes, install curb extensions, enhance crosswalks to high-visibility striping, install new crosswalks, consider installation of enhanced pedestrian crossing features such as pedestrian hybrid beacons and rectangular rapid flashing beacons.	$44,714
~~SC-CT-P83-CT-2026~~	~~Downtown Watsonville Pedestrian Safety Project (EA 05-1Q150)~~	~~Install curb extensions and high-visibility crosswalks for enhanced pedestrian safety.~~	~~$10,126~~

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CT-P84-CT-2026	Waddell Creek Bridge Replacement (EA 05-1R420)	Replace and raise Waddell Creek bridge (Br No 36-0065) for sea-level rise resilience. Add a Class 1 multiuse path to new bridge structure. Cost, schedule, and scope details to be further developed.	$42,350
~~SC-RTC-24j-RTC-2026~~	~~7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange~~	~~Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]~~	~~$14,000~~
~~SC-SC-38-SCR-2026~~	~~Hwy 1 at San Lorenzo Bridge Replacement~~	~~Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460~~	~~$15,500~~
SC-VAR-P51a-VAR-2026	Hwy 9 Felton Complete Streets - South (SLV PID Segment 1)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements on SR9 in Segment 1 of the SLV PID not included in 05-1K890 CAPM. Includes dedicated bicycle and pedestrian facilities on SR9 from Laurel Dr (PM 5.99) to Glengarry Rd (PM 4.74) and safety improvements to Ox Trail Parking Lot, Henry Cowell (PM 4.34).	$4,450
SC-VAR-P51b-VAR-2026	Hwy 9 SLV Schools Access Complete Streets - North (SLV PID Segment 2)	May be implemented by Caltrans, RTC, or County of SC, in partnership with others. Complete streets improvements to provide pedestrian, bicycle, and transit access improvement from the SLV Middle School on Hacienda Way to El Solyo Heights Dr (PM 7.52) to southern intersection of Glen Arbor Rd with SR9 (PM 8.11)	$11,050

Table 4 Local Street and Road Operational, Maintenance, and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
CAP-16SC-2026	Bay Avenue/Capitola Ave Intersection Modifications/Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	~~$4,000~~ $8,000
CAP-22SC-2026	41st Ave Pavement Rehabilitation and Multimodal Improvements	Pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	~~$2,000~~ $2,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
CO-36SC-2026	Seacliff Village Streetscape Improvements	Construct sidewalks, bike lanes, bus turnouts/stops, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	$3,200
CO-92SC-2026	Soquel San Jose Rd/ Porter St Resurfacing & Multimodal Improvements	Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.	$3,600
SC-42SC-2026	Soquel Ave at Frederick St Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	$600
SC-CAP-P05-CAP-2026	Cliff Drive Resiliency Project & Improvements	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	$10,000
SC-CAP-P06-CAP-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities, within the City limits.	$25,114
SC-CAP-P07-CAP-2026	Bay Avenue/Hill St Intersection Modification/ Roundabout	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$3,500
SC-CAP-P07p-CAP-2026	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	$10,000
SC-CAP-P09-CAP-2026	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	$300
SC-CAP-P28-CAP-2026	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	$400
SC-CAP-P32-CAP-2026	Bay Avenue/Monterey Ave Intersection Modification	Modify intersection to install a roundabout or traffic signal to improve access and safety, integrating bike and pedestrian facilities.	$400
SC-CAP-P34-CAP-2026	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	$400
SC-CAP-P38-CAP-2026	40th Ave & Clares St Intersection Improvements	Widen intersection and signalize.	$600

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CAP-P53-CAP-2026	Capitola Rd & 45th Ave Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$400
SC-CAP-P54-CAP-2026	Wharf Road and Stockton Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$350
SC-CAP-P57-CAP-2026	Stockton Ave and Capitola Avenue Intersection Improvements	Intersection modification for capacity, multimodal access, and safety improvements	$500
SC-CO-100-USC-2026	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	$300
SC-CO-95-USC-2026	Corralitos Corridor Resurfacing	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	$1,500
SC-CO-96-USC-2026	Emergency Routes Resurfacing Phase 2	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	~~$3,200~~ $5,000
SC-CO-99-USC-2026	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	$2,044
SC-CO-P02-USC-2026	Airport Blvd Improvements (City limits to Green Valley Rd)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	$1,240
SC-CO-P03-USC-2026	Amesti Road Multimodal Improvements (Green Valley to Browns Valley Rd)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	$600
SC-CO-P08-USC-2026	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	$620
SC-CO-P09-USC-2026	East Cliff Dr Improvements (32nd Ave to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	$1,000
SC-CO-P10-USC-2026	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	~~$775~~ $423

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P109-USC-2026	Countywide Pavement Management	Pavement Resurfacing of County Maintained Roads Countywide (595 miles maintained roadways).	$215,000
SC-CO-P11-USC-2026	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	$775
SC-CO-P111-USC-2026	Conference Dr Bridge Scour Repair	Project will perform repairs on existing bridge	$544
SC-CO-P112-USC-2026	East Zayante Rd Bridge Spall Repair	Project will perform repairs on existing bridge	$544
SC-CO-P18-USC-2026	Soquel Ave Improvements (City of SC to Gross Rd)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	$2,560
SC-CO-P24-USC-2026	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	$243
SC-CO-P26a-USC-2026	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26b-USC-2026	West Beach Drive Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26h-USC-2026	Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26i-USC-2026	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	$340
SC-CO-P26p-USC-2026	Mattison Lane Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$400

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P26r-USC-2026	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$340
SC-CO-P26s-USC-2026	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	Roadway improvements and pavement rehabilitation.	$170
SC-CO-P27a-USC-2026	37th/38th Ave (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	$570
SC-CO-P27c-USC-2026	Corcoran Ave Improvements (Alice St to Felt St)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$150
SC-CO-P27e-USC-2026	Main Street Improvements (Porter St to Cherryvale Ave)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,360
SC-CO-P27f-USC-2026	Mill St Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$280
SC-CO-P29f-USC-2026	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$340
SC-CO-P30d-USC-2026	Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$240

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CO-P30n-USC-2026	Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$725
SC-CO-P33d-USC-2026	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	~~$141~~ $310
SC-CO-P35-USC-2026	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	~~$141,356~~ $158,139
SC-CO-P36-USC-2026	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$500
SC-CO-P37-USC-2026	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	$500
SC-CO-P58-USC-2026	Robertson Street & Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	$1,595
SC-CO-P62-USC-2026	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	$410
SC-CO-P85-USC-2026	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	$2,110
SC-CO-P97-USC-2026	Countywide Guardrails	Install guardrails on County roads.	~~$11,000~~ $11,560
SC-RTC-24j-RTC-2026	7 - Hwy 1 Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	$14,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-37-SCR-2026	Murray Street Bridge Seismic Retrofit	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	$20,000
SC-SC-55-SC-2026	Bay Street Paving	Repave Bay Street between Mission and Lennox Street using mill and overlay approach.	$989
SC-SC-P07-SCR-2026	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits.	$75,678
SC-SC-P101-SCR-2026	Delaware-Swift Intersection Improvements	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	$600
SC-SC-P104-SCR-2026	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	$32,300
SC-SC-P109-SCR-2026	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	$1,500
SC-SC-P128-SCR-2026	Citywide Street Sweeping	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	$15,800
SC-SC-P129-SCR-2026	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	$3,000
SC-SC-P130-SCR-2026	Mission Street Improvement Plan	Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.	$6,500
~~SC-SC-P142-SCR-2026~~	~~AB 413 Citywide Daylighting~~	~~Implement daylighting citywide per AB 413~~	~~$1,932~~
SC-SC-P83-SCR-2026	West Cliff/Bay Street Modifications	Install mini-roundabout to replace the all-way stop to improve safety and capacity.	$500
SC-SC-P90-SCR-2026	High St/Moore St Intersection Modification	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	$100
SC-SC-P91-SCR-2026	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	~~$1,000~~ $1
SC-SC-P93-SCR-2026	Beach/Cliff Intersection Modification	Modify intersection for multimodal (train, bike, ped, auto) safety and access improvements.	$210

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SC-P96-SCR-2026	Bay/California Multimodal Intersection Improvements	Update intersection to facilitate multimodal mobility, safety and capacity improvements.	$1,100
SC-SV-34-SV-2026	Mt Hermon Road Improvements	Roadway repaving, lane narrowing to accommodate bicycle lanes and buffers, high visibility crosswalk enhancements, ADA compliant curb ramps upgrades, and traffic signal modifications.	$800
SC-SV-P06-SCV-2026	Citywide Access Ramps	Place handicap ramps at various locations.	$126
SC-SV-P27-SCV-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repairs, and operation of road/street system within the City limits.	$25,141
SC-SV-P28-SCV-2026	Neighborhood Traffic Calming	Citywide traffic calming devices.	$750
SC-SV-P47-SCV-2026	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	$620
SC-SV-P51-SCV-2026	Mt Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	$130
SC-SV-P52-SCV-2026	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	~~$1,000~~ $105

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-SV-P73-SCV-2026	Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades	Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.	~~$3,200~~ $3,100
SC-UC-P01-UC-2026	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	$2,125
SC-UC-P59-UC-2026	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	$1,365
SC-UC-P66-UC-2026	Transportation-Related Stormwater Management Projects	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	$800
SC-UC-P78-UC-2026	Hagar Drive Roundabouts and Safety Improvements	Install three compact roundabouts, add vertical reflectors on curves and add new delineators to create protected bike lanes.	$2,309
SC-VAR-P13-VAR-2026	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	$82,000
SC-VAR-P14-VAR-2026	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	$59,200
SC-VAR-P50-VAR-2026	Climate Adaptation, Resiliency, and Hazard Mitigation	Projects to make transportation infrastructure more resilient, including through the use of natural infrastructure, to the effects of extreme weather and natural disasters.	$20,000
SC-VAR-P52-VAR-2026	Ben Lomond Complete Streets (County Roads)	May be implemented by RTC or County of SC, in partnership with others. Implementation of priorities for the Ben Lomond area identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,455

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P53-VAR-2026	Boulder Creek Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Boulder Creek identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$1,475
SC-VAR-P54-VAR-2026	Felton Complete Streets (County Roads)	May be implemented by SCCRTC or County of SC, in partnership with others. Implementation of priorities for Felton identified in the Complete Streets Corridor Plan not on SR9. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.	$3,985
SC-WAT-45-WAT-2026	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, install bus pullout and shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	$2,000
SC-WAT-P06-WAT-2026	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.	$37,500
SC-WAT-P13-WAT-2026	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access.	$825
SC-WAT-P24-WAT-2026	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements	$30,537
SC-WAT-P35-WAT-2026	Bridge Maintenance	Maintenance of bridges	$600
SC-WAT-P45-WAT-2026	Green Valley Rd Rehabilitation	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	$4,320
SC-WAT-P72-WAT-2026	Freedom Blvd (Green Valley Rd to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	$4,558

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P77-WAT-2026	Elm St Improvements Project	Road reconstruction and sidewalk improvements.	$483

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-04SC-2026	Planning, Programming & Monitoring (PPM) - SB45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects.	$4,772
SC-AIR-P01-WAT-2026	Lump Sum Watsonville Municipal Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, runway rehabilitation and extensions and surface improvements, taxiway construction and maintenance, and signage.	$27,000
SC-AIR-P02-WAT-2026	Watsonville Municipal Airport Operations	Ongoing operations/maintenance.	$50,000
SC-CO-P96-USC-2026	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multimodal infrastructure improvements associated with the Sustainable Santa Cruz County Plan.	$5,000
~~SC-CT-34-CT-2026~~	~~Hwy 1 Scott Creek Coastal Resiliency Project (EA 05-1M720)~~	~~In Santa Cruz County on Route 1, restore the Scott Creek estuary located about 2 miles north of Davenport. Replace Scott Creek Bridge (36-0031) with longer bridge.~~	~~$25,000~~
SC-CT-P75-CT-2026	Hwy 1 Wildlife Crossing & Drainage Improvement Project (EA 05-1M530)	Culvert replacement with consideration of wildlife access across the Highway 1 (Main St interchange in Watsonville to north of Larkin Valley Rd interchange).	$19,564
SC-CT-P81-CT-2026	Hwy 9 Waterman Gap Fish Passage (EA 05-1K901)	Replace Waterman Gap culvert with a bridge to improve fish passage. (Includes federal Culvert Aquatic Organism Passage (AOP) grant amount of $6,000,000 and $2,000,000 from State Parks)	$11,707
SC-RTC-27b-RTC-2026	MBSST Rail Trail Corridor Maintenance	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	$40,600
SC-RTC-36-RTC-2026	Regional Conservation Investment Strategy (RCIS)	Early mitigation planning for transportation projects	$5,000
SC-RTC-P07-RTC-2026	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.	$17,500
SC-RTC-P08-RTC-2026	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination.	$15,750

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-P50-RTC-2026	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	$180
SC-RTC-P51-RTC-2026	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	$120
SC-RTC-P59-RTC-2026	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax – Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	$16,500
SC-RTC-P61-RTC-2026	Santa Cruz Branch Rail Line Trestle Reconstruction and San Vincente Restoration	Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vincente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment	$3,500
SC-VAR-P07-VAR-2026	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	$175,000
SC-VAR-P21-VAR-2026	Plug-in Electric Vehicle Access, Education & Promotion	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	$1,000
SC-VAR-P25-VAR-2026	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	$300
SC-VAR-P49-VAR-2026	EV Charging Stations for Low Income Residents	EV charging station installation with a focus on equity so low income residents can access home charger especially those living in apartment/multi-dwelling units.	$8,000

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-WAT-P04-WAT-2026	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues	$193
SC-WAT-P80-WAT-2026	Lake Avenue Underground Utilities	Underground existing overhead utilities.	$2,400

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-17SC-2026	Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, short term loaner ebikes.	$1,500
SC-CO-50-USC-2026	Community Traffic Safety Coalition/Vision Zero	Countywide program that aims to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC envisions safe, accessible, and equitable transportation for all.	$9,000
SC-MTD-P42-MTD-2026	Youth/Senior/Disabled/Low-Income Fixed-Route Transit Incentives	Incentives to encourage fixed-route bus ridership. Includes existing discounts for Seniors and persons with disabilities. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	$18,000
SC-RTC-02a-RTC-2026	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots.	$2,601
SC-RTC-15-RTC-2026	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans.	$70
SC-RTC-26-OTH-2026	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Includes Bike Month and Love to Ride online bike tracking and encouragement. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources.	$3,680

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-38-RTC-2026	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	$2,500
SC-RTC-P48-VAR-2026	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs.	$1,730
SC-RTC-P49-RTC-2026	RTC Bikeway Map	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	$250
SC-RTC-P53-VAR-2026	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	$200
SC-UC-P61-UC-2026	Traveler Safety Education & Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	$75
SC-UC-P63-UC-2026	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	$875
SC-UC-P68-UC-2026	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	$320
SC-UC-P69-UC-2026	UCSC Commute Counseling Program	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	$600
SC-UC-P70-UC-2026	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	$12,500
SC-UC-P73-UC-2026	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	$87,500
SC-VAR-02-VAR-2026	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cutthrough traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane.	$50

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P06-VAR-2026	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Encourage EV Carsharing vendors to serve low income residents. Implementing Agency TBD, varies.	$1,450
SC-VAR-P15-VAR-2026	Transportation for Low Income Youth	Safe, reliable transportation services for foster care children to/from school.	$500
SC-VAR-P17-VAR-2026	Eco-Tourism Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	~~$400~~ $1,000
SC-VAR-P18-VAR-2026	Hwy 1 Mission Street Bike & Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	$375
SC-VAR-P19-VAR-2026	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County not including HSA's program. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	$3,750
SC-VAR-P20-VAR-2026	Public Transit Marketing (One Ride at a Time Campaign)	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	$700
~~SC-VAR-P21-VAR-2026~~	~~Plug-in Electric Vehicle Access, Education & Promotion~~	~~Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.~~	~~$1,000~~
SC-VAR-P24-VAR-2026	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	$54
SC-VAR-P26-VAR-2026	Park & Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	$2,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P40-VAR-2026	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.	$500
SC-VAR-P44-VAR-2026	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	$3,414
SC-VAR-P59-VAR-2026	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes including shared micro-mobility. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	$500

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-CTSA-P01-OTH-2026	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc.	$75,000
SC-CTSA-P04-OTH-2026	Medically Fragile Specialized Transportation	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	$3,000
SC-CTSA-P07-OTH-2026	Lift Line EV Modernization Project	Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.	$1,500
SC-CTSA-P08-OTH-2026	Countywide Paratransit Expansion	Expansion of service hours to include evening transportation to match existing paratransit service for non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, Dialysis transportation and same day rides etc.	$10,000
SC-MTD-02-MTD-2026	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	$3,150
SC-MTD-P10C-MTD-2026	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service.	$195,000
SC-MTD-P19-MTD-2026	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc.).	$1,200
SC-MTD-P28-MTD-2026	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	$8,000
SC-MTD-P30-MTD-2026	ParaCruz Mobile Data Terminals & Radios	Replace mobile data terminals in vehicles	$50
SC-MTD-P51-MTD-2026	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	$6,108
SC-RTC-P43-OTH-2026	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	$600
SC-VAR-P48-VAR-2026	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program: On-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by	$1,500

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
		Transportation Network Companies (e.g. Lyft/Uber) that do not have WAV fleet.	
SC-VC-P1-OTH-2026	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	$1,290

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-27-MTD-2026	Rapid Corridors (Rts 1 & 2)	Improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	$7,000
SC-MTD-P12-MTD-2026	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually.	$33,660
SC-MTD-P14-MTD-2026	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually.	$264,000
SC-MTD-P15-MTD-2026	Bus Rapid Transit (BRT)	Bus only lanes, transit signal priority, queue jumps, and in lane stations to speed up major cross-county trunk routes.	$30,000
SC-MTD-P61-MTD-2026	South County Zero-Emissions Operating and Maintenance Facility	Construct maintenance facility on 9.8 acre lot to meet state of California's clean energy mandates and gradually convert fleet to zero emission buses with goal for full transition by 2040.	$20,000
SC-RTC-24t-SC-2026	8 - Hwy 1 Bus on Shoulders (Main St to Freedom Blvd)	Construct bus on shoulder facilities between Main St (152) and Freedom Blvd.	$5,000
SC-RTC-35-RTC-2026	Zero Emission Passenger Rail and Trail (ZEPRT)	Zero emission passenger rail transit service from Natural Bridges Drive to Pajaro Station. Constrained $ = Funding to complete Concept Report. Includes analysis of Segments 13-20 (Rio Del Mar Blvd to Salinas Road) adjacent to the railroad tracks. Implementation pending environmental review and availability of revenues for transit operations and construction.	~~$4,000~~ $33,621
SC-RTC-P60-RTC-2026	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects. Constrained amount is 25% of STA 99313 revenue estimates.	$20,000
~~SC-UC-P23-UC-2026~~	~~Transit Vehicles (ongoing)~~	~~Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.~~	~~$2,500~~

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-VAR-P45-VAR-2026	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	$580
SC-VAR-P46-VAR-2026	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$530
SC-VAR-P47-VAR-2026	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-MTD-P10-MTD-2026	Local Transit Continuation of Baseline Service Levels 2025-2050	Operation & maintenance cost of existing local fixed route bus service.	~~$1,519,211~~ $1,519,212
SC-MTD-P10B-MTD-2026	Hwy 17 Express Service Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service.	$224,400
~~SC-RTC-P58-RTC-2026~~ SC-MTD-P60-MTD-2026	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	$125
SC-SV-P46-SCV-2026	Mt Hermon/King's Village Road - Transit Signal Priority (TSP)	Transit signal priority at Kings Village Road/Mt Hermon Road.	$80
SC-UC-P74-UC-2026	UCSC Transit Service	Operate the on-campus shuttle service.	$100,000
SC-UC-P75-UC-2026	Disability Van Service	Operate disability van service.	$3,750
~~SC-VC-P1-OTH-2026~~	~~Volunteer Center Transportation Program~~	~~Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.~~	~~$1,290~~

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
MTD-18SC-2026	Account-based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	$5,000
~~SC-CTSA-P07-OTH-2026~~	~~Lift Line EV Modernization Project~~	~~Replace 12 gas-powered vehicles with 12 electric vehicles in order to extend the useful life of the program while promoting safety, increasing access to vital transportation services, and reducing greenhouse gas emissions for eligible community members with limited mobility.~~	~~$1,500~~
SC-MTD-13-MTD-2026	Santa Cruz Pacific Station Metro Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz. (RTP constrained=transportation elements; costs to be covered by developer not shown)	$25,000
SC-MTD-P04-MTD-2026	Bus Replacements	Replace fleet at the end of normal bus lifetime.	$132,000
SC-MTD-P06-MTD-2026	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	$4,250
SC-MTD-P27-MTD-2026	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	$5,000
SC-MTD-P31-MTD-2026	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment.	$6,250
SC-MTD-P32-MTD-2026	Non-Revenue Vehicle Replacements	Replace support vehicles.	$150
SC-MTD-P36-MTD-2026	Metro Facilities Repair & Upgrades	Maintain and upgrade facilities.	$5,250
SC-MTD-P52-MTD-2026	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	$6,108
SC-MTD-P56-MTD-2026	Watsonville Transit Center: Affordable Housing/TOD	Redevelop METRO's Watsonville Transit Center into an affordable, transit-oriented housing development.	~~$15,000~~ $17,500
SC-RTC-03a-RTC-2026	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	~~$5,800~~ $7,186
SC-RTC-03b-RTC-2026	Rail Line: Track infrastructure, signage, maintenance and repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage.	~~$4,850~~ $39,133

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
SC-RTC-03d-RTC-2026	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	$3,750
SC-RTC-03e-RTC-2026	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	$670
SC-UC-P23-UC-2026	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	$2,500
SC-UC-P62-UC-2026	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	$260
SC-UC-P64-UC-2026	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	$400

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost ($ 000s)
RTC-01SC-2026	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Ongoing system management and congestion reduction program. Maintain and expand tow truck patrols on Highways 1 and 17. Roving tow trucks work with the CHP to quickly remove obstructions (collisions, debris, etc.) from travel lanes, and provide assistance to motorists during peak travel periods to keep incident related congestion to a minimum and keep traffic moving.	~~$10,000~~ $12,500
SC-CAP-P50-CAP-2026	Citywide HOV Priority	Evaluate HOV priority at signals and HOV queue bypass.	$100
SC-CHP-P01-CHP-2026	Hwy 17 Safety Program (Safe on 17)	Continuation of Highway 17 Safety Program in Santa Cruz County. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	$3,915
SC-CHP-P04-2026	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	$250
~~SC-CT-P63-CT-2026~~	~~Hwy 129 Hwy 1 through Watsonville Pavement Project (EA 05-1J830)~~	~~Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.~~	~~$17,068~~
SC-CT-P65-CT-2026	Hwy 1 Roadside Safety (EA 05-1J96U)	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	$31,511
SC-RTC-P01-RTC-2026	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents.	~~$3,915~~ $490
SC-SC-P135-SCR-2026	Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades	Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.	$1,258
SC-SV-P42-SCV-2026	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	~~$350~~ $750
SC-UC-P58-UC-2026	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	$1,990
SC-VAR-P11-VAR-2026	Local Arterial ITS Infrastructure	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	$1,000
SC-WAT-P78-WAT-2026	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	$400

Appendix H

Response to Comments on the Draft EIR

Appendix H: Response to Comments on the Draft EIR

1 Introduction

1.1 Purpose of the Response to Comments Document

This Response to Comments (RTC) document (Final EIR Appendix H) provides responses to all written comments received by the Association of Monterey Bay Area Governments (AMBAG) on the Draft Environmental Impact Report (EIR) for the 2050 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) (hereinafter "project").

1.2 Draft EIR Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with and request comments on the Draft EIR from responsible agencies, trustee agencies, and public agencies having jurisdiction by law over a proposed project or its affected resources, and to provide the general public with an opportunity to comment on the Draft EIR (CEQA Guidelines Sections 15086,15087).

The Draft EIR was made available for a 74-day public review period that began on November 17, 2025, and ended on January 30, 2026. The Notice of Availability and Draft EIR were distributed to the State Clearinghouse, State agencies, local agencies, and any other interested parties, groups, and public agencies. The Draft EIR and an announcement of its availability were posted on AMBAG's website. Physical copies of the Draft EIR were also available for public review at the following locations:

- AMBAG, 24580 Silver Cloud Court, Monterey, California 93940
- Transportation Agency for Monterey County (TAMC), 55-B Plaza Circle, Salinas, California 93901
- Santa Cruz County Regional Transportation Commission (SCCRTC), 1101 Pacific Avenue, Suite 250, Santa Cruz, California 95060
- Council of San Benito County Governments (SBtCOG), 650 San Benito Street, Suite 120, Hollister, California 95023

AMBAG received four comment letters on the Draft EIR. Copies of these written comments, as well as responses to those comments, are included in Section 3, *Comments and Responses*, of this document.

2 List of Commenters

This section presents a list of comment letters received during the circulation of the Draft EIR prepared for the public review period and describes the organization of the letters and comments that are provided in Section 3, *Comments and Responses*, of this document.

AMBAG received four comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

2.1 Organization of Comment Letters and Responses

The written public comment letters and responses are presented by order received, in the following order: individuals; private groups and organizations; and State agencies. No federal, regional, or local agencies provided written comments. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue. (For example, Response 1.1 indicates that the response is for the first issue raised in comment Letter 1.)

The following letters were submitted to AMBAG during the public review period:

Letter Number and Commenter	Agency/Group/Organization	Date Received	Page Number
Individuals			
1. John Uy	Councilmember, City of Del Rey Oaks	January 14, 2026	H-4
Private Groups and Organizations			
2. Michael DeLapa, Executive Director	LandWatch Monterey County	January 26, 2026	H-10
3. Kate McKenna, Executive Officer	Local Agency Formation Commission (LAFCO) of Monterey County	January 30, 2026	H-85
State Agencies			
4. Julie A. Vance, Regional Manager	California Department of Fish and Wildlife	January 30, 2026	H-96

3 Comments and Responses

Written responses to each comment letter received on the Draft EIR are provided in this section. All letters received during the public review period of the Draft EIR are provided in their entirety.

Please note that text within individual letters that has not been numbered does not specifically raise environmental issues related to the Draft EIR nor relate directly to the adequacy of the information or analysis within the Draft EIR, and therefore no response is required, pursuant to State CEQA Guidelines Sections 15088 and 15132.

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; where text has been deleted from the Draft EIR, changes are shown with strikeouts (~~strikeouts~~). Page numbers cited in this section correspond to the page numbers of the Draft EIR. When mitigation measure language has been changed, it has been changed in both the text on the stated Draft EIR page and the summary table (Table 1-1) in the Executive Summary of the Draft EIR.

Letter 1

Outlook

Comments on Draft Program Environmental Impact Report for the 2050 MTP/SCS

From John Uy <juy@delreyoaks.org>
Date Wed 1/14/2026 4:26 PM
To Heather Adamson <hadamson@ambag.org>
Cc Maura Twomey <mtwomey@ambag.org>

Association of Monterey Bay Area Governments (AMBAG)
Attention: Heather Adamson, Director of Planning
P.O. Box 2453
Seaside, CA 93955

Dear Ms. Adamson and Environmental Review Team,

Thank you for a clear and comprehensive Program EIR. It provides a solid regional foundation and helpful context for local sponsors. In the same collaborative spirit, I offer the following suggestions to further strengthen transparency and usability. 1.1

1) Explain the "why not" for the environmentally superior alternative

The identification of Alternative 3 (Infill + Operational/Complete Streets) as environmentally superior is helpful. To aid public understanding, consider briefly summarizing the policy/financial considerations that led to the preferred plan, and highlight which "no-regret" Alt 3 elements will be advanced in the near term. 1.2

2) Sharpen mitigation monitoring and enforceability

Where impacts remain Significant and Unavoidable (e.g., scenic/visual, wildfire), the measures are clear at a program level. To support consistent project delivery, consider adding a more explicit MMRP template with example triggers, design standards, timing, and responsible agencies, so local sponsors can lift language directly into PS&E and permits. 1.3

3) Make the GHG/VMT method easy to grasp at a glance

The technical basis is sound. For broader readability, consider a one-page method infographic in the GHG appendix (baseline → target → modeled result), with a plain-language note on EMFAC and adjustment factors. 1.4

4) Provide a sponsor-facing streamlining guide 1.5

Given evolving CEQA streamlining tools, consider adding a concise "How to Use This Program EIR" checklist that outlines eligibility screens, consistency findings, examples of Statements of Overriding Considerations, and model language for infill/Complete Streets projects (to pair with SB 131 and SB 375 where applicable). 1.5

5) Expand wildfire and cascading hazard practices

Acknowledging wildfire risk is important. To support consistent treatment in Very High Fire Hazard Severity Zones, consider requiring corridor-specific evacuation/traffic management plans and post-fire debris flow/landslide checks for hillside facilities. 1.6

6) Embed Environmental Justice in project-level CEQA

Equity appears prominently in the MTP/SCS. To carry that through implementation, consider encouraging project-level CEQA documents to include Title VI/EJ screening maps and to prioritize mitigation choices that improve safety, access, and air quality in disadvantaged communities where feasible. 1.7

Thank you for your careful analysis and the opportunity to comment. I appreciate AMBAG's leadership and would be glad to assist in discussing how these refinements could be incorporated in a practical, sponsor-friendly way. 1.8

Sincerely,
John Uy

At your service,
John Uy, Ed.D.
Councilmember
Del Rey Oaks City Council
https://www.delreyoaks.org

Letter 1

COMMENTER: John Uy, Councilmember, City of Del Rey Oaks

DATE: January 14, 2026

Response 1.1

The commenter expresses their thanks for a clear and comprehensive Program EIR that provides a solid regional foundation and helpful context for local sponsors. The commenter indicates that they have suggestions to further strengthen transparency and usability.

AMBAG appreciates the commenter's thoughtful review. The introductory comment is noted. Because this introductory comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 1.2

The commenter recommends summarizing the policy and financial considerations behind the preferred plan and identifying "no regret" elements from Alternative 3 that could still move forward.

The proposed 2050 MTP/SCS is based on a comprehensive planning effort that coordinates land use patterns and transportation investments with the objective of developing an integrated, multimodal, and equitable transportation system. The 2050 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 AMBAG region through 2050. One strategy included in the MTP/SCS to achieve this is locating the places where people work and live within urban centers and close to transit. Another strategy is to develop a compact growth footprint and increase operational and safety projects, maintaining a state of good repair. In addition, the 2050 MTP/SCS supports job creation through economic development, ensures our region's economic competitiveness through strategic investments in freight and increases housing mix. Many of the elements of Alternative 3 can be advanced in the proposed project (2050 MTP/SCS), such as many of the Complete Streets, active transportation, and operational improvements investments. AMBAG will also continue to coordinate compact and infill land use pattern implementation with all 21 local jurisdictions.

Response 1.3

The commenter acknowledges that mitigation measures were developed at the program level. The commenter suggests that AMBAG prepare a clearer Mitigation Monitoring and Reporting Program (MMRP) template with triggers, design standards, timing, and responsible agencies so that local sponsors can easily incorporate mitigation into Plans, Specifications, and Estimate packages and permits for individual projects.

AMBAG appreciates the commenter's emphasis on the clarity of implementation and recognizes the value of well-defined mitigation frameworks for local sponsors. The MMRP has been prepared pursuant to Section 15097 of the CEQA Guidelines. Implementing agencies for

EIR mitigation measures are defined on Pages 1-5 and 1-6 of the Draft EIR, and include the three Regional Transportation Planning Agencies (RTPAs), cities and counties, and other transportation project implementing agencies. As discussed on Page 4-2 of the Draft EIR, AMBAG, TAMC, SBtCOG, and SCCRTC do not have the authority to require recommended mitigation measures to be implemented by other agencies that are responsible agencies for this EIR but will be lead agencies for individual projects.

As such, implementation of mitigation measures for individual projects is the responsibility of the project-specific implementing agencies, which must conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the Program EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions. Accordingly, project-specific triggers, design standards, and timing for mitigation measures are most appropriately considered at the time of project-level CEQA reviews, when detailed design and site conditions are known.

Response 1.4

The commenter recommends making the Greenhouse Gas (GHG)/ Vehicle Miles Traveled (VMT) methodology more accessible by including a one-page method infographic summarizing the process and adding a plain-language explanation of EMFAC.

AMBAG appreciates the commenter's interest in improving the accessibility and transparency of the GHG and VMT analysis and acknowledges the value of clear explanatory materials for a broad audience. While the commenter requests additional explanatory materials such as a one-page infographic and a plain-language description of EMFAC, the CEQA Guidelines do not require these specific presentation formats.

CEQA Guidelines Section 15204(a) explains that the adequacy of an EIR is judged by what is reasonably feasible and that agencies are not required to conduct every test or provide all information requested by commenters, so long as the EIR makes a good-faith effort at full disclosure. The Draft EIR includes a complete description of the GHG and VMT methodology and EMFAC modeling (Pages 4.3-27 through 4.3-29, 4.8-20 through 4.8-25, and 4.15-22 through 4.15-23 of the Draft EIR) at a level of detail intended to support informed public review and decision-making.

Response 1.5

The commenter recommends creating a "How to Use This Program EIR" checklist. They suggest this would include eligibility screens, consistency findings, examples of Statements of Overriding Considerations, and model language for infill/Complete Streets projects that would pair with SB 131 and SB 375 exemptions.

AMBAG appreciates the commenter's emphasis on EIR usability and implementation. Section 1.4, *Implementation Issues and Future Environmental Review*, in Chapter 1, *Introduction*, of the Draft EIR discusses CEQA tiering and streamlining, including but not limited to, SB 131 and SB 375. Section 2.3, *Project Purpose*, and Section 2.7, *Intended Use of EIR*, in Chapter 2, *Project Description,* provide additional information about the intended use of the Draft EIR. As

discussed in Response 1.4, the CEQA Guidelines do not require these specific presentation formats. However, the commenter's suggestion is acknowledged as a helpful perspective on how the Program EIR may be used by local implementing agencies in practice.

Response 1.6

The commenter acknowledges wildfire risk and recommends additional mitigation for Very High Fire Hazard Severity Zones. They suggest requiring corridor-specific evacuation/traffic management plans and post-fire debris-flow or landslide checks for hillside facilities.

AMBAG appreciates the commenter's attention to wildfire risk and emergency preparedness. Wildfire impacts are discussed in Section 4.18, *Wildfire*, of the Draft EIR, and wildfire mitigation is specifically discussed on Pages 4.18-20 and 4.18-21 of the Draft EIR. The analysis therein determined that even with implementation of Mitigation Measure W-1, Wildfire Risk Reduction, wildfire impacts would remain significant and unavoidable. Although the Draft EIR identifies specific projects that may result in increased wildfire risk, the discussion does not provide a project-level analysis of wildfire impacts. Rather, the EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level and identifies performance-based mitigation to be implemented after project-specific analysis in future CEQA documents is prepared as required under CEQA Guidelines Sections 15162, 15163, and 15168. However, in response to this comment, the following edits have been made to Mitigation Measure WF-1 in Section 4.18, *Wildfire*, of the Final EIR:

> *W-1 Wildfire Risk Reduction*
>
> If an individual transportation or land use project included in the 2050 MTP/SCS is within or less than two miles from a High or Very High FHSZ in the State Responsibility Area (SRA) as established by California Public Resources Code (PRC) Sections 4201 through 4204, or as High or Very High in the Local Responsibility Area (LRA) designated pursuant to California Government Code, Sections 51175 through 51189, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:
>
> …
>
> - <u>Complete corridor-specific evaluations and implement traffic management measures, including coordination with local emergency response agencies.</u>
> - <u>Incorporate post-fire debris-flow, erosion, or landslide risk assessments during the design phase for hillside facilities or projects located in areas subject to post-fire geologic hazards.</u>

Section 2.3, *Project Purpose*, and Section 2.7, *Intended Use of EIR*, in Chapter 2, *Project Description,* provide additional information about the intended use of the Draft EIR. As described therein, it is the responsibility of the implementing agencies of individual projects to conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions. Additional mitigation measures may also be developed for project-specific impacts. This tiered approach ensures that all future projects receive the appropriate level of CEQA review, which may include additional wildfire mitigation depending on site- and project-specific conditions.

Response 1.7

The commenter encourages integrating Environmental Justice more directly into project-level CEQA documents.

AMBAG appreciates the commenter's emphasis on environmental justice considerations. While environmental justice impacts are not considered to be significant environmental impacts under CEQA, implementing agencies have the discretion to voluntarily add environmental justice considerations to their project-specific CEQA documents and may do so during future project-level environmental review.

Response 1.8

The commenter provides thanks for the careful analysis and the opportunity to comment, and mentions that they would be glad to assist in discussing how their comments can be incorporated in a practical, sponsor-friendly way.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Letter 2

Outlook

LandWatch comments on Draft EIR for the 2050 MTP/SCS and Regional RTPs

From Michael DeLapa <execdir@landwatch.org>
Date Mon 1/26/2026 4:21 PM
To Heather Adamson <hadamson@ambag.org>
Cc Maura Twomey <mtwomey@ambag.org>

1 attachment (503 KB)
LandWatch comments on AMBAG Draft 2050 MTP_SCS and Draft EIR - Jan. 26, 2026.pdf;

[LandWatch comments on Draft EIR for the 2050 MTP/SCS attached as PDF]

Dear Ms. Adamson:

On behalf of LandWatch Monterey County, please accept these comments on the draft EIR for the 2050 MTP/SCS and Regional Transportation Plans for Monterey, San Benito, and Santa Cruz Counties. Our comments, attached as a PDF, focus on a range of concerns. 2.1

First, it is not clear to us whether and how AMBAG's Regional Travel Demand Model, used to develop the MTP/SCS and the EIR, adequately reflects the VMT reduction benefits of shorter trip lengths from provision of more affordable and dense housing units. In particular, we are concerned that the modeling may not capture the VMT reduction benefits from shorter trip lengths that would result from increased provision of affordable housing in areas with a high number of low wage jobs and a current lack of affordable housing. The presence of cities in Monterey County with substantial shortage of affordable housing for its low wage workers creates a significant opportunity for VMT reduction. However, if the modeling only reflects reduced trip numbers but not reduced trip lengths, it would fail to capture the VMT reduction benefits of better matching affordable housing to low wage jobs locations. 2.2

AMBAG must assure that its Regional Travel Demand Model accurately reflects these VMT reduction benefits because the DEIR identifies provision of affordable and denser housing units as VMT mitigation. 2.3
Furthermore, the model will need to support the mandate in AB 130 to identify "location efficient areas" for provision of VMT mitigation through affordable housing. 2.4

Accordingly, we have asked a number of questions to help the public understand how the Regional Travel Demand Model assesses VMT from provision of affordable housing and denser housing. 2.5

Second, we are concerned that the EIR's significance conclusion for VMT impacts is meaningless if, as the EIR concludes, the MTP/SCS projects would have no effect on per capita VMT. We are also puzzled by the claim that the MTP/SCS scenario "minimizes" VMT if, indeed, it has no effect on VMT. 2.6 2.7

Third, we are concerned about the absence of a meaningful threshold of significance and any quantification of induced travel due to roadway capacity additions. We ask that the DEIR be revised and recirculated to address this informational shortcoming. 2.8

Fourth, we are concerned about the lack of information about the land use effects that would be caused by the changes to the mix of transportation projects in the EIR Alternatives scenarios. The EIR does not explain how these alternatives affect land use or identify the actual changes to the land uses that were assumed in the preferred project scenario. We ask that the EIR be revised and recirculated to provide this missing informatio 2.9

2.10

Best regards,

Michael

Please subscribe to the LandWatch newsletter, "like" us on Facebook, and remember LandWatch in your will

LANDWATCH
MONTEREY COUNTY

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Creating Monterey County's Tomorrow - Today

LANDWATCH
MONTEREY COUNTY

January 26, 2026

Heather Adamson, Executive Director
Association of Monterey Bay Governments (AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940
hadamson@ambag.org

Re: LandWatch comments on Draft EIR for the 2050 MTP/SCS and Regional RTPs

Dear Ms. Adamson:

On behalf of LandWatch Monterey County, please accept these comments on the draft EIR for the 2050 MTP/SCS and Regional Transportation Plans for Monterey, San Benito, and Santa Cruz Counties. Our comments focus on a range of concerns. 2.11

First, it is not clear to us whether and how AMBAG's Regional Travel Demand Model, used to develop the MTP/SCS and the EIR, adequately reflects the VMT reduction benefits of shorter trip lengths from provision of more affordable and dense housing units. In particular, we are concerned that the modeling may not capture the VMT reduction benefits from shorter trip lengths that would result from increased provision of affordable housing in areas with a high number of low wage jobs and a current lack of affordable housing. The presence of cities in Monterey County with substantial shortage of affordable housing for its low wage workers creates a significant opportunity for VMT reduction. However, if the modeling only reflects reduced trip numbers but not reduced trip lengths, it would fail to capture the VMT reduction benefits of better matching affordable housing to low wage jobs locations. 2.12

AMBAG must assure that its Regional Travel Demand Model accurately reflects these VMT reduction benefits because the DEIR identifies provision of affordable and denser housing units as VMT mitigation. Furthermore, the model will need to support the mandate in AB 130 to identify "location efficient areas" for provision of VMT mitigation through affordable housing. 2.13 2.14

Accordingly, we have asked a number of questions to help the public understand how the Regional Travel Demand Model assesses VMT from provision of affordable housing and denser housing. 2.15

Second, we are concerned that the EIR's significance conclusion for VMT impacts is meaningless if, as the EIR concludes, the MTP/SCS projects would have no effect on per capita VMT. We are also puzzled by the claim that the MTP/SCS scenario "minimizes" VMT if, indeed, it has no effect on VMT. 2.16 2.17

Third, we are concerned about the absence of a meaningful threshold of significance and any quantification of induced travel due to roadway capacity additions. We ask that the DEIR be revised and recirculated to address this informational shortcoming. 2.18

Fourth, we are concerned about the lack of information about the land use effects that would be caused by the changes to the mix of transportation projects in the EIR Alternatives scenarios. The EIR does not explain how these alternatives affect land use or identify the actual changes to the land uses that were assumed in the preferred project scenario. We ask that the EIR be revised and recirculated to provide this missing information. 2.19

I. Background regarding relation of affordable housing to VMT

A. VMT is increased where insufficient affordable housing is located near low wage jobs.

As the MTP/SCS acknowledges, low wage workers live in inland cities where housing is affordable, but many work in the coastal areas, creating "a persistent jobs/housing imbalance." (MTP/SCS, p. 4-9.) This situation is not just a generalized jobs/housing imbalance affecting all workers and all housing types; it is particularly an imbalance between low wage jobs and the affordable housing needed by low wage workers. 2.20

For example, the City of Monterey has many low wage hospitality jobs and other low wage industry jobs, a bad jobs/housing balance, and a real shortage of housing affordable to low/moderate income wage earners. Monterey's 3.0 jobs per housing unit is the third worst in the County and represents 40,989 jobs.[1] As a result, thousands of hospitality and other low wage workers must commute from less expensive cities in the Salinas Valley. Census data shows that 41.5% of workers in the City of Monterey earn less than $3,233 per month or $40,000 per year.[2] The Census Department's Inflow/Outflow analysis for 2022 shows that of the 20,097 workers employed in the City of Monterey, 17,682 commute from outside the City and only 2,415 live and work in the City.[3] Thousands of those commuters must be low wage workers, whose VMT generation could be reduced if there were available affordable housing in Monterey. 2.21

Gonzales also has more low wage jobs than affordable housing. Gonzales' 3.2 jobs per housing unit is the second highest jobs/housing ratio in the County.[4] However, these are primarily low wage service, manufacturing, and agricultural jobs, generating a relatively low median income for households of $73,906, well below the County average.[5] Fifty percent of residents are in lower income households, i.e., households earning less than 80% of the Area Median Income.[6] Census data for 2022 shows that 58% of Gonzales' individual workers earn less than $3,333 per month, i.e., $40,000 per year.[7]

The Gonzales Housing Element admits "[t]here is a particular need for more moderate- and lower-income housing units to support workers in agriculture, retail, manufacturing, and other lower-wage industries.[8] It also acknowledges "Gonzales has a high number of workers commuting in and out of the City, with few residents working in the City (Figure 29)."[9] The Housing Element's referenced Figure 29 is the Census Departments' analysis of commuting inflow and outflow, showing 2,408 in-commuting, 2,512 out-commuting, and 254 living and working in Gonzales. 2.21

B. CalEEMod and CAPCOA VMT modeling for affordable housing does not capture the benefit of co-locating affordable housing and low wage jobs because it assesses only trip numbers, not trip lengths.

The CalEEMod model is commonly used for project level environmental analysis. Based on analysis provided by the California Pollution Control Officers Association (CAPCOA), the CalEEMod model identifies VMT reductions from provision of affordable units (also termed "below market rate" or BMR units). However the estimate of VMT reduction from affordable units is based only on the reduced trip numbers for affordable housing, not trip lengths.

The CAPCOA documentation explains that the "[p]ercent reduction in VMT for qualified units compared to market rate units" is calculated as follows: 2.22

> The 11th Edition of the ITE Trip Generation Manual (ITE 2021) contains daily vehicle trip rates for market rate multifamily housing that is low-rise and not close to transit (ITE code 221) as well as affordable multifamily housing (ITE code 223). While these rates do not account for trip length, they serve as a proxy for the expected difference in vehicle trip generation and VMT generation presuming similar trip lengths for both types of land use. If the user has information about trip length differences between market rate and affordable housing, then adjusting the percent reduction accordingly is recommended.[10]

Thus, neither CalEEMod nor the CAPCOA Handbook account for VMT reductions attributable to locating affordable units proximate to areas in which there is insufficient affordable housing for low wage workers.

C. Implementation of VMT mitigation through provision of affordable housing or affordable housing subsidies, as encouraged by AB 130 and by the MTP/SCS EIR, will require traffic modeling that is sensitive to location of affordable housing with respect to low wage jobs.

As the DEIR acknowledges, AB 130 establishes a Transit Oriented Development (TOD) Implementation Program that would fund, inter alia, affordable housing that is VMT efficient. Also, as the DEIR and AB 130 acknowledge, CEQA already permits local agencies to identify provision of affordable housing units as VMT mitigation. The AB 130 TOD Implementation program is intended to encourage this means of CEQA mitigation for significant VMT impacts. The California State Department of Housing and Community Development is expected to develop guidance by July 2026 to implement VMT mitigation, e.g., methodologies to determine mitigation contribution amounts, 2.23

to identify "location efficient areas" for affordable housing, and to validate VMT funding contributions and VMT reductions. (Public Res. Code, § 21080.44(d).)

The definition of location efficient areas suitable for VMT mitigation must reflect "a reasonable nexus between the location of the transportation impact of the project and the location of the vehicle miles traveled-efficient affordable housing . . . which shall consider the location efficient area's consistency with an adopted sustainable communities strategy . . .." (Public Res. Code, § 21080.44(d)(2).) As discussed above, VMT reductions from the provision of affordable units are greater where the affordable units can redress a severe imbalance of low wage jobs and affordable housing. For example, even if the facilities for transit, alternative transportation, and active transportation were the same in Monterey and Salinas, provision of an affordable unit in Monterey would likely have more potential VMT reduction benefit than in Salinas because Monterey has a more severe low wage job to affordable housing imbalance than its provision in Salinas. So "location efficiency" should reflect both the facilities for transit, alternative transportation, and active transportation and the opportunity to reduce long commutes by addressing a severe low wage jobs/affordable housing imbalance. As a practical matter, this means that modeling of the VMT generated by the participating project (the development project under review) and the modeling of VMT by the mitigating project (e.g., the affordable units) must reflect information about the existing imbalance of low wage jobs and affordable units.

2.23

2.24

The DEIR's Mitigation Measure TRA-2(a) proposes incorporation of affordable housing as mitigation for VMT impacts. As part of its mandatory Mitigation Monitoring and Reporting Program, AMBAG must be able to monitor the implementation and assess the efficacy of this mitigation.

2.25

The AMBAG Regional Travel Demand Model (RTDM) will likely be the model relied on in the AMBAG region to identify VMT impacts, to project the efficacy of VMT mitigation in future project reviews under CEQA, and to assess its actual efficacy in mitigation monitoring for the MTP/SCS. To support VMT mitigation via provision of affordable housing, the RTDM must be able to project and assess the benefits of locating affordable housing proximate to low wage job areas. It is unclear whether the existing RTDM has this capability and, if so, whether the capability was used in the preparation of the MTP/SCS. The questions in the next section are intended to address this.

2.26

2.27

II. Questions regarding the AMBAG Regional Travel Demand Model used to prepare the VMT analyses in the EIR

The RTDM was employed at the regional rather than the project level to support the MTP/SCS and its EIR. Regional VMT modeling without considering the match or mismatch between affordable housing and the location of low wage jobs cannot inform choices about where to locate affordable housing.

2.28

The choice of where to locate affordable housing is primarily up to local land use agencies because AMBAG has no direct land use authority. However, AMBAG does have an indirect effect on the actual build-out of local land use plans because AMBAG's MTP/SCS determines how to allocate funding for transportation projects, and the choice of transportation projects affects the viability of land use development. For example, the DEIR's alternatives analyses acknowledge that the additional investments in transit, active transportation measures, and complete streets can reduce VMT by encouraging dense, mixed use, infill development that would locate "the places where people work and live within urban centers and closer to transit" and support "a more compact growth footprint with higher densities in urban areas." (DEIR, pp. 7-17, 7-28.) VMT modeling that is uninformed by the locational relation of affordable housing and low wage jobs cannot inform those choices the MTP/SCS must make, i.e., whether and where to make the alternative transportation investments that tend to support the development of affordable housing. And, as discussed in the section above, VMT modeling to support AB 130 and to monitor the efficacy of the MTP/SCS mitigation must also be informed by the locational relation of affordable housing and low wage jobs.

2.29

2.30

DEIR Appendix F provides high level documentation of the RTDM and Land Use Model used for the MTP/SCS, but it does not make clear whether the RTDM has been used or can be used to assess the VMT reduction effects of locating affordable housing proximate to low wage jobs.

2.31

General statements of the goals for and data included in the RTDM may imply this capability. The RTDM goal is to "predict activity locations accurately, as they have a significant impact on all subsequent demand forecasting steps and resulting Vehicle Miles Travel (VMT)." (DEIR, p. F-4.) The goal is also to "answer policy questions at the level of individual and household characteristics such as age, gender, income, and auto sufficiency . . .." (Id.) One key point of the MTP/SCS process is to enable local jurisdictions to "better integrate transportation and land use decisions." (DEIR, p. F13.) "Evaluating the relationship between land use, urban form, and regional travel behavior in a scenario planning analysis produces several benefits," including locating complementary activities near transportation infrastructure. (DEIR, p. F-13.) This evaluation is useful because "[n]ew development locations, types, patterns, and intensities in an area could significantly improve transportation system performance without spending significant transportation dollars." (DEIR, p. F-13.) The acknowledgment that the "quantity and location of travel demand may be influenced by land use decisions…." implies that the modeling must be able to reflect these land use decisions. (DEIR, p. F-13.)

2.32

However, these general statements do not clarify the specific capabilities of the RTDM. Accordingly we ask that comment responses address the following questions.

2.33

A. Location of existing and planned affordable housing units

2.34

The model is based on a disaggregation of the Regional Growth Forecast by Traffic Analysis Zone (TAZ). (DEIR, p. F-10.) The disaggregation is supposed to reflect general plan assumptions for each jurisdiction, and the DEIR states that it does so. (DEIR, pp. F-10, E-4.)

The model is supposed to rely on scenarios constructed using Cal-Builds, which in turn includes "total number of housing units and affordable units." (DEIR, p. F-10.) The modeling of the location and type of housing units and job locations is further described as follows:

> The forecast disaggregation process at the TAZ level also takes into consideration local land use policies, county level parcel data, employment data procured from California Employment Development Department (EDD), 2020 Census, and 2018-2022 ACS 5-year estimates datasets for the base year 2022 land use allocation. The 2022, 2035, and 2050 scenarios for the MTP/SCS were developed using this population and employment forecast in consultation and collaboration with region's local and regional agencies as well as using newly developed land use allocation model for the future years (2035 and 2050)." (DEIR, p. F-10.) Cal-Builds is supposed to provide "information of upcoming and recently built developments for both commercial and residential builds. For commercial developments, building size and by development types, use type, floor area (sq. ft.), and percentage of use by type. Also, for residential developments CalBuilds tool tracks total number of housing units and affordable units. Each entry has tracking of development by status (completed, in construction, planning, projected, unverified, and deselected) for both commercial and residential projects (Figure F-5).

(DEIR, p. F-11.)

2.34

Does the RTDM contain or use information about the location of existing affordable housing units?

2.35

Does the RTDM contain or use information about the location of planned affordable housing units?

2.36

Does the RTDM incorporate data on the planned location of affordable housing units set out in the adopted and draft 6th Cycle Housing elements for the cities and unincorporated areas in the AMBAG counties?

2.37

If not, for what jurisdictions is 6th Cycle information about the planned location of affordable housing units lacking in the model?

2.38

If 6th Cycle information is missing, does the model rely on 5th Cycle Housing elements? For which jurisdictions?

2.39

Is information about the existing or planned location of affordable housing units incorporated into the model or is it provided to the model through an available data set? If the latter, please identify the data set.

2.40

Is information about the existing or planned location of affordable housing units made available or incorporated into the model at the TAZ level? Is it provided at a more detailed level, e.g., by parcel location? 2.41

B. Jobs and wages data – individuals and households

The DEIR's model documentation reports that the model incorporates employment data.

> The forecast disaggregation process at the TAZ level also takes into consideration local land use policies, county level parcel data, employment data procured from California Employment Development Department (EDD), 2020 Census, and 20182022 ACS 5-year estimates datasets for the base year 2022 land use allocation. The 2022, 2035, and 2050 scenarios for the MTP/SCS were developed using this population and employment forecast in consultation and collaboration with region's local and regional agencies as well as using newly developed land use allocation model for the future years (2035 and 2050). 2.42

(DEIR, p. F-10.)

Do the employment data include wage information? 2.43

If so, describe how the wages data are presented and/or stratified. (For example, US Census Department stratifies wages data into three levels in its Work Area Profile Analysis.) 2.44

Are employment and/or wages data disaggregated at the TAZ level? Are they disaggregated at more refined levels, e.g., parcel levels? 2.45

Are wages data incorporated or made available to the model at the household level, as opposed to the individual worker level? Note that the RTDM documentation states that the model is supposed to forecast travel "for a synthetic population that directly accepts land use model forecasts of key distributions of household (size, income) and person (age, gender, work status) demographics." (DEIR, p. F-6.) 2.46

C. Trip number and trip length determinations 2.47

Does the model assign a fewer number of daily trips to affordable housing than to market rate housing? If so, how is this trip generation assumption determined or substantiated? 2.48

Does the model assign different trip lengths to affordable housing than to market rate housing? If so, how are trip lengths determined for affordable vs. market rate units? 2.49 2.50

Does the model assign different trip lengths to affordable housing units based on their proximity to lower wage jobs? If so, how are these differing trip lengths determined? 2.51 2.52

D. High-density market rate housing and multi-family market rate housing 2.53

Even when it is not deed-restricted for lower income households, high density market-rate housing and multi-family market-rate housing may be considered "affordable by design" and may generate fewer and shorter trips where located efficiently 2.53

Does the model use different trip numbers for high-density market-rate housing or multi-family market-rate housing than for other other forms of market-rate housing? If so, how are these derived? 2.54 2.55

Does the model use different trip lengths to high-density market-rate housing units or multi-family market-rate housing units than to other other forms of market-rate housing? 2.56 2.57

Does the model assign different trip lengths to high-density market-rate housing units or multi-family market-rate housing units than to other other forms of market-rate housing based on their proximity to lower wage jobs? If so, how are these differing trip lengths determined? 2.58 2.59

E. Sensitivity

Sensitivity tests were performed, including tests that "[m]odify land use and job housing mix." (DEIR, p. F-14.) It is not clear how the job housing mix was modified. 2.60

Did the job housing mix distinguish affordable housing from market rate housing? 2.61

If so, was the model sensitive to these changes? 2.62

Did the job housing mix distinguish low wage and high wage jobs? 2.63

If so, did the sensitivity test modifications include changing the mix of low wage and high wage jobs? 2.64

If so, was the model sensitive to these changes? 2.65

Appendix F reports that "the model is sensitive to some changes while not sensitive to others." (DEIR, p. F-14.) Appendix F states that "[f]or those where the model is not sensitive, potential enhancements will be investigated and implemented in next update cycle and for this cycle, post-processing methods is included as appropriate in the section below." (DEIR, p. F-14.) 2.66

Was the model sensitive to changes in the jobs housing mix? 2.67

What potential enhancements will be investigated and implemented for the next update cycle regarding the location of affordable housing and lower wage jobs? 2.68

What post-processing methods were included to assess the VMT effects dependent on the location of affordable housing and lower wage jobs? If no methods were used, what methods could have been used? 2.69

E. Calibration of model with Census Department Inflow/Outflow data 2.70

The Census Department provides the following data for inflow and outflow of commuters from selected cities in Monterey County for the 2022 baseline year.[11]

City	Commutes into	Commutes out of	Lives/works in same city
Salinas	25,649	30,912	16,654
Gonzales	1,536	2,038	162
Soledad	1,996	6,675	730
Monterey	17,682	6,054	2,415
Seaside	3,634	9,545	818

2.70

Please provide the data used as input to the RTDM, and the forecasted output from the RTDM, for in-commutes, out-commutes, and no-intercity-commutes for these cities for the baseline year 2022 and the forecast years 2035 and 2050.

2.71

Please indicate whether these RTDM data inputs and outputs were consistent with the Census Bureau 2022 data in the table above. Does the level of consistency indicate adequate calibration of the RTDM to the Census data?

2.72

If the model does not adequately calibrate with the Census data, please explain why not and what implications this has for the accuracy of the 2035 and 2050 forecasts.

2.73

III. Questions and comments regarding DEIR's VMT significance analysis

A. Claim that VMT impacts are not caused by the MTP/SCS project

The DEIR claims in the heading for "Impact TRA-2" that "the 2050 MTP/SCS would result in an increase to daily VMT per capita between the baseline 2022 conditions and the 2050 conditions. Per capita VMT impacts from implementation of the 2050 MTP/SCS would be significant and unavoidable." (DEIR, p. 4.15-26.)

2.74

However, it appears that any projected VMT increase would not be caused by implementation of the MTP/SCS project because the DEIR states that the project itself has no effect on VMT and that VMT increases are attributable to "projected population growth:"

> Table 4.15-5 shows that daily VMT per capita would increase from 20.9 to 22.4 miles by 2050, with or without implementation of the MTP/SCS due to projected population growth. As previously discussed, population growth in the region would increase daily total VMT, regardless of the potential implementation of the 2050 MTP/SCS. Compared to baseline conditions, the daily total VMT per capita in the region would increase by the year 2050 under implementation of the 2050 MTP/SCS, there would not be a reduction of VMT per capita that is 25 percent below 2019 VMT per capita conditions by 2030 or 30 percent below by 2045, and this impact would be significant.

2.74

(DEIR, p. 4.15-27.)

CEQA requires that an "EIR shall identify and focus on the significant effects of the proposed project on the environment." 14 CCR §15126.2(a). Effects are considered significant only if "caused by the project." (14 CCR § 15064(d) [The "lead agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project"].)

2.75

Please explain why the DEIR concludes VMT impacts are significant despite the DEIR's attribution of the regional changes in VMT to causes other than the proposed project.

2.76

We note that the fact that the EIR's VMT threshold of significance requires a finding of significance if VMT is not reduced from baseline conditions. However, the fact that VMT after implementation of the MTP/SCS does not attain this reduction cannot, by itself, be the basis of a significance finding if the same outcome would occur without the MTP/SCS. Again, significant impacts are those that are caused by the project under review, not those that would occur regardless of the project.

2.77

B. Relation of population growth to per capita VMT

2.78

The VMT significance analysis states that "daily VMT per capita would increase from 20.9 to 22.4 miles by 2050, with or without implementation of the MTP/SCS due to projected population growth." (DEIR, p. 4.15-27.) It is not clear why total population growth would increase per capita VMT. The DEIR's VMT analysis section does not provide population assumptions, but there is no necessary reason that aggregate population growth should affect per capita VMT. Please explain whether and why aggregate population growth is causally related to per capita VMT.

2.79

2.80

2.81

C. EIR's projection of VMT for affordable and market rate housing

Please explain whether and how the VMT analysis accounts for differential VMT generation for affordable and market rate housing units. For example, does the VMT analysis project fewer VMT for affordable units? If so, is this reduction a consistent percentage or does it vary based on some other factor?

2.82

2.83

If the VMT analysis does project different VMT for affordable and market rate units, please explain whether the differential is accounted for solely based on different numbers of trips generated by affordable units or whether there are different assumptions regarding trip lengths. 2.84

Please identify any differing assumptions regarding the numbers of trips generated by affordable units and the source of those assumptions. 2.85

Please explain how trip lengths were forecast for market rate and affordable units and whether different trip lengths were projected for these types of units. 2.86

Please explain whether and how the model relates the proximity of jobs and housing units to trip lengths. 2.87

Please explain whether and how the model uses household income to project commute or other trip lengths. 2.88

Please explain how the model uses household income to affect its VMT projections. 2.89

Please explain whether and how the model uses the wage levels of proximate jobs to project commute or other trip lengths. 2.90

IV. Questions and comments about VMT mitigation monitoring

VMT Mitigation Measure TRA-2(a) includes a directive to implementing agencies when considering project approvals to "[i]ncorporate affordable housing into the project." (DEIR, p. 4.15-29.) The purpose of this mitigation is to reduce VMT. 2.91

How will AMBAG's Mitigation Monitoring and Reporting Program (MMRP) for the MTP/SCS assess the effectiveness of the incorporation of affordable housing into future project approvals? 2.92

Will AMBAG track development of affordable units in terms of numbers of units and location of units? 2.93

Will AMBAG's monitoring somehow determine actual VMT for affordable units that are actually built or will it rely on modeling the expected VMT for affordable units that are built? 2.94

If the MMRP relies on modeling of expected VMT for built affordable units, will that modeling consider trip lengths as well as trip numbers for affordable units? How would trip lengths be measured or projected? 2.95 2.96

If the modeling ignores trip lengths, how could the MMRP distinguish effective affordable housing, e.g., a project located proximate to low wage jobs, from ineffective affordable housing, e.g., a project located far from low wage jobs? For example, if an inclusionary ordinance mandates provision of affordable units for a rural sprawl subdivision, the inclusion of these units far from 2.97

low-wage jobs, instead of locating them proximate to low-age jobs, may exacerbate VMT rather than decreasing it. 2.97

If the MMRP relies on measurements of actual VMT for affordable units that are built, how will AMBAG make those measurements? 2.98

Will AMBAG use the Census Department's Inflow/Outflow analyses for commute data as part of the MMRP for VMT? 2.99

V. Questions regarding induced travel

A. Background

The DEIR acknowledges that induced travel, from, e.g., adding freeway capacity to 101 near Salinas, may occur because transportation projects to increase roadway capacity may result in increased VMT due to five factors. Those five factors include land use changes and various transportation choices that are induced by additional capacity. Specifically, the five factors are land use changes, longer trips, mode choice changes, route changes, and new trips. (DEIR, p. 4.15-27.) 2.100

The DEIR acknowledges that land use changes caused by adding transportation capacity are the most important of the five factors because land use changes can result in as much as half of the induced VMT. (DEIR, p. 4.15-28.)

B. Quantification and comparison of induced travel to a meaningful threshold of significance is required.

As noted above, the VMT changes that would occur with or without the MTP/SCS discussed under the heading "Per Capita Vehicle Miles Travelled" are not apparently caused by the MTP/SCS because the DEIR concludes that the MTP/SCS causes no change to the per capita VMT. However, induced travel from AMBAG's choices to add capacity through the transportation projects planned in the MTP/SCS is in fact an impact caused by the MTP/SCS. Thus, this impact should be quantified and compared to a meaningful threshold of significance. 2.101

However, the DEIR does not quantify induced VMT from adding capacity. Without quantification of the induced travel caused by the MTP/SCS, there is no basis to compare this effect to a threshold of significance, even to one as ill-defined as the EIR's induced travel threshold. 2.102

The EIR's threshold of significance for induced travel is inadequate because it is simply opaque. The threshold of significance for induced travel is defined circularly as the question whether "[a] substantial increase in induced travel due to roadway capacity expansions would be considered a significant impact?" (DEIR, p. 4.15-26.) The circularity of this threshold (i.e., its logic that an impact is significant if it is "considered" significant) may be due to inartful drafting. The intent may be that the threshold is "substantial increase." However, no metric is provided for what constitutes a "substantial increase." There is no scientific or other basis for the adoption of this essentially meaningless threshold so it lacks a basis in substantial evidence. 2.103

And again, no measurement of the increase in induced travel is provided so no comparison of induced travel to the threshold is possible. 2.104

The failure to identify a meaningful threshold of significance or to quantify the induced travel due to capacity increases is an informational shortcoming in the DEIR. An EIR must identify a clear 2.105 2.106

standard for assessing significance and then must provide sufficient analysis to apply that standard to the project's effects. (*Lotus v. Dept. of Transportation* (2014) 223 Cal.App.4th 645, 654-55.) The analysis of significance should precede the consideration of mitigation measures so that alternative mitigation can be considered. (Id. at 655-56.) Project features should not be confused with mitigation measures. (Id. at 655-658.) 2.106 2.107 2.108

The DEIR should be revised and recirculated to provide a definition of "substantial increase," to justify the threshold, to quantify induced travel without any applicable mitigation, to explain whether and why pre-mitigation induced travel crosses the threshold of significance, and to propose any necessary mitigation. 2.109

C. Qualitative discussion of the significance of induced travel is inadequate

Although the DEIR fails to quantify induced travel or to compare it to a meaningful threshold of significance, it does provide a one-paragraph discussion of induced travel effects. That discussion is inadequate. We set out the discussion and objections below. 2.110

1. DEIR's qualitative discussion of induced travel

The DEIR's qualitative discussion of the significance of induced travel includes a short discussion of the land use change factor; a short discussion of four other factors; and a significance conclusion. 2.111

a. Land use change factor discussion

The discussion of the effect of induced travel due to land use changes caused by the MTP/SCS projects is as follows:

> The 2050 MTP/SCS coordinates land use and transportation projects through the 2050 horizon year. The SCS is intended to identify a land use strategy that supports the objectives of SB 375 to achieve, among other things: increased roadway optimization, increased modes of travel other than single occupancy automobiles, increased access to jobs and amenities, minimized increases in VMT and reduced GHG emissions. Among the strategies to meet these goals is a mix of land uses balanced to minimize VMT and maximize the ability for residents and visitors of the region to conduct everyday activities without the need to travel by car. Consequently, the RTDM and associated transportation system performance results discussed in this analysis capture the effects of land use changes on overall travel demand in the region. 2.112

(DEIR, p. 4.15-28.)

b. Discussion of other four factors 2.113

The EIR then discusses the effect of the other four factors as follows:

> Although the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel. As discussed in Deakin et al. 2020, induced travel is more pronounced at the project or corridor level, where changes in accessibility can lead to substantial shifts in travel behavior. However, at the regional scale, these effects are often diluted, as a portion of the total VMT growth can be attributed to induced travel from any single project. The report notes that "Corridor-level analyses pick up only a portion of the potential for induced travel" and that "induced travel can occur over a large area" but may take longer to appear in areas with slow growth or limited development pressure" (Deakin et al. 2020). 2.113

(DEIR, p. 4.15-28.)

c. Significance conclusion

The EIR then concludes its discussion of induced travel by drawing the following significance conclusion with respect to all five factors affecting induced travel: 2.114

> Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

(DEIR, p. 4.15-28.)

2. Land use changes discussion inadequate

The discussion of induced travel from land use changes caused by the MTP/SCS transportation projects is inadequate for the following reasons. 2.115

There is no clear basis to find that induced travel due to land use changes caused by MTP/SCS transportation projects is less than significant. The claim that the MTP/SCS is intended to identify a land use strategy that minimizes VMT through mixed land uses and the claim that the effects of the land use changes are "captured" in the modeling does not tell us what those induced land use changes are, whether the strategy does in fact "minimize" VMT, or provide any basis to determine whether the induced travel from land use changes caused by the MTP/SCS projects is "substantial." 2.116

Presumably the claim that induced land use changes are "captured" by the model implies that there is some mechanism by which the transportation system performance caused by the mix of transportation projects in the MTP/SCS induces changes to some initial set of land use assumptions. However, the EIR provides no information as to what land use changes would be caused by implementation of the MTP/SCS. That is, the reader cannot determine what land use aspects of the so-called "preferred land use scenario" are caused by the choice of transportation projects in the MTP/SCS and what aspects are independent of the project selection. That is, nowhere does the EIR explain what aspects of the "preferred land use scenario" are endogenous to the modelling, e.g., determined through the model or via some feedback mechanism, and what 2.117

aspects are exogenously determined, e.g., by reviews of general plans and the aspirations of planning directors. 2.117

Nor can the reader determine how much travel is in turn induced by the land use changes caused by the MTP/SCS. Telling the reader that the modeling "captures" the VMT effects of a particular set of land use projects and a particular set of transportation projects does not by itself demonstrate that the VMT effects have been "minimized" or are not "substantial." The EIR offers not analysis but a black box. 2.118

For example, the public has no way to determine whether and by how much transportation projects to add capacity to US 101 and Highway 1 would cause more and faster buildout of sprawl subdivisions in the Salinas Valley for workers on the Monterey Peninsula or Silicon Valley, or to determine how much travel this would induce. That is, we cannot tell what land use changes the MTP/SCS causes or the travel effect of those changes. 2.119

By way of example, please identify the change in induced travel that would be caused by foregoing capacity improvements provided by each of the following projects: 2.120

- Russell Road Widening
- US 101 Salinas Corridor
- State Route 156 West Corridor Improvements
- Monterey County G12 Operational and Capacity Improvements
- Scenic Route 68 Corridor Improvements
- Davis Road Bridge Replacement and Widening and Imjin Parkway Widening project
- State Route 218 Operational Improvements
- Del Monte Corridor Improvements

Nor can the public discern whether and by how much the provision of increased transit, complete streets, and active transportation facilities would increase the buildout of denser housing and affordable housing on the Monterey Peninsula where jobs are located, or discern how much less travel this would induce. As discussed below, the EIR does purport to assess the provision of increased transit, complete streets, and active transportation facilities in Alternatives 2 and 3. However the discussion in the Alternatives analyses does not explain whether, how, or how much the change in transportation projects under Alternatives 2 and 3 cause changes to the preferred land use scenario, nor does the discussion provide any measure of the induced travel from these changes. It merely claims that induced travel in Alternatives 1 and 2 would be "reduced." (DEIR, pp. 7-26, 7-37.) 2.121

Finally, as pointed out above, the EIR concludes that the MTP/SCS will have no effect on VMT because VMT per capita would be the same with or without the project. (DEIR, p. 4.15-27.) Given the earlier conclusion that the MTP/SCS has no effect on VMT, the claim in the subsequent 2.122

discussion of induced travel that the MTP/SCS "minimizes" VMT is not supported. If a project has no effect on VMT, it cannot reasonably be said to "minimize" VMT. 2.122

In sum, the discussions of induced travel due to land use changes caused by transportation projects in the preferred project or the Alternatives do not provide information to justify any findings about the significance of induced travel due to land use changes. 2.123

3. Other four factors discussion inadequate

The discussion of induced travel from the other four factors - longer trips, mode choice changes, route changes, and new trips caused by the MTP/SCS transportation projects – is inadequate for the following reasons. 2.124

The DEIR's discussion commences with the admission that the modeling "does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips." (DEIR, p. 4.15-28.) Instead, the DEIR cites some generic literature, Deakin et al. 2020, for two apparently irrelevant propositions.

First, the DEIR claims that induced travel is "more pronounced at the project or corridor level," by which the DEIR apparently means less "diluted" than induced travel appears to be when compared to the total level of regional travel. But the task at hand in this EIR is to determine the significance of induced travel at the regional scale. So whether total induced travel at the regional scale appears as "pronounced" as it might be in an analysis of a single transportation project is not relevant. 2.125

Indeed, the DEIR then admits that "corridor-level analyses pick up only a portion of the potential for induced travel," because "induced travel can occur over a large area" and may take some time to appear. In effect, the DEIR admits that determination of the actual significance of regionally induced travel from the MTP/SCS should not be postponed to future analyses of specific transportation projects because those future analyses are incomplete. 2.126

And the fact that regional induced travel effects may take some time to appear is not relevant either. Any changes that do occur within the 2050 planning horizon should be assessed. 2.127

Regardless of the merits of the generic claims based on one piece of the literature made by the DEIR, the fact remains that the EIR makes no effort to assess the actual effect of the MTP/SCS on travel due to longer trips, changes in mode choice, route changes or newly generated trips induced by the MTP/SCS transportation projects. No effort is made to quantify this additional travel or to compare it to a meaningful threshold of significance. Once again, we have no idea how much additional travel might be due to provision of capacity on US 101 and Highway 1 that facilitates longer distance commuting and shopping trips, that encourages driving rather than transit, or encourages new trips that would otherwise have been foregone due to congestion. 2.128 2.129

What matters here is precisely the regional aggregate travel effect of added capacity, which has not been isolated or quantified. And regardless how long it takes to appear, it may still be significant when it does appear. 2.130

VI. Alternatives questions and comments

The alternatives should logically represent a changed version of the MTP/SCS, i.e., a changed mix of transportation projects. Since AMBAG has no land use authority, AMBAG cannot control the land use scenario except insofar as its choice of transportation projects causes changes to the land use scenario that is assumed to obtain otherwise, i.e., causes changes to the preferred land use scenario. 2.131

The alternatives analyses do not provide information about specific changes to the land use scenario. There are no maps or discussion of the specific land use changes that would be caused by altering the set of transportation projects to provide increased transit, more complete streets, and more active transportation facilities. Indeed, the DEIR does not even provide a specific list of the changes to the transportation projects that would be included in Alternatives 2 and 3 to provide that increased transit, those more complete streets, and those additional active transportation facilities. 2.132 2.133

The DEIR inaccurately claims that "[t]he alternative land use and transportation scenarios modeled and analyzed by AMBAG are described in Appendix F of the 2050 MTP/SCS." (DEIR, p. 7-2.) We are unable to discern any description of either the land use assumptions or the MTP/SCS project lists for Alternatives 2 and 3 in Appendix F. The DEIR must be revised and recirculated to provide an adequate description of the Alternatives, and that description should identify the changes to the transportation project list and the changes to land uses that these transportation project changes cause. 2.134 2.135

Assuming that there was a disciplined process to develop a list of transportation projects for Alternatives 2 and 3 and to identify land use changes that would be caused by these alternatives, please respond to the following questions. 2.136

Does the VMT modeling for the Alternatives assume that the increased land use development density and increased incidence of mixed-use projects are in fact caused by the changes in transportation projects? Since this is the only variable that AMBAG controls, it should. The alternative description should not assume that land use changes are made exogenously, but the discussion implies that more compact and mixed land uses will somehow occur and then be served by a different mix of transportation projects. The DEIR does not explain how the land use scenarios for Alternatives 2 and 3 were developed or provide evidence that they were caused by provision of a different transportation mix. Please explain how the land use assumptions were developed and provide those assumptions in all available detail. 2.137 2.138

Provision of increased transit, more complete streets, and more active transportation facilities should encourage more high-density urban infill and should make affordable housing more feasible in urban locations and proximate to low wage employment. If the land use assumptions for Alternatives 2 and 3 were developed by determining how land use would be altered by a different mix of transportation projects, then it should have reflected changes in the location and pace of development of high-density housing and affordable housing. The location of development should be available by TAZ. The pace of development should be reflected in the counts of built units under 2022, 2030, and 2050 conditions in each TAZ. 2.139

Please provide the unit counts and location by TAZ for built high-density market rate housing, other market rate (non-high density) housing, and affordable housing for the years 2022, 2030, and 2050 in the preferred scenario and Alternatives 1, 2, and 3 for Monterey County. Please provide this information for each TAZ in tabular form or by electronic spreadsheet. Please provide a map of Monterey County with the TAZs overlaid so we can determine where the alternatives would affect land use. 2.140

Do the VMT analyses for the Alternatives account for changes to the jobs/housing mix due to better matching of local low wage jobs to affordable units? 2.141

Do the VMT analyses for the Alternatives account for changes to the jobs/housing mix due to better matching of local low wage jobs to higher density and therefore more affordable by design units? 2.142

Thank you for this opportunity to comment. 2.143

Regards,

Michael DeLapa
Executive Director

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[1] AMBAG, RHNA, page 28, available at https://www.ambag.org/sites/default/files/2022-10/AMBAG_RHNA_2023-2031_Final%20Plan_091522_PDF-A.pdf.
[2] US Census Bureau, On the Map, 2022 data for City of Monterey, available at OnTheMap.
[3] Id.
[4] AMBAG, RHNA, page 28, available at https://www.ambag.org/sites/default/files/2022-10/AMBAG_RHNA_2023-2031_Final%20Plan_091522_PDF-A.pdf.
[5] Gonzales, Housing Element, Sections 1-3, page 11, available athttps://cityofgonzales1-my.sharepoint.com/:b:/g/personal/epalmerin_ci_gonzales_ca_us/EWDWPBdUW2FNnYX3YVp8NrcBct13b_ms0M0Y7RIxRyKdeg?e=nIb2HO. 2.144

[6] Gonzales, Housing Element, Sections 4-5, pp 74-75, available at https://cityofgonzales1-my.sharepoint.com/:b:/g/personal/epalmerin_ci_gonzales_ca_us/EYzAe_vWJmRDtpZ6gxAB8hEBZ4GkoyULJ_oOx21Pr0Mxgg?e=ysnqNA.

[7] US Census Bureau, On the Map, 2022 data for City of Gonzales, available at OnTheMap.

[8] Gonzales Housing Element, Sections 4-5, p. 86.

[9] Id., p. 88.

[10] CAPCOA, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, 2024, p. 81, available at Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

[11] US Census Bureau, On the Map, 2022 data for listed cities, available at OnTheMap

2.144

Letter 2

COMMENTER: Michael DeLapa, Executive Director, LandWatch Monterey County

DATE: January 26, 2026

Response 2.1

The comment is an email cover letter transmitting an attached comment letter, and notes that the commenter has concerns on the Draft EIR.

This comment is introductory and does not pertain to the adequacy of the EIR or CEQA process. No response is required.

Response 2.2

The commenter questions how AMBAG's Regional Travel Demand model (RTDM) is used to calculate Vehicle Miles Traveled (VMT) reduction benefits from increased affordable housing production by using reduced trip lengths and not just reduced trips.

This comment is the same as Comment 2.12. Please refer to Response 2.12.

Response 2.3

The commenter states that AMBAG's model must accurately reflect VMT reductions benefits because the Draft EIR identifies provision of affordable and denser housing units as VMT mitigation.

This comment is the same as Comment 2.13. Please refer to Response 2.13.

Response 2.4

The commenter opines that AMBAG's model will need to support AB 130 to identify "location efficient areas" for VMT mitigation through affordable housing.

This comment is to the same as Comment 2.14. Please refer to Response 2.14.

Response 2.5

The commenter again asks questions about how AMBAG's RTDM assesses VMT from provision of affordable housing and denser housing.

This comment is the same as Comment 2.15. Please refer to Response 2.15.

Response 2.6

The commenter expresses concern that the EIR's significance conclusion for VMT impacts is meaningless if, as the Draft EIR concludes, the MTP/SCS projects would have no effect on per capita VMT.

This comment is the same as Comment 2.16. Please refer to Response 2.16.

Response 2.7

The comment questions the claim that the MTP/SCS scenario "minimizes" VMT if it has no effect on VMT.

This comment is the same as Comment 2.17. Please refer to Response 2.17.

Response 2.8

The commenter is concerned about the absence of a meaningful threshold of significance and any quantification of induced travel due to roadway capacity additions and requests that the Draft EIR be revised and recirculated to address this information.

This comment is the same as Comment 2.18. Please refer to Response 2.18.

Response 2.9

The commenter raises concern regarding the lack of information about the land use effects that would be caused by the changes to the mix of transportation projects in the EIR alternatives scenarios. They assert that the EIR does not explain how these alternatives affect land use or identify changes to the land uses assumed in the proposed MTP/SCS and ask that the EIR be revised and recirculated to provide this information.

This comment is the same as Comment 2.19. Please refer to Response 2.19.

Response 2.10

The commenter states that a PDF of their detailed comments is attached.

This comment does not pertain to the adequacy of the Draft EIR analysis or CEQA process. No further response or revision is required.

Response 2.11

The commenter notes that they have concerns on the Draft EIR.

This comment does not pertain to the adequacy of the Draft EIR analysis or CEQA process. No further response or revision is required.

Response 2.12

The commenter questions on how AMBAG's RTDM is used to calculate VMT reduction benefits from increased affordable housing production by using reduced trip lengths and not just reduced trips.

AMBAG's Activity Based Model (ABM), described in Appendix F of the 2050 MTP/SCS, predicts trips and trip length using multiple variables and targets to match with observed data derived from household surveys and destination choices the traveler makes depending on the trip purpose, mode available (Auto, Non-Auto / Transit), travel time (congestion) and time of the day (Early AM, AM & PM peak periods, midday, evening, or night). The model also predicts activity locations (origin and destination) accurately, as they are key to all subsequent demand forecasting steps and resulting VMT. AMBAG's ABM has been calibrated and national peer

reviewed by modeling experts to ensure that it is accurately representing the AMBAG region. Thus, any reduced trip lengths in the future attributable to locating affordable housing close to areas with a high number of low wage jobs are already reflected in the transportation modeling. Therefore, no revisions to the Draft EIR are required in response to this comment. Also see Response 2.13.

Response 2.13

The commenter states that AMBAG's model must accurately reflect VMT reductions benefits because the Draft EIR identifies provision of affordable and denser housing units as VMT mitigation.

Land use inputs incorporated into the 2050 MTP/SCS, which include housing density, housing type, and distribution of affordable housing, were developed through AMBAG's regional growth forecasting process in coordination with its member jurisdictions. Local jurisdictions provided data regarding:

- Planned residential capacity and densities (people per household);
- Vacancy rates;
- Affordable and market rate housing allocations and anticipated unit distributions;
- Priority development and Opportunity Area maps; and
- Adopted General Plan land use designations cross walked to AMBAG's Place Type maps.

These locally derived inputs were incorporated into the regional growth forecast and spatial allocation framework, which formed the land use basis for all model runs evaluated in the Draft EIR. Accordingly, the ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the transportation or traffic analysis zone (TAZ) level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Finally, regarding VMT mitigation, please note that Mitigation Measure TRA-2(a) includes affordable housing and increased density in its list of mitigation options that can reduce VMT as part of CEQA reviews for individual land use projects. It is unclear why the commenter believes that these mitigation options to be considered for future land use projects require the Draft EIR's regional transportation modeling done for the 2050 MTP/SCS to reflect quantitative VMT reduction benefits of the mitigation options. As noted in the Draft EIR (Page 4.15-30), implementation of specific VMT-reducing mitigation options at the project level cannot be guaranteed. Therefore, without knowledge of the location and degree to which affordable housing and increased density would be implemented for future projects, it would not be

feasible for regional transportation modeling to quantify VMT reduction benefits of these mitigation options. Nor is quantification of programmatic mitigation measure benefits required by CEQA.

Response 2.14

The commenter opines that AMBAG's model will need to support AB 130 to identify "location efficient areas" for VMT mitigation through affordable housing.

AB 130 of 2025 establishes a statewide VMT reduction program. It will allow developers to meet VMT reduction mitigation obligations by contributing VMT reduction fees for the development of location-efficient affordable housing or related infrastructure projects to a new statewide Transit-Oriented Development Implementation Fund. Public Resources Code Section 21080.4. The Governor's Office of Land Use and Climate Innovation will issue initial guidance on the fee methodology by July 1, 2026, including the definition of location-efficient areas and the methodology for estimating VMT reductions from affordable housing projects. Public Resources Code Section 21080.4(d). Following this final guidance, optional VMT fees under AB 130 will then be implemented at the local jurisdictional level. Although the definition of location-efficient areas must consider consistency with an adopted SCS, there is no direct relationship between future AB 130 implementation and the regional transportation modeling done for the 2050 MTP/SCS EIR.

Response 2.15

The commenter again asks questions about how AMBAG's RTDM assesses VMT from provision of affordable housing and denser housing.

Please see Response 2.13 for an explanation of how AMBAG's ABM reflects VMT reduction from affordable housing and denser housing. The ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the TAZ level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Please see responses to specific questions in the commenter's detailed comments (Comments 2.34 through 2.73).

Response 2.16

The commenter expresses concern that the EIR's significance conclusion for VMT impacts is meaningless if, as the EIR concludes, the MTP/SCS projects would have no effect on per capita VMT.

As discussed in further detail in Response 2.74, the projected increase in per capita VMT is driven by demographic, economic, technological, and behavioral changes embedded in the MTP/SCS regional growth forecast assumptions that can be considered as a component of the MTP/SCS, not directly the MTP/SCS land use pattern and transportation improvements themselves. Impacts on per capita VMT are properly analyzed in the EIR by comparing 2050 MTP/SCS impacts to an existing conditions baseline, and not to a 2050 no project baseline. See CEQA Guidelines Section 15126.6(e)(1).

Further, as discussed in Response 2.74, the threshold the Draft EIR used for determining the significance of per capita VMT impacts states that any change in VMT that fails to reach 25 percent below 2019 VMT per capita conditions by 2030 or 30 percent below by 2045 would be considered a significant impact. Because the MTP/SCS does not achieve a VMT reduction compared to baseline conditions, the impact is significant even if the MTP/SCS land use pattern and transportation improvements do not directly contribute to the increase in VMT that is attributable to regional demographic, economic, and behavioral trends. Based on the above information, the Draft EIR's significance conclusion for per capita VMT impacts compared to baseline conditions is not "meaningless."

Please see response 2.74 for further details.

Response 2.17

The comment questions the claim that the MTP/SCS scenario "minimizes" VMT if it has no effect on VMT.

The assertion that the MTP/SCS scenario "minimizes" VMT appears to refer to a statement on Page 4.15-28 of the Draft EIR noting that the MTP/SCS includes a mix of land uses balanced to minimize VMT. This minimization is the context of comparison to less balanced land use scenarios that would result in higher VMT. See Response 2.16 for an explanation of why per capita VMT increases compared to baseline conditions.

Response 2.18

The commenter is concerned about the absence of a meaningful threshold of significance and any quantification of induced travel due to roadway capacity additions and requests that the Draft EIR be revised and recirculated to address this information.

Regarding quantification of induced travel impacts, please note that transportation impacts were evaluated in the EIR consistent with CEQA Guidelines Section 15064.3, which requires analysis of VMT. The adopted CEQA thresholds identify a transportation impact as significant if a project would:

- Result in a substantial increase in VMT compared to existing or cumulative conditions; or
- Conflict with adopted plans or policies intended to reduce VMT.

Under CEQA, a qualitative significance threshold, such as the one the EIR uses for induced travel is acceptable. CEQA Guidelines Section 15064.7(a). Per CEQA Guidelines Section 15064.7(a), an EIR threshold of significance can be either qualitative or quantitative. In fact, most of the

example significance thresholds in CEQA Guidelines Appendix G are qualitative. A qualitative methodology for evaluating induced travel impacts is also permissible. In preparing an EIR, a lead agency generally has the discretion to determine the methodologies by which impacts are evaluated in an EIR. See, e.g., *Sierra Club v. City of Orange*, 163 Cal .App. 4th 523, 545-546. Qualitative factors may be considered.

Most roadway improvements evaluated under the 2050 MTP/SCS consist of operational, safety, intersection, signalization, or complete streets modifications that do not add through-lane capacity or create new general purpose travel lanes. These types of improvements do not result in measurable induced vehicle travel because they do not materially reduce regional travel times or expand corridor carrying capacity.

Also, please see Response 2.100 for additional explanations of why the MTP/SCS transportation improvements have limited potential to induce travel, Response 2.101 for additional explanations of why a qualitative induced travel impact analysis methodology and significance threshold are acceptable, and Response 2.111 for additional explanations of why, given the constrained development context of the Monterey Bay region, induced demand and land use changes attributable to the MTP/SCS are not expected to be significant at the program level.

Under CEQA Guidelines Section 15088.5, recirculation is required only when significant new information is added that reveals a new significant impact, substantially increases the severity of an identified impact, or otherwise deprives the public of a meaningful opportunity to comment. The clarification provided herein does not identify a new significant impact or increase the severity of any previously disclosed impact. Rather, it identifies only three improvements as having the potential to generate induced demand and explains that the incremental increase in VMT associated with the three capacity improvements is minimal in the context of regional travel patterns. Accordingly, the Draft EIR induced travel analysis is not deficient, and Draft EIR recirculation is not required.

Response 2.19

The commenter raises concern regarding the lack of information about the land use effects that would be caused by the changes to the mix of transportation projects in the EIR alternatives scenarios. They assert that the EIR does not explain how these alternatives affect land use or identify changes to the land uses assumed in the proposed MTP/SCS and ask that the EIR be revised and recirculated to provide this missing information.

The land use assumptions underlying the EIR were developed collaboratively with its member jurisdictions to develop:

- The regional population, housing, and employment forecast;
- The Place Type maps; and
- The Opportunity Area maps.

These planning tools were developed through an iterative coordination process with local jurisdictions and reflect adopted General Plans, local growth policies, planned development capacity, and regionally agreed-upon growth allocation strategies. The resulting forecasts and spatial allocations represent a consensus-based regional growth scenario.

These land use inputs—including forecasted growth, Place Type classifications, and Opportunity Area distributions—were incorporated into the ABM and used consistently across the 2050 MTP/SCS and all alternatives. Accordingly, the modeling of transportation performance and environmental effects reflects locally informed and regionally coordinated land use assumptions. The EIR appropriately evaluates the transportation program within the context of the adopted regional forecast and locally coordinated growth allocations.

The EIR provides a sufficient level of detail about the alternatives' land use scenarios and transportation improvements to allow meaningful impact analysis, consistent with CEQA Guidelines Section 15126.6(d). The alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level. The land use in Alternatives 2 and 3 assumes a more compact growth footprint and providing more infill in urbanized areas to connect with improvements to transit services and active transportation improvements. The land use changes in the alternatives are not "caused" by changes to transportation projects because the alternatives include integrated land use changes and transportation investments.

Please see Responses 2.131 through 2.138 for further information on the MTP/SCS integrated approach to transportation and land use planning, and the land use scenarios assumed in Alternatives 2 and 3.

Based on this information, no revisions to the Draft EIR or Draft EIR recirculation are required in response to this comment.

Response 2.20

The commenter states that the 2050 MTP/SCS acknowledges that that region suffers from a jobs/housing imbalance, in particular an imbalance between low wage workers and affordable housing.

This comment does not pertain to the adequacy of the Draft EIR analysis or CEQA process. No further response or revision is required.

Response 2.21

The commenter states that many of the workers in the City of Monterey do not live in the City of Monterey and commute in from more affordable housing in inland cities such as Gonzales.

Because the comment does not pertain to the adequacy of the EIR, no response is required. Nevertheless, the following response is provided.

AMBAG agrees that improving the proximity of affordable housing to employment centers can reduce commute distances and per capita VMT under appropriate conditions. For that reason, the MTP/SCS:

- Coordinates growth forecasts with locally adopted Housing Elements;
- Identifies Place Types and Opportunity Areas that support infill and transit-accessible development; and
- Aligns transportation investments with planned growth areas.

However, AMBAG does not have local land use authority or directly site affordable housing projects. Decisions regarding zoning, density, affordability requirements, and project approvals remain within the jurisdiction of local governments.

The EIR appropriately evaluates the regional transportation program within the context of the adopted regional growth forecast, which incorporates local jurisdiction input regarding anticipated housing development, including affordable housing capacity identified in Housing Elements.

The examples cited by the commenter describe existing and policy-level housing market conditions. While such conditions influence regional travel patterns, the EIR's role is to evaluate the environmental effects of the MTP/SCS transportation strategy under reasonably foreseeable growth assumptions.

The EIR does not assume the elimination of existing jobs/housing imbalances, nor does it assume land use changes beyond those provided by local jurisdictions through the forecast process. Any future amendments to local land use policies or significant shifts in affordable housing production would be addressed through subsequent planning actions and CEQA review at the local level.

The commuting patterns and income distributions described in the comment are generally reflected in the 2020 Census, American Community Survey (ACS), and related datasets used to calibrate and validate the ABM (AMBAG 2024; AMBAG 2026a; AMBAG 2026b; U.S. Census Bureau 2022; U.S. Census Bureau 2024). Land use inputs, including anticipated housing growth and development patterns, were developed collaboratively with local jurisdictions and incorporated into the regional growth forecast, Place Types, and Opportunity Areas used in the modeling.

While AMBAG recognizes that improved jobs/housing balance and affordable housing proximity can contribute to VMT reduction, the EIR appropriately evaluates the MTP/SCS within the limits of AMBAG's regional planning authority and based on jurisdiction-provided land use inputs.

Response 2.22

The commenter opines that CalEEMod and CAPCOA VMT modeling for affordable housing commonly used for project level environmental analysis does not capture the benefit of co-locating affordable housing and low wage jobs because it assesses only trip numbers, not trip lengths.

Because CalEEMod and CAPCOA VMT modeling were not used for EIR analyses, the comment does not pertain to the adequacy of the EIR, and no further response is required. Nevertheless, the following response is provided.

As the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, AMBAG is legally required to:

- Prepare a long-range Metropolitan Transportation Plan (MTP);
- Develop a Sustainable Communities Strategy (SCS) consistent with SB 375; and
- Use regionally accepted travel demand modeling methods to evaluate transportation and greenhouse gas outcomes.

AMBAG does not have land use authority and cannot mandate the siting of affordable housing in specific jurisdictions. Land use decisions, zoning, and project approvals remain within the authority of local governments.

The MTP/SCS relies on land use inputs provided by local jurisdictions through the regional growth forecasting process. The EIR appropriately evaluates VMT outcomes based on those adopted and locally coordinated assumptions. CEQA requires a reasonable, good-faith effort based on substantial evidence; it does not require AMBAG to speculate about housing development patterns beyond those provided by local jurisdictions or to apply project-level mitigation methodologies at the regional planning scale.

The concern regarding CalEEMod and CAPCOA methodology pertains to project-level VMT mitigation analysis. In contrast, this EIR evaluates a programmatic, region-wide transportation and land use planning document using a network-based regional model that explicitly calculates trip distances.

Because the ABM incorporates both trip generation and trip distribution across a spatially explicit network, it inherently accounts for trip length effects to the extent reflected in the adopted land use allocation.

Therefore, the comment does not identify a deficiency in the analytical approach used in the EIR, nor does it demonstrate that the modeling framework fails to capture reasonably foreseeable VMT effects associated with housing location patterns embedded in the regional forecast.

While CalEEMod and CAPCOA trip-rate methodologies may not explicitly account for trip length differences without adjustment at the project level, the MTP/SCS EIR relies on a regional network-based travel demand model that calculates both trip numbers and trip distances. Land use inputs—including housing distribution and employment concentrations—were developed in coordination with local jurisdictions and incorporated into the model. Accordingly, the EIR's evaluation of VMT effects is based on a regionally appropriate, legally mandated modeling framework and does not omit reasonably foreseeable co-location effects embedded in the adopted forecast.

Response 2.23

The commenter opines that implementation of VMT mitigation through provision of affordable housing or affordable housing subsidies will require traffic modeling that is sensitive to location of affordable housing with respect to low wage jobs. The comment also reviews the contents of AB 130.

As discussed in Response 2.14, AB 130 of 2025 establishes a statewide VMT reduction program. It will allow developers to meet VMT reduction mitigation obligations by contributing VMT reduction fees for the development of location-efficient affordable housing or related infrastructure projects to a new statewide Transit-Oriented Development Implementation Fund. Public Resources Code Section 21080.4. The Governor's Office of Land Use and Climate Innovation will issue initial guidance on the fee methodology by July 1, 2026, including the definition of location-efficient areas and the methodology for estimating VMT reductions from affordable housing projects. Public Resources Code Section 21080.4(d). Following this final guidance, optional VMT fees under AB 130 will then be implemented at the local jurisdictional level. Although the definition of location-efficient areas must consider consistency with an adopted SCS, there no relationship between AB 130 implementation and the regional transportation modeling done for the 2050 MTP/SCS EIR.

Response 2.24

The commenter opines that affordable housing in Monterey would have more potential VMT reduction benefit than in Salinas due to its more severe low wage job to affordable housing imbalance.

The MTP/SCS EIR is a program-level environmental document evaluating long-range regional transportation and land use strategies. It does not evaluate or approve individual development projects, nor does it establish project-specific VMT mitigation calculations. Detailed modeling of the VMT generated by a specific development project under review, and the VMT reductions attributable to a specific affordable housing mitigation project, are analyzed at the project level by the applicable CEQA lead agency, typically the local jurisdiction with land use authority. Those determinations require project-specific data and parcel-level siting information, analyses that are outside the scope of a regional Program EIR.

At the regional level, as discussed in 2050 MTP/SCS Appendix F, AMBAG's ABM:

- Assigns trips between residential and employment locations;
- Reflects employment by sector and residential distribution at the TAZ level;
- Incorporates observed commuting flows derived from Census and ACS data; and
- Calculates trip distances over the regional transportation network.

Existing jobs/housing relationships—including commuting between inland communities and coastal employment centers—are embedded in the base year calibration and carried forward through the jurisdiction-provided regional growth forecast.

To the extent the adopted forecast allocates additional housing closer to employment centers, the model reflects shorter average trip distances and corresponding VMT effects. However, the regional model evaluates aggregate system performance and growth patterns; it does not disaggregate VMT reductions attributable to individual affordable housing units or specific mitigation transactions.

AMBAG acknowledges that improving proximity between housing and employment can reduce commute distances under appropriate conditions. The MTP/SCS addresses this issue at a policy level by:

- Coordinating regional growth forecasts with local Housing Elements;
- Identifying Place Types and Opportunity Areas that support infill and multimodal accessibility; and
- Aligning transportation investments with forecasted growth locations.

Nevertheless, decisions regarding the siting, density, and affordability levels of housing remain within the authority of local jurisdictions. The regional planning process incorporates locally provided land use inputs but does not control or mandate specific housing outcomes in particular cities.

The commenter's recommendation that modeling must reflect the "existing imbalance of low wage jobs and affordable units" pertains to the evaluation of individual projects proposing affordable housing as VMT mitigation and to individual mitigation projects. Such analysis—where required—would occur during project-level CEQA review, consistent with applicable statutory guidance and methodologies adopted by the lead agency.

The MTP/SCS EIR is not required to predetermine or model the effectiveness of hypothetical future mitigation projects in specific jurisdictions. CEQA requires a reasonable, good-faith programmatic evaluation of regional impacts, not parcel-level mitigation accounting. CEQA Guidelines Section 15168.

Response 2.25

The commenter opines that the Draft EIR's Mitigation Measure TRA-2(a) proposes incorporation of affordable housing as mitigation for VMT impacts and that in doing so, AMBAG must be able to monitor the implementation and assess the efficacy of this mitigation.

As discussed in Response 2.13, land use inputs incorporated into the 2050 MTP/SCS, which include housing density, housing type, and distribution of affordable housing, were developed through AMBAG's regional growth forecasting process in coordination with its member jurisdictions.

These locally derived inputs were incorporated into the regional growth forecast and spatial allocation framework, which formed the land use basis for all model runs evaluated in the Draft EIR. Accordingly, the ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the TAZ level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type

and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Finally, as discussed in Response 2.13, regarding VMT mitigation, please note that Mitigation Measure TRA-2(a) includes affordable housing and increased density in its list of measures that can reduce VMT as part of CEQA reviews for individual land use projects. It is unclear why the commenter believes that these mitigation options to be considered for future land use projects require the EIR's regional transportation modeling done for the 2050 MTP/SCS to reflect quantitative VMT reduction benefits of the mitigation options. As noted in the Draft EIR (p. 4.15-30), implement of specific VMT-reducing mitigation options at the project level cannot be guaranteed. Therefore, without knowledge of the location and degree to which affordable housing and increased density would be implemented for future projects, it would not be feasible for regional transportation modeling to quantify VMT reduction benefits of these mitigation options. Not is quantification of programmatic mitigation measure benefits required by CEQA.

Pursuant to CEQA Guidelines Section 15097, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the 2050 MTP/SCS EIR's programmatic mitigation measures. Monitoring of project-level VMT-reducing mitigation measures would be the responsibility or local agencies preparing project-level CEQA documents for specific land use projects. In addition, please note that CEQA does not require MMRPs to assess the effectiveness ("efficacy") of mitigation measures, although lead agencies may choose to do this. The purpose of MMRPs is to assure the CEQA document mitigation measures "are implemented." See CEQA Guidelines Section 15097(a).

Response 2.26

The commenter states that the AMBAG RTDM will likely be the model relied on in the AMBAG region to identify VMT impacts, to project the efficacy of VMT mitigation in future project reviews under CEQA, and to assess its actual efficacy in mitigation monitoring for the MTP/SCS.

The MTP/SCS and associated EIR are program-level planning documents that evaluate regional transportation and land use strategies under CEQA. They do not evaluate individual development projects, nor do they establish binding project-level VMT mitigation methodologies.

Mitigation identified in the MTP/SCS EIR is programmatic in nature and does not require AMBAG to implement, quantify, or monitor parcel-level VMT mitigation measures for future discretionary development projects. As discussed on Page 4-2 of the Draft EIR, AMBAG, TAMC, SBtCOG, and SCCRTC do not have the authority to recommend mitigation measures to be implemented by other agencies that are responsible agencies for this EIR but will be lead agencies for individual projects. It is the responsibility of the implementing agencies for individual projects to conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the Program EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions.

The ABM is designed and calibrated to evaluate regional travel behavior and system-level performance. The ABM is appropriate for long-range regional planning and policy analysis. While it may inform regional VMT thresholds or screening tools, it is not required to function as a parcel-level VMT modeling approach or mitigation accounting instrument. Local jurisdictions may, at their discretion, use regional model outputs, screening criteria, or other analytical tools in project-level CEQA review. However, CEQA does not require that a regional MPO model be used for project-level VMT modeling or that it be capable of validating the mitigation efficacy of individual affordable housing projects for purposes of project-level compliance or mitigation monitoring. Also, as noted in Response 2.25, CEQA does not require MMRPs to assess the effectiveness ("efficacy") of mitigation measures, although lead agencies may choose to do this.

Response 2.27

The commenter opines that the RTDM must be able to project and assess the benefits of locating affordable housing proximate to low wage job areas, and asks whether the AMBAG RTDM is capable of this analysis and if it was used in the development of the MTP/SCS.

As discussed in response 2.13, land use inputs incorporated into the 2050 MTP/SCS, which include housing density, housing type, and distribution of affordable housing, were developed through AMBAG's regional growth forecasting process in coordination with its member jurisdictions.

These locally derived inputs were incorporated into the regional growth forecast and spatial allocation framework, which formed the land use basis for all model runs evaluated in the Draft EIR. Accordingly, the ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the TAZ level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Response 2.28

The commenter states that RTDM was employed at the regional rather than the project level to support the development of the MTP/SCS and its EIR and opines that this regional modeling cannot inform choices where to locate affordable housing.

The comment is correct. The RTDM was employed at the regional rather than the project level because the 2050 MTP/SCS is a tri-county long-range regional transportation plan; as such, the accompanying Draft EIR is a program level EIR. The 2050 MTP/SCS is a tri-county long-range regional transportation plan for the Monterey Bay region. The evaluation of the 2050 MTP/SCS within the EIR reflects the combined effects of multiple policies and strategies related to regional land use and transportation improvements. The ABM is utilized to assess and compare

regional performance measures, including VMT, travel patterns, and multimodal accessibility, rather than to isolate the effects of any single development project. The 2050 MTP/SCS and its Program EIR do not evaluate the best locations individual development projects, including affordable housing projects, nor is this required.

Response 2.29

The commenter suggests that while AMBAG has no land use authority, AMBAG determines funding allocation to transportation projects within the MTP/SCS. The commenter asserts that the choice of transportation projects affects the viability of land use development, and cites language from the Draft EIR's alternatives analysis indicating that transit, active transportation measures and complete streets can reduce VMT by supporting a more compact growth footprint and higher densities.

The commenter is correct in that AMBAG does not have land use authority. Land use inputs incorporated into the 2050 MTP/SCS, which include housing density, housing type, and distribution of affordable housing, were developed through AMBAG's regional growth forecasting process in coordination with its member jurisdictions.

As discussed in Response 2.13, these locally derived inputs were incorporated into the regional growth forecast and spatial allocation framework, which formed the land use basis for all model runs evaluated in the Draft EIR. Accordingly, the ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the TAZ level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Response 2.30

The commenter again opines that the VMT modeling to support AB 130 must be informed by the locational relation of affordable housing and low wage jobs.

This comment is similar to Comment 2.23. Please refer to Response 2.23.

Response 2.31

The commenter questions whether the RTDM has been used or can be used to assess VMT reduction effects of locating affordable housing proximate to low wage jobs.

Land use inputs incorporated into the 2050 MTP/SCS, which include housing density, housing type, and distribution of affordable housing, were developed through AMBAG's regional growth forecasting process in coordination with its member jurisdictions.

As discussed in Response 2.13, these locally derived inputs were incorporated into the regional growth forecast and spatial allocation framework, which formed the land use basis for all model runs evaluated in the Draft EIR. Accordingly, the ABM does not rely on generalized or hypothetical assumptions about housing density or affordability. Rather, it reflects jurisdiction-provided information embedded in the regional forecast. The ABM incorporates land use inputs at the TAZ level, including households, employment density, and land use mix characteristics. These variables influence trip generation rates, trip lengths, and mode choice within the model. Higher residential densities and mixed use conditions are associated with lower per capita trip generation, shorter trip lengths, and greater likelihood of non-auto mode use. To the extent affordable housing is in higher-density, transit supportive, or infill areas—as reflected in the locally provided Place Type and Opportunity Area framework—the model does capture corresponding changes in travel behavior (reduced VMT) through its density, accessibility, and mode choice components.

Response 2.32

The commenter discusses statements in Appendix F about the RTDM as implying the capability of the RTDM to assess the VMT reduction effects of locating affordable housing new low wage jobs.

Actual capabilities of the AMBAG ABM are described in the 2050 MTP/SCS Appendix F. They cannot be "implied" by reviewing select out-of-context statements in Appendix F. Please refer to Response 2.31 regarding the capability of the RTDM to assess the VMT reduction effects of locating affordable housing new low wage jobs.

Response 2.33

The commenter opines that the general statements in Appendix F do not clarify the specific capabilities of the RTDM and asks that responses to numerous questions (through comment 2.73) be provided.

Details about the model are provided in the 2050 MTP/SCS Appendix F. Please see responses to specific questions in the commenter's detailed comments below.

Response 2.34

The commenter opines that the RTDM is supposed to be disaggregated to the TAZ and rely on scenarios constructed using CalBuilds, which in turn includes "total number of housing units and affordable units." (Draft EIR, p. F-10.)

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required. Nevertheless, the following response is provided.

The CalBuilds tool launched in 2025 for local jurisdictions use. AMBAG staff provided training and worked alongside all local jurisdictions to assist in its implementation. The goal is to track the project development implementation and update AMBAG'S ABM inputs database accordingly. This is a collaborative and ongoing effort to receive up to date and accurate information for each plan update cycle every four years. AMBAG will continue to update

CalBuilds as we receive local project development data from local jurisdictions. Every effort by AMBAG staff will be made to update the data; however, the accuracy and timeliness of the update is dependent on local agency participation.

Response 2.35

The commenter questions whether the RTDM contains or uses information about the location of existing affordable housing units.

All travel models developed and applied for transportation planning are using households, population (demographic and its socio-economic attributes) and employment data for travel forecasts. Housing units and their characteristics (affordable/market rate) are not needed for travel demand forecasting as a direct variable for travel forecasts, as some of the housing units can be vacant, second homes, vacation homes and in some case housing multiple households. Households and their characteristics influence travel patterns and are used as direct inputs into the travel demand model.

Response 2.36

The commenter asks if the RTDM contains or uses information about the location of planned affordable housing units.

AMBAG'S ABM includes land use data (household, population, and jobs in 10 categories) as provided by local agencies and consistent with AMBAG Board adopted regional growth forecast (RGF). The housing unit information is provided to AMBAG by the local jurisdictions during the growth forecasting process, but projected households are used in the regional travel demand model, as explained in Response 2.35.

Response 2.37

The commenter asks if the ABM incorporates data on the planned location of affordable housing units set out in the adopted and draft 6th Cycle Housing Elements for the cities and unincorporated areas in the AMBAG counties.

The 2026 Regional Growth Forecast (RGF) incorporates all future housing units and household projections from all 21 local jurisdictions. The ABM model then assigns future households data into a transportation analysis zone for each jurisdiction. This data is reviewed by all local jurisdictions to make sure it is consistent with local plans including their Housing Element.

Response 2.38

The commenter asks to identify jurisdictions where the ABM does not include planned locations of affordable housing from the 6th Cycle.

As stated in Response 2.37, the 2026 RGF incorporates all future housing units and household projections from all 21 local jurisdictions. The ABM model then assigns future households data into a transportation analysis zone for each jurisdiction. This data is reviewed by all local jurisdictions to make sure it is consistent with local plans including their Housing Element.

Response 2.39

The commenter asks if the model relies on 5th Cycle Housing elements when 6th Cycle information is missing and if so, for which jurisdictions?

As stated in Response 2.37, the 2026 RGF incorporates all future housing units and household projections from all 21 local jurisdictions. The ABM model then assigns future households data into a transportation analysis zone for each jurisdiction. This data is reviewed by all local jurisdictions to make sure it is consistent with local plans including their most recent Housing Element.

Response 2.40

The commenter asks if the location of affordable housing is incorporated into the model or if it is an input into the model through an available data set.

AMBAG'S ABM includes land use data (household, population, and jobs in 10 categories) as provided by local agencies and consistent with AMBAG Board adopted RGF. The housing information is provided by the local jurisdictions during the growth forecasting process, and incorporates local jurisdiction assumptions about housing location. There is no available data set specifically for affordable housing location assumptions.

Response 2.41

The commenter asks whether information about the existing or planned location of affordable housing units is made available or incorporated into the model at the TAZ level. They also ask if it is provided at a more detailed level, e.g., by parcel location.

The RTDM uses data at the TAZ level, provided to AMBAG from local jurisdictions during the development of the regional growth forecasting process. Specific assumed locations of future affordable housing projects are not available.

Response 2.42

The commenter states the model documentation reports that the model incorporates employment data based on various data sources.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required. Nevertheless, the following response is provided. The commenter is correct; the AMBAG model incorporates employment data from multiple sources.

Response 2.43

The commenter asks if the employment data include wage information.

The model does not directly input or assign individual wage rates for each worker. Instead, income is represented at the household level, consistent with standard travel demand modeling practice. Household income influences auto ownership, activity participation, and travel mode choice, thereby affecting overall VMT outcomes.

Accordingly, wage effects are reflected indirectly through household income distributions within the synthetic population, rather than through individual worker wage data. This approach is consistent with the ABM framework and appropriate for program-level regional transportation analysis.

Response 2.44

The commenter asks how the wage data is presented.

Within the ABM, each household is categorized into income groups derived from U.S. Census data sources, including Census blocks, Census tracts, and Public Use Microdata Areas (PUMAs). These income distributions are incorporated into the synthetic population and aligned with the regional growth forecast. Income is therefore represented at the household level, not at the individual worker wage level.

Employment data are represented by industry sector and are disaggregated to the TAZ level for modeling purposes. The ABM does not stratify individual wages or operate at the parcel level, consistent with its regional, program-level scope.

Response 2.46

The commenter asks whether the model incorporates wage data at the household level or the individual level.

The AMBAG model assigns each household and person applicable demographic variables, as shown in the Tables H-1 and H-2 below (AMBAG 2026a).

Table H-1 Person Level Variables

Person-Level Variables	Description	Purpose in ABM
PersonID	Unique identifier for each person	Tracks individuals across households and trips
HouseholdID	Household to which the person belongs	Links person to household characteristics
Gender	Male/Female	Socio-demographic factor affecting activity patterns
Age	Age in years	Determines activity participation and mode choice
IndustryCategory	Industry sector	Used for employment-based travel behavior
WorkIndustry	Specific work industry	Refines employment-related travel modeling
ClassOfWorker	Worker classification (e.g., private, government)	Impacts commute behavior and scheduling
UnivGQStudent	University group quarter student status	Identifies students living in dorms or group housing
UnivTAZ	TAZ of university attendance	Assigns trips related to education
License	Driver license status	Determines eligibility for auto trips
WorkerCategory	Worker type (full-time, part-time, etc.)	Affects daily activity patterns
WorkDays	Number of days worked per week	Determines frequency of commuting trips
AttendUniv	Attending university	Defines education-related travel

Table H-2 Household Level Variables

Household-Level Variables	Description	Purpose in ABM
TAZID	Traffic Analysis Zone ID	Geographic allocation of households for trips
HouseholdID	Unique household identifier	Links members to household context
WEIGHT	Population expansion weight	Scales synthetic households to represent the regional population
HHSize	Household size	Determines number of trips generated
Vehicles	Number of vehicles in household	Impacts mode choice and vehicle availability
Inc_Category / IncomeLevel	Household income group	Influences travel behavior, auto ownership, and VMT
Kids_Category/Kids/PreSchKids	Children counts and categories	Influences trip chaining, school trips, and childcare trips
Seniors/Seniors_Category	Elderly household members	Impacts travel frequency and mode choice
Adults/AdultFemales	Adult counts by gender	Influences household activity participation
Females/Males	Total household gender composition	Used in person-level simulations
Workers	Number of employed adults	Determines work-based trips
KidsPerAdult/KidsPerNonWorkingAdult	Dependency ratios	Helps define activity participation
AvgWrkIncCategory	Average worker income category	Captures employment income effects
UnivGQ/UnivGQStudent/UnivTAZ	University group quarter information	Defines student-related travel
License	Driver license	Household-level vehicle access check
WorkerCategory/WorkDays/AttendUniv	Household-level aggregated work/student activity	Used for scheduling daily trips

Response 2.47

The commenter asks if the model assigns fewer daily trips for affordable housing versus market rate housing.

The AMBAG ABM (see MTP/SCS Appendix F for model documentation) simulates daily trips and type of trip as part of a full-day schedule rather than as isolated events. Housing type (affordable/market rate) is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models. In an activity-based model, trip length and mode choice are not fixed assumptions. Instead, they are calculated within the model based on traveler characteristics, land use patterns, and transportation network conditions. This allows trip distances and travel modes to vary in response to changes in things like travel time, cost, accessibility, and the distribution of households and jobs. As a result, both trip length and mode choice adjust within the model as inputs change, rather than being fixed assumptions. Trip length and mode choice are significantly impacted by changes in travel behavior and adaptation of new technologies.

Response 2.48

The commenter asks how the trip generation assumptions are determined or substantiated.

As stated in Response 2.47, the AMBAG ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule rather than as isolated events. Housing type (affordable/market rate) is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity based models.

Response 2.49

The commenter asks if the model assigns different trip lengths for affordable housing versus market rate housing.

As stated in Response 2.47, the AMBAG ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule rather than as isolated events. Housing type (affordable/market rate) is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models.

Response 2.50

The commenter asks how trip lengths are determined for affordable vs. market rate units.

As stated in Response 2.47, the AMBAG ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule rather than as isolated events. Trip length and mode choice are treated as dynamic in AMBAG's ABM.

The model uses destination choice models to determine where travelers go by matching trip origins to destinations. It is a discrete choice model, which evaluates the utility of each potential destination based on attraction (size) and resistance (travel cost/time). The main variables for attractiveness factors include employment (retail, total), households, and available services, while impedances include travel time, cost, and congestion. It is applied at multiple levels by purposes of trip (mandatory travel vs. discretionary travel). It is applied for predicting

individual trip choices and then aggregated for trip assignment using transportation network using TAZ matrices. Housing is not a direct factor; households and their characteristics influence travel patterns.

Response 2.51

The commenter asks whether the model assigns different trip lengths to affordable housing units based on their proximity to lower wage jobs.

It is not appropriate to keep fixed trip length and mode choice in the ABM. As stated in Response 2.47, the ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models. Trip length and mode choice are significantly impacted by changes in travel behavior and adaptation of new technologies.

Response 2.52

The commenter asks how these differing trip lengths are determined.

As stated in Response 2.47, the AMBAG ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models and developed at the household level based on trip or tour types. Tour types refer to sequences of trips that begin and end at the same location (typically home) and are grouped by primary purpose. Common tour types include work tours, school tours, shopping tours, and other discretionary tours. Each tour may include multiple stops and travel modes, and the model evaluates the entire tour to determine trip timing, distance, and mode choice.

Response 2.53

The commenter suggests that high density market-rate housing and multi-family market-rate housing may be considered “affordable by design” and may generate fewer and shorter trips when located efficiently.

As stated in Response 2.47, the ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule rather than as isolated events. Trip length and mode choice are treated as dynamic in AMBAG’S ABM. The model uses destination choice models to determine where travelers go by matching trip origins to destinations. It is a discrete choice model, which evaluates the utility of each potential destination based on attraction (size) and resistance (travel cost/time). The main variables for attractiveness factors include employment (retail, total), households, and available services, while impedances include travel time, cost, and congestion. It is applied at multiple levels by purposes of trip (mandatory travel vs. discretionary travel). It is applied for predicting individual trip choices and then aggregated for

trip assignment using transportation network using TAZ matrices. Housing is not a direct factor; households and their characteristics influence travel patterns.

Response 2.54

The commenter asks if the model uses different trip numbers for high-density market-rate housing or multi-family market-rate housing than for other forms of market-rate housing.

As stated in Response 2.47, the ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity based models and developed at the household level based on trip or tour types.

Response 2.55

The commenter asks if the model does use different trip numbers, how are these derived.

As stated in Response 2.47, AMBAG's ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models and developed at the household level based on trip or tour types.

Response 2.56

The commenter asks if the model uses different trip lengths for high-density market-rate housing units than for other forms of market-rate housing.

As stated in Response 2.47, AMBAG's ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models and developed at the household level based on trip or tour types.

Response 2.57

The commenter asks if the model use different trip lengths for multi-family market-rate housing units than for other forms of market-rate housing.

This comment is similar to Comment 2.56. Please refer to Response 2.56.

Response 2.58

The commenter asks if the model assigns different trip lengths to high-density market-rate housing units or multi-family market-rate housing units than to other forms of market-rate housing based on their proximity to lower wage jobs.

It is not appropriate to keep fixed trip length and mode choice in the ABM. As stated in Response 2.47, the ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as housing unit classification (affordable/market rate). Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models and developed at the household level based on trip or tour types.

Response 2.59

The commenter asks if different trip lengths are assigned, then how are these trip lengths determined.

As stated in Response 2.47, the AMBAG ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule at the household level, rather than as isolated events such as, housing unit classification (affordable/market rate) or proximity of housing type to a specific employer that is considered low wage. Housing is not a direct factor; households and their characteristics influence travel patterns. Trip length and mode choice are treated as dynamic in activity-based models and developed at the household level based on trip or tour types.

Response 2.60

The commenter asks how job housing mix was modified in the sensitivity tests.

The ABM relies on household and population characteristics, not housing unit mix, to simulate travel demand. Travel behavior is modeled based on household size, income, vehicle availability, employment status, and other socio-demographic attributes of individuals within each household.

While housing unit mix (e.g., single-family, multifamily, affordable, market-rate) is considered during the regional growth forecasting process, the ABM itself operates on the number and characteristics of occupied households, not on housing unit classifications. The model is sensitive to household and employment modifications at the TAZs.

Response 2.61

The commenter asks if the job housing mix distinguishes affordable housing from market rate housing.

As stated in Response 2.60, the ABM relies on household and population characteristics, not housing unit mix, to simulate travel demand. Travel behavior is modeled based on household size, income, vehicle availability, employment status, and other socio-demographic attributes of individuals within each household.

While housing unit mix (e.g., single-family, multifamily, affordable, market-rate) is considered during the regional growth forecasting process, the ABM itself operates on the number and characteristics of occupied households, not on housing unit classifications. The model is sensitive to household and employment modifications at the TAZs.

Response 2.62

The commenter asks if the job housing mix distinguishes affordable housing from market rate housing, is the model sensitive to these changes?

As stated in Response 2.60, the ABM relies on household and population characteristics, not housing unit mix, to simulate travel demand. Travel behavior is modeled based on household size, income, vehicle availability, employment status, and other socio-demographic attributes of individuals within each household.

While housing unit mix (e.g., single family, multi family, affordable, market rate) is considered during the regional growth forecasting process, the ABM itself operates on the number and characteristics of occupied households, not on housing unit classifications. The model is sensitive to household and employment modifications at the TAZs.

Response 2.63

The commenter asks if the job housing mix distinguish low wage and high wage jobs.

The ABM incorporates employment data by industry sector and geographic distribution at the TAZ level, based on the regional growth forecast developed in coordination with local jurisdictions and informed by Census and ACS data.

The model does not explicitly categorize employment as “low wage” or “high wage” for purposes. Rather, employment is represented by sector, and worker characteristics—including income—are represented through household and person-level socio-demographic inputs. It evaluated changes in the spatial distribution of total households and total employment at the TAZ level to assess regional VMT effects.

Response 2.64

The commenter asks if the jobs housing mix distinguishes between low and high wage jobs, did the sensitivity test modifications include changing the mix of low wage and high wage jobs.

As stated in Response 2.63, the ABM incorporates employment data by industry sector and geographic distribution at the TAZ level, based on the regional growth forecast developed in coordination with local jurisdictions and informed by Census and ACS data.

The model does not explicitly categorize employment as “low wage” or “high wage” for purposes. Rather, employment is represented by sector, and worker characteristics—including income—are represented through household and person-level socio-demographic inputs. It evaluated changes in the spatial distribution of total households and total employment at the TAZ level to assess regional VMT effects, and the model was found to be sensitive to these variables.

Response 2.65

The commenter asks If the sensitivity test modifications changed the mix of low and high wage jobs, was the model sensitive to these changes.

As stated in Response 2.63, the ABM incorporates employment data by industry sector and geographic distribution at the TAZ level, based on the regional growth forecast developed in coordination with local jurisdictions and informed by Census and ACS data.

The model does not explicitly categorize employment as “low wage” or “high wage.” Rather, employment is represented by sector, and worker characteristics—including income—are represented through household and person-level socio-demographic inputs. It evaluated changes in the spatial distribution of total households and total employment at the TAZ level to assess regional VMT effects, and the model was found to be sensitive to these variables.

Response 2.66

The commenter states that Appendix F reports that the model is sensitive to some changes while not sensitive to others. The commenter states that Appendix F states that for those (changes) where the model is not sensitive, potential enhancements will be investigated and implemented in next update cycle, and for this cycle, post-processing methods is included as appropriate in an Appendix F section.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required. Nevertheless, the following response is provided.

As noted in Appendix F, the ABM is sensitive to many key regional variables, including household characteristics, employment distributions, and transportation network changes, which are most influential for regional travel behavior and VMT outcomes. The model is not sensitive to all possible input variables or finer-grained characteristics, which is typical for a regional, program-level travel demand model.

For variables where sensitivity is limited, AMBAG applies post-processing methods as appropriate to account for potential effects, and opportunities to enhance model sensitivity will be evaluated in future updates. This approach ensures that the model provides reliable program-level results while acknowledging inherent limitations at finer spatial or attribute scales.

Response 2.67

The commenter asks if the model is sensitive to changes in the jobs housing mix.

The ABM does not operate at the level of housing unit types and therefore does not evaluate changes in the mix of housing units. Instead, the model is household-based and is sensitive to changes in the total regional distribution of households relative to employment. Shifts in the spatial allocation of households and employment at the TAZ level influence trip patterns, travel distances, and overall regional VMT, demonstrating that the model responds to variations in the regional job–housing relationship at the programmatic scale.

This approach aligns with the ABM’s design as a regional, program-level tool rather than a parcel- or project-level model.

Response 2.68

The commenter asks what potential enhancements will be investigated and implemented for the next update cycle regarding the location of affordable housing and lower wage jobs?

At this time, specific enhancements regarding the modeling updates have not yet been defined. Any updates will depend on the availability of new data, survey information, and guidance from state and federal agencies.

Response 2.69

The commenter asks what post-processing methods were included to assess the VMT effects dependent on the location of affordable housing and lower wage jobs? If no methods were used, what methods could have been used?

Regional models are not required or designed to model each housing unit by type in isolation. Household and its demography, socio-economic and other characteristics are main variables for travel decisions. The ABM leverages household- and person-level variables which support sensitivity to regional distributions of households and employment, rather than parcel-level or wage-specific employment assignments. While the model does not categorize individual jobs by wage or housing units by type, changes in the total regional allocation of households and employment across TAZs influence trip generation, travel distances, mode choice, and overall VMT. By combining household income, employment, and spatial location, the ABM provides a high-fidelity, program-level framework to evaluate how alternative land use and transportation scenarios affect regional travel behavior and performance measures, consistent with the regional nature of the 2050 MTP/SCS and its EIR.

Response 2.70

The commenter provided a table of in inflow/outflow of commuters from selected cities within Monterey County from the Census.

This comment does not contain a substantive comment on the Draft EIR. No further response is required.

Response 2.71

The commenter requests AMBAG provide the data that was used as input to and the forecasted outputs from the RTDM, for in-commutes, out-commutes, and no-intercity-commutes, for specific cities mentioned in comment 2.70 for years 2022, 2035, and 2050.

The input and output data requested by the commenter for specific cities data are not available. The model runs and analysis conducted for the 2050 MTP/SCS are at the tri-county regional scale and not at the jurisdiction level.

Response 2.72

The commenter questions whether the RTDM data inputs and outputs are consistent with the Census Bureau 2022 data in the table referenced in Comment 2.70. The commenter also questions whether the RTDM adequately calibrated to the Census data.

As discussed in 2050 MTP/SCS Appendix F, AMBAG's ABM is not calibrated to one single data set and instead integrates multiple datasets such as the Census, ACS, and regional growth forecast data, with travel behavior informed by the National and California Household Travel Surveys (NHTS and CHTS, respectively) and supplemented by traffic counts, Highway Performance Monitoring Systems (HPMS) data, and transit boardings. The model is validated using both VMT and link-level traffic volume checks, including comparisons along critical screen lines, cutlines, and cordon lines. Daily modeled volumes, VMT, and sample travel times are all within the Federal Highway Administration's (FHWA) acceptable thresholds, demonstrating the model's reliability and consistency with travel within and external to the model for commutes. These validation steps ensure the ABM provides a robust, program-level framework for assessing regional travel and VMT outcomes.

Response 2.73

The commenter asks AMBAG to provide an explanation if the model does not calibrate with the Census data and if there are implications for the accuracy of the 2035 and 2050 forecasts.

Census data is one of several verified, industry-standard inputs. While the ABM does not directly "calibrate" to one individual dataset alone, the model is consistent with regional household, population, and employment forecasts provided by local jurisdictions and aligns with observed travel patterns and trends from Census, traffic count data, ACS, NHTS, and CHTS data.

These validation measures ensure that the ABM provides a robust, program-level framework for evaluating regional travel behavior and estimating 2035 and 2050 VMT outcomes, supporting the accuracy of the long-range forecasts in the MTP/SCS.

Response 2.74

The commenter states that the implementation of the MTP/SCS does not directly increase per capita VMT based on Draft EIR statements that VMT increases are attributable to changes in population growth.

While the MTP/SCS land use pattern and transportation improvements themselves do not directly increase per capita VMT, projected per capita VMT rises due to broader regional and national trends, not MTP/SCS implementation. The regional growth forecast is a part of the MTP/SCS process and the modeling assumptions included therein encompass changes that would happen with or without the land use/transportation improvements envisioned by the MTP/SCS.The ABM incorporates household- and person-level inputs consistent with industry-standard practices, capturing factors such as autonomous and electric vehicles, Transportation Network Companies (TNCs), e-commerce growth, tourism, and increases in recreational and work-travel activity. These trends are reflected in the total regional VMT forecasts, while the MTP/SCS investments in transit, active transportation, and roadways provide opportunities to reduce travel where feasible.

As new technology is developed, adoption and change in human behavior with improving economy (autonomous cars, electric vehicle (EV), building out EV charging infrastructure, high speed internet penetration, TNCs, substantial increase in industrial outputs/consumption and

online shopping supported with free shipping and returns) is expected to add more per capita VMT in future years. Improvements in household income/wealth and spending more on recreational/other activities will bring more tourists to the Monterey Bay region. These trends favor more driving/VMT, and they are included in the total VMT of the region.

Some observations quoted below support above mention trends:

- U.S. e-commerce sales reached $1.192 trillion in 2024, more than doubling 2019 levels. Projections suggest this market will reach $1.24 trillion in 2026. (U.S. Census Bureau 2025)
- Amazon and Walmart together controlled over 40% of all U.S. online transactions in 2024. However, smaller retailers (ranked 101–2,000) are currently growing faster than the overall market. (Hallen 2025)
- Mobile shopping continues to expand in the U.S., and many ecommerce purchases come from mobile. This number can reach more in 2026, as shopping via phones is so easy and comfortable these days, and more people have access to the internet. (Statista 2024)
- Leisure travel remains the primary driver, accounting for over 67% of total spending in 2024. (World Travel & Tourism Council 2025)
- The trend of working while traveling has intensified, with the share of travelers planning to work on their longest trip rising. (Deloitte 2024)

Overall, the projected increase in per capita VMT is driven by demographic, economic, technological, and behavioral changes embedded in the MTP/SCS regional growth forecast assumptions that can be considered as a component of the MTP/SCS, not directly the MTP/SCS land use pattern and transportation improvements themselves. Impacts on per capita VMT are properly analyzed in the EIR by comparing 2050 MTP/SCS impacts to an existing conditions baseline, and not to a 2050 no project baseline. See CEQA Guidelines Section 15126.6(e)(1).

As identified on Page 4.15-23 of the Draft EIR, the significance threshold for impacts related to VMT is a reduction of per capita VMT that is 25 percent below 2019 conditions by 2030 or 30 percent below 2019 conditions by 2045. This threshold is consistent with the carbon reduction strategy in the California Air Resources Board (CARB) Scoping Plan, which establishes these per capita VMT reduction levels as necessary benchmarks for achieving the State's adopted greenhouse gas reduction targets and carbon neutrality goals. In response to this comment, the following text has been added to Section 4.15.3, *Impact Analysis*, in Section 4.15, *Transportation*, of the Final EIR:

> <u>The significance threshold for per capita VMT used in this EIR is informed by adopted state climate policy and guidance. Specifically, the CARB Scoping Plan for Achieving Carbon Neutrality concludes that California cannot meet its GHG reduction targets through vehicle electrification alone and identifies a reduction in per capita VMT of approximately 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 as necessary benchmarks to support achievement of the State's climate goals.</u>

As discussed on Page 4.15-27 of the Draft EIR, the daily VMT per capita increases by 2050 would not meet the significance threshold, and the VMT impact compared to baseline conditions would therefore be significant. Because the MTP/SCS does not achieve a VMT reduction compared to baseline conditions, the impact is significant even if the MTP/SCS land use pattern and transportation improvements do not directly contribute to the increase in VMT that is attributable to regional demographic, economic, and behavioral trends.

Response 2.75

The commenter states that CEQA requires that an "EIR shall identify and focus on the significant effects of the proposed project on the environment." (14 CCR Section 15126.2(a). Effects are considered significant only if "caused by the project." (14 CCR Section 15064(d) [The "lead agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project"].)

The Draft EIR identifies and analyzes the significant effects of the proposed project on the environment. This comment reiterates CEQA requirements and does not focus on the adequacy of the EIR.

Response 2.76

The commenter asks for an explanation on why the Draft EIR concludes VMT impacts are significant despite the Draft EIR's attribution of the regional changes in VMT to causes other than the proposed project.

As explained in Response 2.74, the increase in per capita VMT is an indirect effect of demographic, economic, technological, and behavioral changes embedded in the MTP/SCS regional growth forecast and modeling assumptions that can be considered as a component of the MTP/SCS. Per capita VMT impacts are significant because the MTP/SCS does not achieve reductions of 25 percent below 2019 VMT per capita conditions by 2030 or 30 percent below by 2045.

Response 2.77

The commenter notes that the fact that the EIR's VMT threshold of significance requires a finding of significance if VMT is not reduced from baseline conditions. However, the fact that VMT after implementation of the MTP/SCS does not attain this reduction cannot, by itself, be the basis of a significance finding if the same outcome would occur without the MTP/SCS. Again, significant impacts are those that are caused by the project under review, not those that would occur regardless of the project.

As explained in Response 2.74, the increase in per capita VMT is an indirect effect of demographic, economic, technological, and behavioral changes embedded in the MTP/SCS regional growth forecast and modeling assumptions that can be considered as a component of the MTP/SCS. Per capita VMT impacts are significant because the MTP/SCS does not achieve reductions of 25 percent below 2019 VMT per capita conditions by 2030 or 30 percent below by 2045.

Response 2.78

The commenter references the Draft EIR's VMT significance analysis that results in a per capita increase in VMT due to projected population growth.

Section 4.15.3, *Impact Analysis* in Section 4.15, *Transportation*, of the Final EIR has been revised in response to this comment:

> The daily per capita VMT in 2050 would be the same under both the no project scenario and the 2050 MTP/SCS scenario. ~~because~~ The regional growth forecast and modeling assumptions incorporate population growth, employment, travel behavior, and emerging technologies inputs as well as increases in tourism and recreational activity that influence travel demand. These changes would occur with or without implementation of the land use pattern and transportation improvements envisioned by the ~~projected growth in population, jobs, and homes would remain the same regardless of implementation of the~~ 2050 MTP/SCS.
>
> …
>
> Table 4.15-5 shows that daily VMT per capita would increase from 20.9 to 22.4 miles by 2050, with or without implementation of the MTP/SCS ~~due to projected population growth~~.

The projected increase in daily VMT per capita from 20.9 miles in 2022 to 22.4 miles in 2050 reflects regional demographic, economic, and behavioral trends, not implementation of the MTP/SCS. As noted in Response 2.74, the ABM incorporates household- and person-level inputs—including population growth, employment, travel behavior, emerging technologies (autonomous vehicles, EVs, TNCs), e-commerce growth, and increases in tourism and recreational activity—that influence travel demand. The increase in per capita VMT is an indirect effect of demographic, economic, technological, and behavioral changes embedded in the MTP/SCS regional growth forecast and modeling assumptions that can be considered as a component of the MTP/SCS.

Response 2.79

The commenter asks for clarity on why total population growth would increase per capita VMT.

Please refer to Response 2.78 regarding a correction made to the Final EIR in response to this comment.

Response 2.80

The commenter opines that that there is no necessary reason that aggregate population growth should affect per capita VMT.

Please refer to Response 2.78 regarding a correction made to the Final EIR in response to this comment.

Response 2.81

The commenter requests an explanation of whether aggregate population growth is casually related to per capita VMT.

Please refer to Responses 2.74 and 2.78 regarding corrections made to the Final EIR in response to this comment.

Response 2.82

The commenter requests an explanation on how the VMT analysis accounts for differential VMT generation for affordable and market rate housing units.

Many of the details about the ABM discussed in Responses 2.82 to 2.90 are included in MTP/SCS Appendix F. The ABM simulates trip lengths and timing decisions dynamically as part of a full-day schedule rather than as isolated events. Trip length and mode choice are treated as dynamic in AMBAG'S ABM. The model uses destination choice models to determine where travelers go by matching trip origins to destinations. It is a discrete choice model, which evaluates the utility of each potential destination based on attraction (size) and resistance (travel cost/time). The main variables for attractiveness factors include employment (retail, total), households, and available services, while impedances include travel time, cost, and congestion. It is applied at multiple levels by purposes of trip (mandatory travel vs. discretionary travel). It is applied for predicting individual trip choices and then aggregated for trip assignment using transportation network using TAZ matrices. Housing and whether it is affordable vs. market rate are not direct factors; households and their characteristics influence travel patterns and subsequent VMT.

Response 2.83

The commenter asks if the VMT reduction from affordable units is a consistent percentage or whether it varies based on another factor.

The ABM used for the 2050 MTP/SCS does not directly account for differential VMT generation for affordable vs. market rate units. It operates at a program-level, household-based scale and does not model individual housing units or project-specific development. The model aggregates regional travel patterns based on household and person characteristics, employment locations, and the spatial distribution of households and jobs. Project-specific factors such as the location of individual affordable units or parcel-level housing types are outside the scope of the ABM, and any VMT reductions at that level would be evaluated during local project-level CEQA review, using site-specific data and methodologies.

Response 2.84

The commenter requests clarification on if the VMT analysis projects different VMT for affordable and market rate units and on whether the differential is accounted for solely based on different numbers of trips generated by affordable units, or whether there are different assumptions regarding trip lengths.

As noted in Response 2.83, the ABM used for the 2050 MTP/SCS does not directly account for differential VMT generation for affordable vs. market rate units. It is a program-level, household- and person-based model and does not simulate individual housing units or project-level development, including distinctions between affordable and market-rate units. As such, the model does not apply differential VMT assumptions based on housing type, trip generation, or trip lengths by individual housing units. Any VMT differences associated with affordable housing would be evaluated at the local project level under CEQA, using site-specific data and methodologies.

Response 2.85

The commenter requests the identification of differing assumptions regarding the numbers of trips generated by affordable units and the source of those assumptions.

As noted in Response 2.83, the ABM used for the 2050 MTP/SCS is a program-level, household- and person-based model and does not simulate individual housing units or project-level development, including distinctions in trip generation between affordable and market rate units. As such, the model does not apply differential VMT assumptions based on housing type, trip generation, or trip lengths by individual housing units. Any VMT differences associated with affordable housing would be evaluated at the local project level under CEQA, using site-specific data and methodologies.

Response 2.86

The commenter asks how trip lengths were forecast for market rate and affordable units and whether different trip lengths were projected for these types of units.

As noted in Response 2.83, the ABM used for the 2050 MTP/SCS is a program level, household- and person-based model and does not simulate individual housing units or project-level development, including distinctions between affordable and market-rate units. As such, the model does not apply differential VMT assumptions based on housing type, trip generation, or trip lengths by individual housing units. Any VMT differences associated with affordable housing would be evaluated at the local project level under CEQA, using site-specific data and methodologies.

Response 2.87

The commenter asks whether and how the model relates the proximity of jobs and housing units to trip lengths.

As noted in Response 2.83, the ABM used for the 2050 MTP/SCS operates at a program level, household- and person-based scale and does not model individual housing units or parcel level job locations. Trip lengths in the model are influenced by the regional spatial distribution of households and employment across TAZs, as provided by local jurisdictions in the regional growth forecast. While the model captures general relationships between household location, employment, and travel patterns, it does not assign VMT based on the proximity of individual jobs to specific housing units; such detailed, project-level evaluation is conducted through local CEQA review.

Response 2.88

The commenter asks how the model uses household income to project commute or other trip lengths.

The ABM used for the 2050 MTP/SCS does not assign trip lengths directly based on household income at the individual housing unit or parcel level. Instead, household income is one of several socio-demographic attributes (including household size, vehicle availability, age composition, and employment) that influence activity participation, mode choice, and travel behavior across TAZs.

Trips are generated and distributed based on the spatial relationship between households and employment/activity locations, with higher income households typically having higher auto availability and a greater propensity for longer or discretionary trips. The ABM aggregates these effects at the TAZ level, capturing general relationships between income, travel behavior, and regional trip lengths. This approach provides a program level, policy-relevant assessment of travel patterns and VMT without modeling project- or parcel-level trip lengths.

Response 2.89

The commenter asks how the model uses household income to affect its VMT projections.

The ABM used for the 2050 MTP/SCS incorporates household income as a key socio-demographic attribute that influences travel behavior, including the number, purpose, and mode of trips. Higher-income households generally have greater vehicle availability and a higher propensity for longer or discretionary trips, which in turn affects regional VMT projections.

The model applies these income-based behavioral effects at the TAZ level, combined with household location, employment distribution, and activity patterns, to estimate total and per capita VMT across the region. This program level approach allows the ABM to capture the aggregate relationship between household income and regional travel demand without modeling parcel- or project-level trips which is consistent with the 2050 MTP/SCS and Draft EIR's program-level analysis.

Response 2.90

The commenter asks how the model uses the wage levels of proximate jobs to project commute or other trip lengths.

The ABM used for the 2050 MTP/SCS does not model individual jobs or housing units at a parcel level and therefore does not assign commute or other trip lengths based on the wage level of proximate jobs. Instead, the model simulates travel at the household- and person-level using socio-demographic attributes such as household size, income, vehicle availability, and employment type, along with the regional spatial distribution of households and employment across TAZs.

Trip lengths and VMT are determined by the distance between household locations and TAZ-level employment/activity centers, combined with activity participation and mode choice patterns. While the model reflects aggregate regional patterns that may correlate with job concentrations and household characteristics, specific wage levels of individual jobs are not used as inputs. This approach provides a program-level, policy-relevant projection of regional travel behavior and VMT, consistent with the MTP/SCS long-range planning purpose.

Response 2.91

The commenter states that VMT Mitigation Measure TRA-2(a) includes a directive to implementing agencies when considering project approvals to "[i]ncorporate affordable housing into the project." (Draft EIR, p. 4.15-29.) The purpose of this mitigation is to reduce VMT.

Under Mitigation Measure TR-2(a), affordable housing is one of several mitigation options for local agencies to consider when approving future land use projects. The mitigation measure does not provide a "directive" to local agencies to incorporate affordable housing into future land use projects.

The 2050 MTP/SCS and its program-level EIR are long-range regional documents and do not involve project-level implementation or approval. As the MPO, AMBAG's role is to analyze regional transportation and land use scenarios, estimate VMT, and identify potential programmatic mitigation strategies that could be applied at the project level, including the incorporation of affordable housing.

Implementation of Mitigation Measure TRA-2(a), which is designed to reduce project-level VMT, would occur at the local project level during CEQA and discretionary approvals review by individual jurisdictions. It is the responsibility of the implementing agencies of individual projects to conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the Program EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary or incorporate to respond to site specific conditions. Additional mitigation measures may also be developed for project-specific impacts.

Response 2.92

The commenter asks how AMBAG's MMRP for the MTP/SCS will assess the effectiveness of the incorporation of affordable housing into future project approvals.

AMBAG's regional MMRP provides a framework for monitoring the implementation of MTP/SCS mitigation measures. While the MTP/SCS Draft EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA. This will be specified in the MTP/SCS MMRP.

Response 2.93

The commenter asks if AMBAG tracks development of affordable units in terms of numbers of units and location of units.

Please refer to Response 2.92. While the MTP/SCS Draft EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.94

The commenter asks if AMBAG's monitoring will determine actual VMT for affordable units that are actually built, or whether it will rely on modeling the expected VMT for affordable units that are built.

Please refer to Response 2.92. While the MTP/SCS Draft EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.95

The commenter asks, if the MMRP relies on modeling of expected VMT for built affordable units, whether that modeling will consider trip lengths as well as trip numbers for affordable units.

Please refer to Response 2.92. The MTP/SCS MMRP does not on rely on modeling of expected VMT for built affordable units. While the MTP/SCS EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.96

The commenter asks how trip lengths would be measured or projected for affordable units.

Please refer to Response 2.92. The MTP/SCS MMRP does not on rely on modeling of expected VMT for built affordable units. While the MTP/SCS identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.97

The commenter asks if the modeling ignores trip lengths, how the MMRP could distinguish effective affordable housing from ineffective affordable housing.

Please refer to Response 2.92. The MTP/SCS MMRP does not on rely on modeling of expected VMT for built affordable units. While the MTP/SCS EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.98

The commenter asks if the MMRP relies on measurements of actual VMT for affordable units that are built, how AMBAG will make those measurements.

Please refer to Response 2.92. The MTP/SCS MMRP does not on rely on measurements of actual VMT for affordable units that are built. While the MTP/SCS EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

Response 2.99

The commenter asks if AMBAG will use the Census Department's Inflow/Outflow analyses for commute data as part of the MMRP for VMT.

Please refer to Response 2.92. The MTP/SCS MMRP will not use the Census Department's Inflow/Outflow analyses for commute data. While the MTP/SCS EIR identifies programmatic mitigation measures, including the option of incorporation of affordable housing to reduce VMT under Mitigation Measure TRA-2(a), actual implementation and monitoring of these measures occur at the local jurisdiction level under CEQA.

While Census Inflow/Outflow data and other sources of commuting information are used to inform and validate the ABM at the regional level, they are not applied to monitor the effectiveness of VMT mitigation at specific projects. Project-level evaluation of VMT, including effects of affordable housing near low-wage jobs, is conducted by local jurisdictions under CEQA review, not by AMBAG. The ABM supports regional planning decisions but does not track or assign VMT reductions to individual land use projects.

Response 2.100

The commenter provides background information from the Draft EIR on induced travel.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required. Nevertheless, the following response is provided.

The induced travel analysis on Pages 4.15-27 and 4.15-28 of the Draft EIR provides sufficient analysis to determine whether induced travel impacts are significant. The EIR analysis explains why additional VMT resulting specifically from induced travel demand would not be substantial.

AMBAG'S ABM uses five feedback loops to achieve optimal benefits of the land use and transportation network as detailed in Appendix F of the 2050 MTP/SCS. Integrated land use and transportation modeling uses iterative feedback loops—typically starting from land use, through trip generation/distribution, to skims (travel costs/times) and highway assignment—to

balance traffic capacity with development patterns. This procedure is well recognized and accepted by professionals and recommended (FHWA 2019). In the ABM all travel is a derivative of an individual's need or desire to pursue an activity at a location other than the given trip origin, at the given time. Over fifty years of research suggests that lane miles is an imperfect measure for travel time savings, as induced travel primarily results from reduced travel times rather than increased capacity (AMBAG 2024; AMBAG 2026a; AMBAG 2026b; U.S. Census Bureau 2022; U.S. Census Bureau 2024). Aggregate elasticity-based methods to estimate induced demand are not practically applicable to capacity projects included in 2050 MTP/SCS.

Establishing the precise causal relationship between urban travel and highway capacity is a difficult task. The key to success in these studies is to avoid attributing travel growth "induced" by changes in other causal factors such as changes in the total number of trip makers (households/population) and their characteristics (e.g., incomes, employment status) and other exogenous factors such as real gasoline price, growth/adaptation of TNCs), delivery and returns trips due to online shopping, increased adoption of electric vehicles, and outlet membership perk like free shipping and returns.

Data suggest that induced travel demand as a consequence of road capacity appears to be declining as decades of increasing regulation on land development have limited the land development market’s ability to respond to changes to the road system especially in Monterey Bay region (water availability, coastal area preservation and land conservations) (Rural Induced Demand Study 2025).

Response 2.101

The comment opines that the quantification and comparison of induced travel to a meaningful threshold of significance is required.

As discussed in Response 2.18, a qualitative significance threshold, such as the one the EIR uses for induced travel, is acceptable. CEQA Guidelines Section 15064.7(a). Per CEQA Guidelines Section 15064.7(a), an EIR threshold of significance can be either qualitative or quantitative. In fact, most of the example significance thresholds in CEQA Guidelines Appendix G, the Initial Study checklist, are qualitative. A qualitative methodology for evaluating induced travel impacts is also permissible. In preparing an EIR, a lead agency generally has the discretion to determine the methodologies by which impacts are evaluated in an EIR. See, e.g., *Sierra Club v. City of Orange,* 163 Cal .App. 4th 523, 545-546. Qualitative factors may be considered.

Also, CEQA Guidelines Section 15064.3(d) provides that a lead agency has discretion to choose the most appropriate methodology to evaluate a project’s VMT. For roadway capacity projects, lead agencies have the discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. CEQA Guidelines Section 15064.3(b)(2).

The Draft EIR’s qualitative induced travel analysis is consistent with CEQA requirements and appropriate for the 2050 MTP/SCS program-level EIR.

Finally, the qualitative threshold of significance used for induced travel impact analysis is "meaningful." As discussed earlier in this response, a qualitative significance threshold, such as the one the EIR uses for induced travel, is acceptable.

Response 2.102

The commenter claims that the Draft EIR does not quantity induced VMT from adding capacity and opines that without quantification of induced travel, there is no basis to compare induced travel to a threshold of significance.

This comment is similar to Comment 2.101. Please refer to Response 2.101.

Response 2.103

The commenter opines that the EIR's threshold of significance for induced travel is inadequate because it is opaque (e.g., "circular").

Section 4.15.3, *Impact Analysis*, in Section 4.15, *Transportation,,* of the Final EIR has been revised in response to this comment:

> Significant impacts to transportation would occur if the plan would:
>
> …
>
> 2. ~~Would the project c~~Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b):
>
>   a. A change in VMT per capita in the region that fails to reach 25 percent below 2019 VMT per capita conditions by 2030 or 30 percent below by 2045; or
>
>   b. A substantial increase in induced travel due to roadway capacity expansions;
>
> Under CEQA, a qualitative significance threshold, such as the one the EIR uses for induced travel, is acceptable. See Response 2.101.

Response 2.104

The commenter opines that since no measurement of the increase in induced travel is provided then no comparison of induced travel to the threshold is possible.

This comment is similar to Response 2.101. Please refer to Response 2.101 regarding why a qualitative induced travel impact analysis methodology and significance threshold are acceptable.

Response 2.105

The commenter believes the failure to identify a meaningful threshold of significance or to quantify the induced travel due to capacity increases is an informational shortcoming in the Draft EIR.

Per Response 2.103, the induced travel significance threshold has been clarified. Please see Response 2.103 regarding why a qualitative induced travel impact analysis methodology and significance threshold are acceptable.

Response 2.106

The commenter claims that an EIR must identify a clear standard for assessing significance and then must provide sufficient analysis to apply that standard to the project's effects. (*Lotus v. Dept. of Transportation* (2014) 223 Cal.App.4th 645, 654-55.)

Please refer to Response 2.101 regarding why a qualitative induced travel impact analysis methodology and significance threshold are acceptable. The induced travel analysis on Pages 4.15-27 and 4.15-28 of the Draft EIR provides sufficient analysis to determine whether induced travel impacts are significant under the corrected significance threshold. (Also, please note that the cited pages of the *Lotus* decision do not expressly include the EIR requirements cited by the commenter.)

Response 2.107

The commenter states that the analysis of significance should precede the consideration of mitigation measures so that alternative mitigation can be considered (Id. at 655-56.).

The commenter is correct in their assertion that an analysis of significance should precede the consideration of mitigation measures. The commenter does not allege any specific deficiencies in the Draft EIR. However, throughout the Draft EIR, analysis is presented prior to the consideration of any mitigation for impacts determined to be significant. As noted on Page 4.15-28 of the Draft EIR, the induced travel impact at the regional level would be less than significant. Therefore, no mitigation measures to reduce the induced travel impact are considered or required.

Response 2.108

The commenter opines that project features should not be confused with mitigation measures. (Id. at 655-658.)

The commenter is correct in their assertion that project features should not be confused with mitigation measures. The commenter does not allege any specific deficiencies in the Draft EIR. As noted on Page 4.15-28 of the Draft EIR, the induced travel impact at the regional level would be less than significant. Therefore, no mitigation measures to reduce the induced travel impact are considered or required.

Response 2.109

The commenter believes that the Draft EIR should be revised and recirculated to provide a definition of "substantial increase," to justify the threshold, to quantify induced travel without any applicable mitigation, to explain whether and why pre-mitigation induced travel crosses the threshold of significance, and to propose any necessary mitigation.

This is a summary of previous comments (Comments 2.101 to 2.108). Please see Responses 2.101 to 2.08 regarding why a qualitative induced travel impact analysis methodology and significance threshold are acceptable. The EIR's induced travel analysis on pp. 4.15-27 and 4.15-28 does provide sufficient pre-mitigation analysis to determine whether induced travel impacts are significant under the corrected significance threshold. Therefore, no revisions to the Draft

EIR are necessary in response to this comment that could potentially trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5.

Response 2.110

The commenter opines that the qualitative discussion of the significance of induced travel is inadequate.

Please see Response 2.103 regarding why a qualitative induced travel impact analysis methodology is acceptable. The Draft EIR's induced travel analysis on pp. 4.15-27 and 4.15-28 provides sufficient analysis to determine whether induced travel impacts are significant under the corrected significance threshold. Also see Responses to 2.111 to 2.123 below.

Response 2.111

The commenter reiterates the Draft EIR's approach to qualitative discussion of the significance of induced travel.

This comment reiterates the EIR discussion of induced travel, and therefore no response is required. Nevertheless, the following response is provided. Induced demand is closely tied to the extent to which additional transportation capacity facilitates new land development or substantially alters accessibility in ways that generate additional travel. In the AMBAG region—Monterey, Santa Cruz, and San Benito counties—such effects are limited due to longstanding structural and regulatory constraints on growth.

The tri-county area is characterized by significant coastal protection policies, agricultural land conservation, water supply limitations, environmental resource protections, and voter-approved growth management measures. These constraints substantially limit outward expansion and large-scale greenfield development that typically contribute to induced travel. As a result, roadway capacity improvements within this context are unlikely to trigger substantial new development or materially alter regional land use patterns.

Consistent with research indicating that induced travel is more pronounced in high-growth metropolitan regions with fewer land use constraints (Deakin et al. [2020]), the AMBAG region's slower growth trajectory and regulatory framework reduce the potential for meaningful induced VMT from capacity projects. The ABM reflects adopted land use forecasts provided by local jurisdictions, and any incremental changes in travel behavior associated with network improvements are incorporated within the overall regional VMT projections. Given the constrained development context of the Monterey Bay region, induced demand and land use changes attributable to the MTP/SCS are not expected to be significant at the program level.

The Draft EIR provides sufficient analysis to determine whether induced travel impacts are significant under the corrected significance threshold. No revision to the Draft EIR is necessary.

Response 2.112

The commenter reiterates the discussion in the Draft EIR of the effect of induced travel due to land use changes caused by the MTP/SCS projects.

This comment reiterates the EIR discussion of induced travel, and therefore no response is required.

Response 2.113

The commenter notes that the EIR discusses the effect of the other four factors as it related to induced demand.

This comment reiterates the Draft EIR discussion of induced travel, and therefore no response is required. Nevertheless, the following response is provided.

Pages 4.15-27 and 4.15-28 of the Draft EIR acknowledge that induced travel can occur as a result of roadway capacity improvements. However, the magnitude of induced demand is highly context-sensitive and depends on regional growth dynamics, land development patterns, and regulatory conditions. In the AMBAG region—comprising Monterey, Santa Cruz, and San Benito counties—there are substantial structural constraints that limit the potential for large-scale induced travel.

The tri-county region is characterized by coastal protection policies, agricultural land preservation, water supply limitations, environmental resource constraints, and long-standing growth management regulations. These factors significantly restrict outward expansion and large-scale land use changes that typically drive induced travel effects. As noted in Deakin et al. (2020), induced travel tends to be more pronounced in rapidly growing metropolitan areas with fewer development constraints, and corridor-level effects are often diluted at the regional scale—particularly in areas with slow growth or limited development pressure.

Response 2.114

The commenter states that the Draft EIR concludes that additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

This comment reiterates the EIR discussion of induced travel, and therefore no response is required. Nevertheless, the following response is provided.

The AMBAG ABM evaluates aggregate regional travel behavior based on adopted land use forecasts and transportation networks. Within the Monterey Bay region's constrained development context, the potential for substantial induced VMT attributable solely to added roadway capacity is limited. Accordingly, induced demand effects are reflected within the model's overall regional VMT projections, and no separate, project-specific induced VMT quantification is warranted for this program level EIR.

Response 2.115

The commenter opines that the discussion of induced travel from land use changes caused by the MTP/SCS transportation projects is inadequate.

Induced travel is typically associated with substantial new development or major accessibility changes that generate additional travel (Transportation Research Board 2009). In the AMBAG region—Monterey, Santa Cruz, and San Benito counties—such effects are limited due to coastal

protections, agricultural preservation, water supply constraints, environmental regulations, and established growth management policies. These factors significantly restrict large-scale outward expansion and greenfield development that commonly contribute to induced travel.

As a result, roadway capacity improvements in this region are unlikely to trigger substantial land use changes or meaningful increases in VMT beyond those already reflected in adopted local land use forecasts. The ABM incorporates these constrained growth assumptions, and any incremental travel responses are captured within the overall regional projections. Accordingly, induced demand and associated land use changes attributable to the MTP/SCS are not expected to be significant at the program level.

Response 2.116

The commenter opines that there is no clear basis to find that induced travel due to land use changes caused by MTP/SCS transportation projects is less than significant. It criticizes the Draft EIR statement that the land use changes are captured in the modeling as not supported by sufficient explanations.

A project evaluated under CEQA is defined as "the whole of an action" with potential for an environmental effect (CEQA Guidelines Section 15378), and there is no requirement under CEQA to separately analyze the impacts of specific or individual project components. As such, there is no requirement for the Draft EIR to consider impacts of land use changes on their own, and induced travel from land use changes caused by transportation improvements envisioned in the 2050 MTP/SCS is not individually analyzed in the EIR. Rather, the 2050 MTP/SCS considers integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community or project level (Page 4.15-25 of the Draft EIR).

Although the MTP/SCS land use pattern is intended to reduce VMT, increases in per capita and total VMT nevertheless occur due to population growth, employment, travel behavior, emerging technologies, and increases in tourism and recreational activity that influence travel demand. Therefore, increases in per capita and total VMT are expected to occur with or without implementation of the land use and transportation improvements envisioned by the 2050 MTP/SCS.

Response 2.117

The commenter opines that the EIR does not explain what aspects of the "preferred land use scenario" are endogenous to the modeling, e.g., determined through the model or via some feedback mechanism, and what aspects are exogenously determined, e.g., by reviews of general plans and the aspirations of planning directors.

The land use scenario in the SCS was determined by the methodology summarized in Draft EIR Section 2.5.4 and included input from local jurisdictions and their planning policies. Together with planned transportation improvements, it was then modeled for transportation impacts, but the transportation modeling did not alter the SCS land use scenario.

Response 2.118

The commenter suggests that they cannot determine how much travel is induced by the land use changes caused by the MTP/SCS.

Induced travel by land use changes caused by MTP/SCS transportation improvements is not specifically analyzed in the EIR because the 2050 MTP/SCS includes integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level. Please refer to Response 2.116.

Response 2.119

The commenter opines that the public has no way to determine whether and by how much transportation projects to add capacity to US 101 and Highway 1 would cause more and faster buildout of sprawl subdivisions in the Salinas Valley or to determine how much travel this would induce.

Induced travel by land use changes caused by MTP/SCS transportation improvements on US 101 and Highway 1 is not specifically analyzed in the EIR because the 2050 MTP/SCS includes integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community or corridor level.

Response 2.120

The commenter requested the change in induced demand for eight projects included in the 2050 MTP/SCS, including:

- Russell Road Widening
- US 101 Salinas Corridor
- State Route 156 West Corridor Improvements
- Monterey County G12 Operational and Capacity Improvements
- Scenic Route 68 Corridor Improvements
- Davis Road Bridge Replacement and Widening and Imjin Parkway Widening project
- State Route 218 Operational Improvements
- Del Monte Corridor Improvements

As per the guidance provided by CARB, induced travel may occur for projects involving major roadways including interstates, other freeways/expressways, and principal arterials (Functional Class 1, 2 and 3) (CARB 2017). Not all listed above projects are adding capacity or are classified as Functional Class 1, 2, or 3. All projects listed above are operational and safety improvements, one of the main goals adopted by FHWA/Caltrans and required to achieve transportation performance targets.

Listed below are the identified projects listed by way of example in the comment letter, and information for each individual project:

- Russell Road Widening – Functional Class 4 (not subject to induced demand travel); operational improvements around school zone, signalization and installing roundabout.
- US 101 Salinas Corridor –Functional Class 2, Safety improvement, installing auxiliary lane improvements to shorter on ramps in downtown areas. No potential induced demand impacts as these are operational improvements and not capacity increasing projects.
- State Route 156 West Corridor Improvements – Functional Class 3. No capacity increasing or widening. Safety improvements such as intersection improvements for at-grade roadways. No potential induced demand impacts due to operational nature of improvements.
- Monterey County G12 Operational and Capacity Improvements – Functional Classes 3, 4, 5. No capacity improvements are included in this project , only safety and operational improvements, such as installing multiple roundabouts. No potential induced demand impacts.
- Scenic Route 68 Corridor Improvements – Functional Class 3. No capacity improvements. Operational improvements and safety, including installing multiple roundabouts. No potential induced demand impacts as improvements do not add any capacity.
- Davis Road Bridge Replacement–Functional Class 4 (not subject to induced travel). Small widening of Imjin Parkway. (Only 1.5-mile length of total project with installation 4 roundabouts. It is an operational improvement with transportation control management [TCM] benefits).
- State Route 218 Operational Improvements – Functional Class 4 (not subject to induced travel). No capacity widening only operational improvements at few intersections and safety improvements.
- Del Monte Corridor Improvements – Functional Class 3. Project does not add continuous through capacity/widening, only operational improvements at a few intersections to facilitate right turn movements to improve safety. No potential induced demand impacts as improvements do not add capacity.

Response 2.121

The commenter argues that they cannot discern whether and by how much the provision of increased transit, complete streets, and active transportation facilities would increase the buildout of denser housing and affordable housing on the Monterey Peninsula where jobs are located, or discern how much less travel this would induce. The commenter also asserts that changes in land use and induced travel from Alternatives 2 and 3 are not sufficiently explained.

The 2050 MTP/SCS includes integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level. Please refer to Response 2.116.

The MTP/SCS includes transportation metrics related to transit ridership, travel time, and VMT to evaluate the usage of alternative modes. Similarly, Alternatives 2 and 3 include integrated land use changes and transportation investments, and are evaluated together on a regional basis. Induced travel impacts of these alternatives are discussed qualitatively, which is permissible under CEQA, as explained in Response 2.101.

Response 2.122

The commenter opines that the given conclusion that the MTP/SCS has no effect on VMT, the claim in the subsequent discussion of induced travel that the MTP/SCS "minimizes" VMT is not supported. If a project has no effect on VMT, it cannot reasonably be said to "minimize" VMT.

As discussed in Response 2.17, he assertion about minimizing VMT appears to refer to a Draft EIR statement on p. 4.15-28 that the MTP/SCS includes a mix of land uses balanced to minimize VMT. This minimization is the context of comparison to less balanced land use scenarios that would have higher VMT. Also, please see Response 2.16 for an explanation of why per capita VMT increases compared to baseline conditions.

Response 2.123

The commenter opines that the discussions of induced travel due to land use changes caused by transportation projects in the preferred project or the Alternatives do not provide information to justify any findings about the significance of induced travel due to land use changes.

The 2050 MTP/SCS and alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community or corridor level. Please see Responses 2.115 to 2.122.

Response 2.124

The commenter opines that the discussion of induced travel from the other four factors - longer trips, mode choice changes, route changes, and new trips caused by the MTP/SCS transportation projects - is inadequate.

AMBAG'S ABM investigates how activity and travel patterns are related to land use and available transportation network (supply). Socio-demographic characteristics of the household make decisions to participate in work, school, university, shopping, personal business and social/recreational activities (AMBAG 2026a).

As discussed in Response 2.100, AMBAG'S ABM uses five feedback loops as detailed in Appendix F of the 2050 MTP/SCS to achieve the optimal benefits of land use and transportation network. Integrated land use and transportation modeling uses iterative feedback loops—typically starting from land use, through trip generation/distribution, to skims (travel costs/times) and highway assignment—to balance traffic capacity with development patterns. This procedure is well recognized and accepted by professionals and recommended (FHWA 2019). In the ABM all travel is a derivative of an individual's need or desire to pursue an activity at a location other than the given trip origin, at the given time. Over fifty years of research suggests that lane miles is an imperfect measure for travel time savings, as induced travel primarily results from reduced travel times rather than increased capacity (AMBAG 2024; AMBAG 2026a; AMBAG 2026b; U.S. Census Bureau 2022; U.S. Census Bureau 2024). Aggregate elasticity-based methods to estimate induced demand are not practically applicable to capacity projects included in 2050 MTP/SCS.

Establishing the precise causal relationship between urban travel and highway capacity is a difficult task. The key to success in these studies is to avoid attributing travel growth "induced" by changes in other causal factors such as changes in the total number of trip makers (households/population) and their characteristics (e.g., incomes, employment status) and other exogenous factors such as real gasoline price, growth/adaptation of TNCs, delivery and returns trips due to online shopping, increased adoption of electric vehicles, and outlet membership perk like free shipping and returns.

Response 2.125

The commenter opines that the statement that induced travel is more pronounced at the project or corridor level compared to the regional level is irrelevant.

The EIR's statement is accurate and supported by research. See Deakin et al. (2020). It does not affect the adequacy of the regional induced travel analysis presented in Draft EIR pp. 4.15-27 and 4.15-28.

Response 2.126

The commenter opines that the Draft EIR suggests that the determination of the actual significance of regionally induced travel from the MTP/SCS should not be postponed to future analyses of specific transportation projects because those future analyses are incomplete.

The Draft EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed project-specific design is not yet known, the Draft EIR appropriately evaluates impacts related to induced travel at the regional level rather than at the corridor level. The Draft EIR (Page 4.15-28) concludes that induced travel impacts from the MTP/SCS are less than significant at the programmatic level. This determination is supported by substantial evidence presented in the Draft EIR, as well as in in these responses to comments. Thus, the determination of significance of regionally induced travel from the MTP/SCS is not "postponed."

Additional project-specific analysis of induced travel may be provided when future CEQA documents are prepared as required under CEQA Guidelines Sections 15162, 15163, and 15168 depending on approach utilized by implementing agencies.

Response 2.127

The commenter opines that noting regional induced travel effects take time to appear is not relevant, and that any changes that do occur within the 2050 planning horizon should be assessed.

The EIR conclusion that induced travel impacts from the MTP/SCS in 2050 are less than significant is supported by substantial evidence presented in the EIR and in these responses. Induced travel impacts of the MTP/SCS are discussed qualitatively and at the program level, which is permissible under CEQA.

Response 2.128

The commenter opines that the EIR makes no effort to assess the actual effect of the MTP/SCS on travel due to longer trips, changes in mode choice, route changes or newly generated trips induced by the MTP/SCS transportation projects.

The Draft EIR impact analyses of the regional transportation impacts are discussed in Section 4.15 and Appendix C. The AMBAG model calculates trip length, mode choice, and trip generation, as discussed in Appendix F of the 2050 MTP/SCS. Induced travel impacts of the MTP/SCS are discussed qualitatively, which is permissible under CEQA, as explained Response 2.101. The Draft EIR provides a program-level evaluation of impacts associated with implementation of the MTP/SCS. Because detailed project-specific design is not yet known, the Draft EIR appropriately evaluates impacts related to induced travel at the regional level rather than at the corridor level.

Response 2.129

The commenter claims that no effort is made to quantify the additional induced travel or to compare it to a meaningful threshold of significance.

Please refer to Response 2.101 regarding why a qualitative induced travel impact analysis methodology and significance threshold for induced travel are acceptable. Induced travel impacts of the MTP/SCS are discussed qualitatively, which is permissible under CEQA, as explained in Response 2.101. Induced travel caused by MTP/SCS transportation improvements on US 101 and Highway 1 is not specifically analyzed in the EIR because the 2050 MTP/SCS includes integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community or corridor level. The design-information needed for a corridor-level induced travel analysis within the 2050- MTP/SCS Program EIR is not available. This analysis may be provided when future CEQA documents are prepared as required under CEQA Guidelines Sections 15162, 15163, and 15168 depending on the approach utilized by implementing agencies

Response 2.130

The commenter opines that the regional aggregate travel effect of added capacity has not been isolated or quantified.

The EIR conclusion that induced travel impacts from the MTP/SCS are less than significant is supported by substantial evidence presented in the EIR, as well as in these responses. Induced travel impacts of the MTP/SCS are discussed qualitatively, which is permissible under CEQA, as explained in Response 2.101.

Response 2.131

The commenter opines that the alternatives should logically represent a changed version of the MTP/SCS, i.e., a changed mix of transportation projects.

Transportation projects for each alternative were carefully evaluated and grouped to support the respective land use scenario in each alternative in consultation and coordination with local jurisdictions, RTPAs, transit agencies and Caltrans. As discussed in Response 2.19, land use assumptions included for each scenario were developed in consultation with all local jurisdictions.

The transportation improvements included in Alternative 2 includes more transit investments and less roadway improvements. Alternative 3 includes more operational and maintenance improvements and complete streets investments and less roadway improvements. Alternatives 2 and 3 include land use patterns comprised of more compact growth footprint and increased densities (see Draft EIR Pages 7-2, 7-17, and 7-28). The alternatives can properly assume that the land use changes could be feasibly implemented by local jurisdictions independent of the transportation project changes.

Response 2.132

The commenter opines that the alternatives analyses do not provide information about specific changes to the land use scenario or transportation projects.

The EIR provides a sufficient level of detail about the alternatives' land use scenarios and transportation improvements to allow meaningful impact analysis, consistent with CEQA Guidelines Section 15126.6(d). The alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level.

The land use in Alternatives 2 and 3 assumes a more compact growth footprint and providing more infill in urbanized areas to connect with improvements to transit services and active transportation improvements.

The detailed transportation project lists for Alternatives 2 and 3 were included in the Draft EIR in *Appendix G: 2050 MTP/SCS and RTPs Transportation Alternatives Project List.*

Response 2.133

The commenter states that the Draft EIR does not provide a specific list of transportation projects that would be included for Alternatives 2 and 3.

The detailed transportation project lists for Alternatives 2 and 3 were included in the Draft EIR in *Appendix G: 2050 MTP/SCS and RTPs Transportation Alternatives Project List*.

Response 2.134

The commenter opines that the Draft EIR does not provide an adequate description of the alternative land use and transportation scenarios in Appendix F.

Land use assumptions for the alternatives are discussed in Chapter 7 of the Draft EIR (Pages 7-6, 7-17, and 7-28). The transportation project list for the MTP/SCS is included in Appendix B of the Draft EIR. The transportation project lists for Alternatives 2 and 3 are included in Appendix G of the Draft EIR.

Chapter 7, *Alternatives*, of the Final EIR has been revised in response to this comment:

> The alternative ~~land use and~~ transportation scenarios modeled and analyzed by AMBAG are described in Appendix ~~F~~ G of the ~~2050 MTP/SCS~~ EIR, and the preferred scenario (proposed project) is described in detail within Chapter 2, Transportation Investments, and Chapter 4, Sustainable Communities Strategy, of the 2050 MTP/SCS, as well as Chapter 2 and Appendix B of this EIR.

Response 2.135

The commenter claims that the Draft EIR must be revised and recirculated to provide an adequate description of the Alternatives including a list of transportation projects and changes to land uses that the transportation project caused.

The transportation project lists for Alternatives 2 and 3 are included in Appendix G of the Draft EIR. Refer to Response 2.134 for edits made in Chapter 7, *Alternatives*, of the Final EIR in response to this comment.

The land use changes in the alternatives are not caused by changes to transportation projects because the alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level. The EIR alternatives descriptions meet CEQA requirements (Section 15126), Therefore, no revisions to the Draft EIR are necessary in response to this comment that could potentially trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5.

Response 2.136

The commenter assumes there was a process for developing the transportation project lists for the Alternatives 2 and 3 and to identify land use changes that would be caused by these alternatives.

Transportation projects for each alternative were carefully evaluated and grouped to optimally support the respective land use scenario in each alternative in consultation and coordination with local jurisdictions, RTPAs, transit agencies and Caltrans. As discussed in Response 2.19, land use assumptions included for each scenario were developed in consultation with all local jurisdictions.

Transportation improvements in the alternatives include additional transit investments, active transportation, Complete Streets, and operational improvements that were not included in the proposed 2050 MTP/SCS. The transportation improvements included in Alternative 2 includes more transit investments and less roadway improvements. Alternative 3 includes more operational and maintenance improvements and complete streets investments and less roadway improvements.

As discussed in Response 2.19, land use assumptions included for each scenario were developed in consultation with all local jurisdictions. The land use changes in the alternatives are not “caused” by changes to transportation projects because the alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level.

Response 2.137

The commenter asks if the VMT modeling for the alternatives assumes that the increased land use development density and increased incidence of mixed use projects are in fact caused by the changes in transportation projects.

Alternative 2 and 3 assume a more compact growth footprint and providing more infill in urbanized areas to connect with improvements to transit services and active transportation improvements. The land use changes in the alternatives are not caused by changes to transportation projects because the alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level. The alternatives can properly assume that the land use changes could be feasibly implemented by local jurisdictions independent of the transportation project changes.

Response 2.138

The commenter opines that the Draft EIR does not explain how the land use scenarios for Alternatives 2 and 3 were developed or provide evidence that they were caused by provision of a different transportation mix.

Alternatives 2 and 3 assume a more compact growth footprint and providing more infill in urbanized areas to connect with improvements to transit services and active transportation improvements. The land use changes in the alternatives are not caused by changes to transportation projects because the alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level.

As discussed in Response 2.131, transportation projects for each alternative were carefully evaluated and grouped to support the respective land use scenario in each alternative in consultation and coordination with local jurisdictions, RTPAs, transit agencies and Caltrans. As discussed in Response 2.19, land use assumptions included for each scenario were developed in consultation with all local jurisdictions.

Response 2.139

The commenter opines that the provision of increased transit, more complete streets, and more active transportation facilities should encourage more high-density urban infill and should make affordable housing more feasible in urban locations and proximate to low wage employment. The commenter opines that the pace of development should be reflected in the counts of built units under 2022, 2030, and 2050 conditions in each TAZ.

The land use assumptions for Alternatives 2 and 3 were not developed by a detailed analysis of how land uses would be altered by a different mix of transportation projects. The land use changes in the alternatives are not caused by changes to transportation projects because the alternatives include integrated land use changes and transportation investments, and are evaluated together on a regional basis, not at the community level.

AMBAG's ABM, covering Monterey, San Benito, and Santa Cruz counties is designed to model the regional level combined effect of land use (demand) and transportation (supply). Each alternative developed and analyzed is a combination of both (land use and transportation network) and the results should be read as a combined effect. The modeled alternatives are compared with the no build alternative (benchmark) first and then with AMBAG Board adopted performance measures (PM).

Response 2.140

The commenter requests housing units and location by TAZ for built high-density market rate housing, other market rate (non-high density) housing, and affordable housing for the years 2022, 2030, and 2050 in the preferred scenario and Alternatives 1, 2, and 3 for Monterey County.

AMBAG's ABM covering Monterey, San Benito, and Santa Cruz counties is designed to analyze the regional-level combined effect of land use (demand) and transportation (supply). The ABM does not use the numbers of housing units or their types by TAZ as inputs to the travel demand forecasting process; rather, it uses households and household characteristics. The ABM uses households and household resident demography, socio-economic, auto availability, and driver license profile to estimate the travel demand. The detailed housing unit data requested by the commenter was not developed as part of the EIR process and therefore cannot be provided, nor was it required for an adequate EIR alternatives analysis.

Response 2.141

The commenter asks if the VMT analyses for the alternatives account for changes to the jobs/housing mix due to better matching of local low wage jobs to affordable units.

As discussed in Response 2.65, AMBAG's ABM does not explicitly categorize employment as "low wage" or "high wage." Rather, employment is represented by sector, and worker characteristics—including income—are represented through household and person-level socio-demographic inputs. The model evaluated changes in the spatial distribution of total households and total employment at the TAZ level to assess regional VMT effects, and the model was found to be sensitive to these variables.

Response 2.142

The commenter asks if the VMT analyses for the alternatives account for changes to the jobs/housing mix due to better matching of local low wage jobs to higher density and therefore more affordable by design units?

This comment is similar to Comment 2.141. Please refer to Response 2.141.

Response 2.143

The commenter expresses gratitude for the opportunity to comment on the Draft EIR.

This comment is conclusory and does not pertain to the adequacy of the Draft EIR analysis or CEQA process. No further response or revision is required.

Response 2.144

The comment lists the citations reference in the comment letter.

This comment is noted. Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Letter 3

LAFCO *of Monterey County*

LOCAL AGENCY FORMATION COMMISSION OF MONTEREY COUNTY

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County Member

Vice Chair
Mary Ann Leffel
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City Member, Alternate

Counsel

Reed Gallogly
General Counsel

Executive Officer

Kate McKenna, AICP

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January 30, 2026

Heather Adamson, Director of Planning
Association of Monterey Bay Area Governments (AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940

Subject: AMBAG's Draft 2050 Metropolitan Transportation Plan (MTP); its Sustainable Communities Strategy (SCS); and the Draft Environmental Impact Report (EIR)

Dear Heather,

Thank you for the opportunity to comment on AMBAG's Draft 2050 Metropolitan Transportation Plan (MTP), its Sustainable Communities Strategy (SCS), and the Draft Environmental Impact Report (EIR). These comments acknowledge shared objectives between LAFCO's legislative purposes and AMBAG's MTP/SCS and Draft EIR (collectively, the Plan) and identify several minor mapping corrections. In order to comply with the deadline for comments, I am providing the following comments in draft form. This letter is subject to review and authorization at the next regular meeting of the Local Agency Formation Commission on February 23, 2026. 3.1

Alignment with LAFCO's Legislative Purposes

Among LAFCO's legislative purposes are encouraging the orderly formation of local governmental agencies, preserving agricultural land resources, discouraging urban sprawl, and promoting the efficient delivery of local government services. Consistent with these objectives, LAFCO is supportive of AMBAG's Plan.

The Plan evaluates regional travel patterns and transportation needs to develop a network that enhances mobility and accessibility throughout the region. It emphasizes concentrating housing and employment within urban centers and near transit, encouraging compact growth, and investing in operational, safety, and active transportation improvements while maintaining a state of good repair for existing infrastructure. By prioritizing mixed-use development within established urban areas rather than expansion at the urban fringes, the Plan aims to reduce vehicle travel distances and associated greenhouse gas emissions. The Sustainable Communities Strategy (SCS) land use pattern recognizes farmland as a vital regional economic resource and includes implementation strategies designed to minimize the impacts of transportation and land use projects on agricultural lands. 3.2

Minor Mapping Corrections

Overall, Appendix I (SCS Maps) contains city-level maps showing place type designations based on city General Plan land uses and showing city limits and spheres of influence. These place types maps are used in the analysis of scenarios and opportunity areas. Upon review of Appendix I, LAFCO staff identified several minor 3.3

mapping discrepancies affecting the Cities of Greenfield, Salinas, and Soledad. Specifically, certain city limit boundaries and spheres of influence shown on the maps do not align with LAFCO's current city boundary information (see Attachment 1 – Table Summary of Minor Mapping Corrections). 3.3

LAFCO's proposed corrections do not request any changes to place type designations. Rather, they are intended solely to ensure that city limit boundaries and spheres of influence accurately reflect current LAFCO maps. For reference, attachments to this letter include a table summary of minor mapping corrections (Attachment 1), the relevant AMBAG Appendix I city place types maps with the areas of discrepancy identified (Attachments 2, 4, and 6), and the corresponding LAFCO city maps (Attachments 3, 5, and 7). 3.4

These comments are provided to support the accuracy and clarity of AMBAG's planning documents. Thank you for your attention to these items, and please continue to keep us informed as the planning process moves forward. Should you have any questions, require additional mapping information or underlying data, or wish to discuss these matters further, please do not hesitate to contact me or LAFCO Principal Analyst Jonathan Brinkmann at brinkmannj@monterey.lafco.ca.gov. 3.5

Sincerely,

Kate McKenna, AICP
Executive Officer

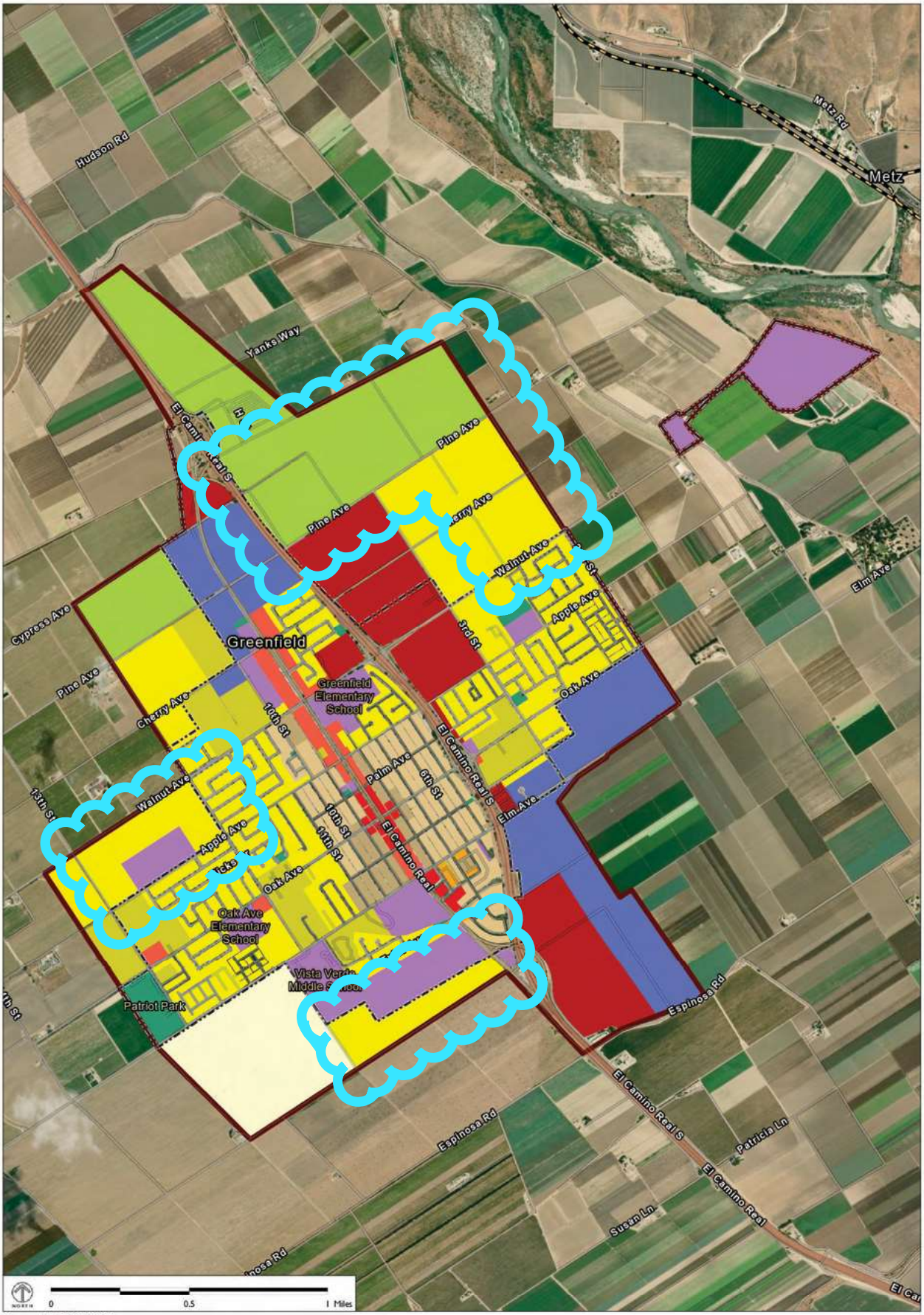
Attachments:

1. Table summary of minor mapping corrections
2. I-20 – City of Greenfield Place Types Map (AMBAG)
3. City of Greenfield Map (LAFCO)
4. I-27 – City of Salinas Place Types (AMBAG)
5. City of Salinas Map (LAFCO)
6. I-33 – City of Soledad Place Types (AMBAG)
7. City of Soledad Map (LAFCO)

3.6

Table Summary of Minor Mapping Corrections

City	Appendix / Map	Area Description	Correction
Greenfield	Appendix I – SCS Map I-20	South of Thorne Road, north of Pine Avenue, and east of 2nd Street (east of Highway 101)	Area is not within the City's sphere of influence
Greenfield	Appendix I – SCS Map I-20	Area north of Apple Avenue (west of Highway 101)	Area is within the City limits
Greenfield	Appendix I – SCS Map I-20	Area south of Tyler Avenue and Greenfield High School (west of Highway 101)	Area is within the City limits
Salinas	Appendix I – SCS Map I-27	East of Highway 101 and north of Russell Road	Area is not within the City's sphere of influence
Salinas	Appendix I – SCS Map I-27	West of N. Davis Road and south of the Salinas Auto Mall	Area is not within the City's sphere of influence
Salinas	Appendix I – SCS Map I-27	East of S. Main Street and south of E. Blanco Road	Area is not within the City's sphere of influence
Salinas	Appendix I – SCS Map I-27	East of SEMCO and south of Abbott Street	Area is not within the City's sphere of influence
Soledad	Appendix I – SCS Map I-33	Approximately 654 acres north of the City's urbanized footprint and east of San Vicente Road (Miramonte Project)	Area is within the City's sphere of influence



Source data: AMBAG, 2025

2022 GREENFIELD PLACE TYPES

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Neighborhood Mixed Use

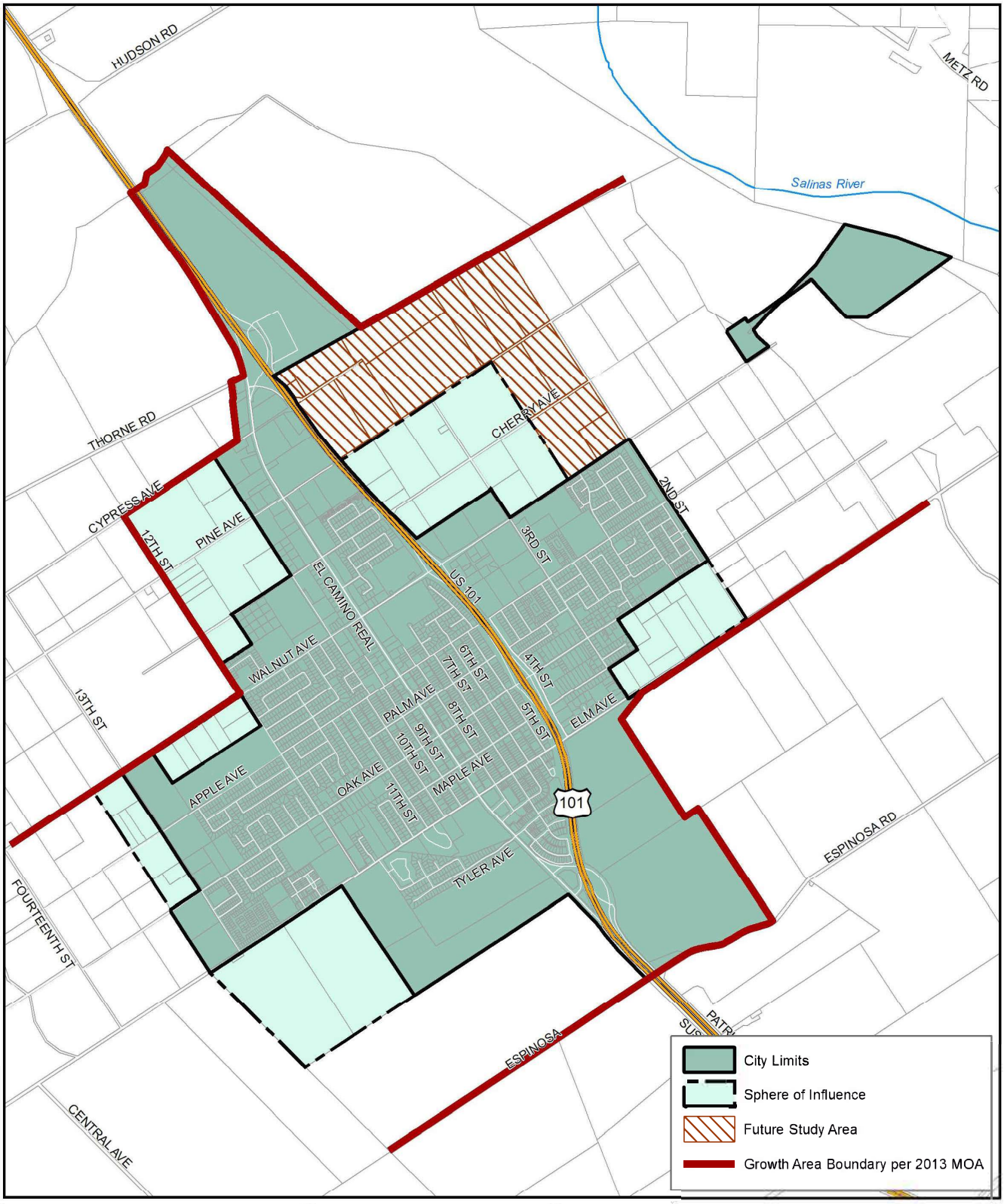
Town Place Types
- Town Single-Family Residential
- Town Multi-Family Residential
- Town Commercial

Non-Urban Place Types
- Agriculture
- Exurban and Rural Residential

Other
- Industrial/Manufacturing
- Institutional/Civic
- Open Space/Recreational

- City Limits
- Sphere of Influence
- Railroads

GREENFIELD
2022 BASE



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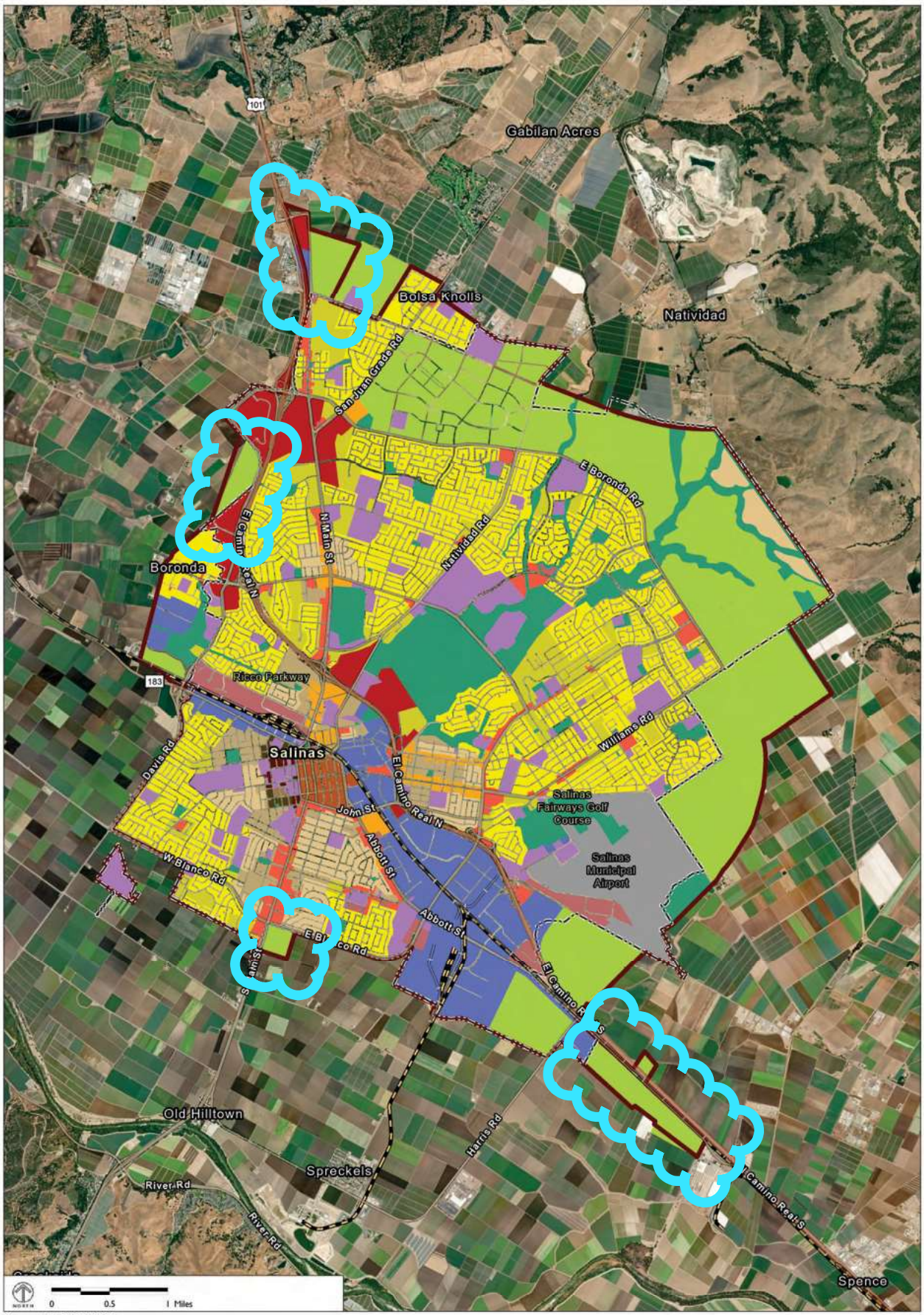
CITIES

GREENFIELD

Last LAFCO-Approved Change: 10/28/2024
Sphere of Influence Affirmed: 12/04/2023
Map Prepared: 3/26/2025



Source data: AMBAG, 2025

2022 SALINAS PLACE TYPES

Urban Place Types
- Urban Single-Family Residential
- Urban Multi-Family Residential
- Urban Commercial
- Urban Mixed Use

Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial

Employment Center
- Neighborhood Mixed Use

Town Place Types
- Town Single-Family Residential
- Town Multi-Family Residential

Town Commercial
- Town Mixed Use

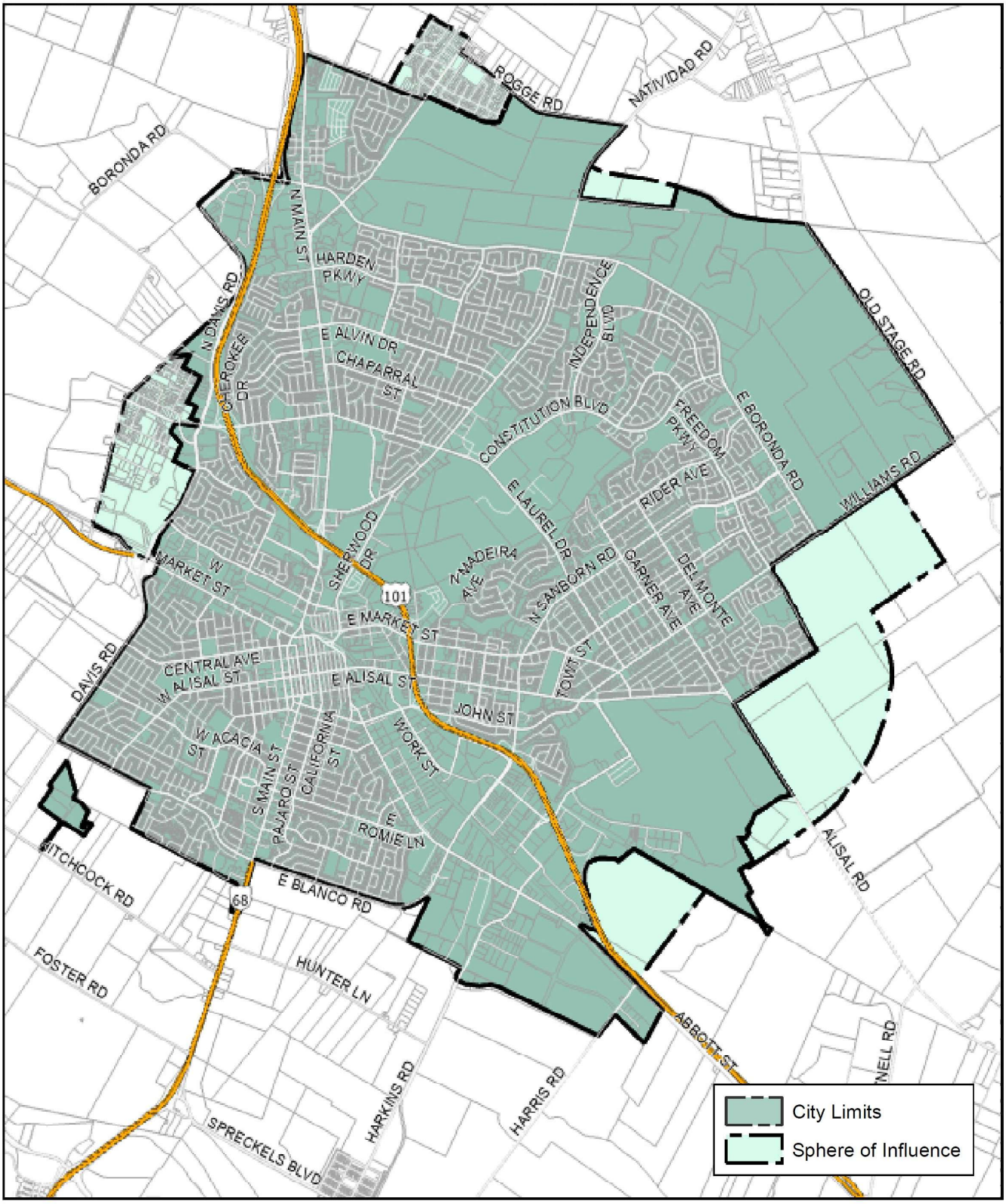
Non-Urban Place Types
- Agriculture

Other
- Industrial/ Manufacturing

Institutional/Civic
- Open Space/ Recreational
- Airport

Sphere of Influence
- City Limits
- Railroads

SALINAS 2022 BASE



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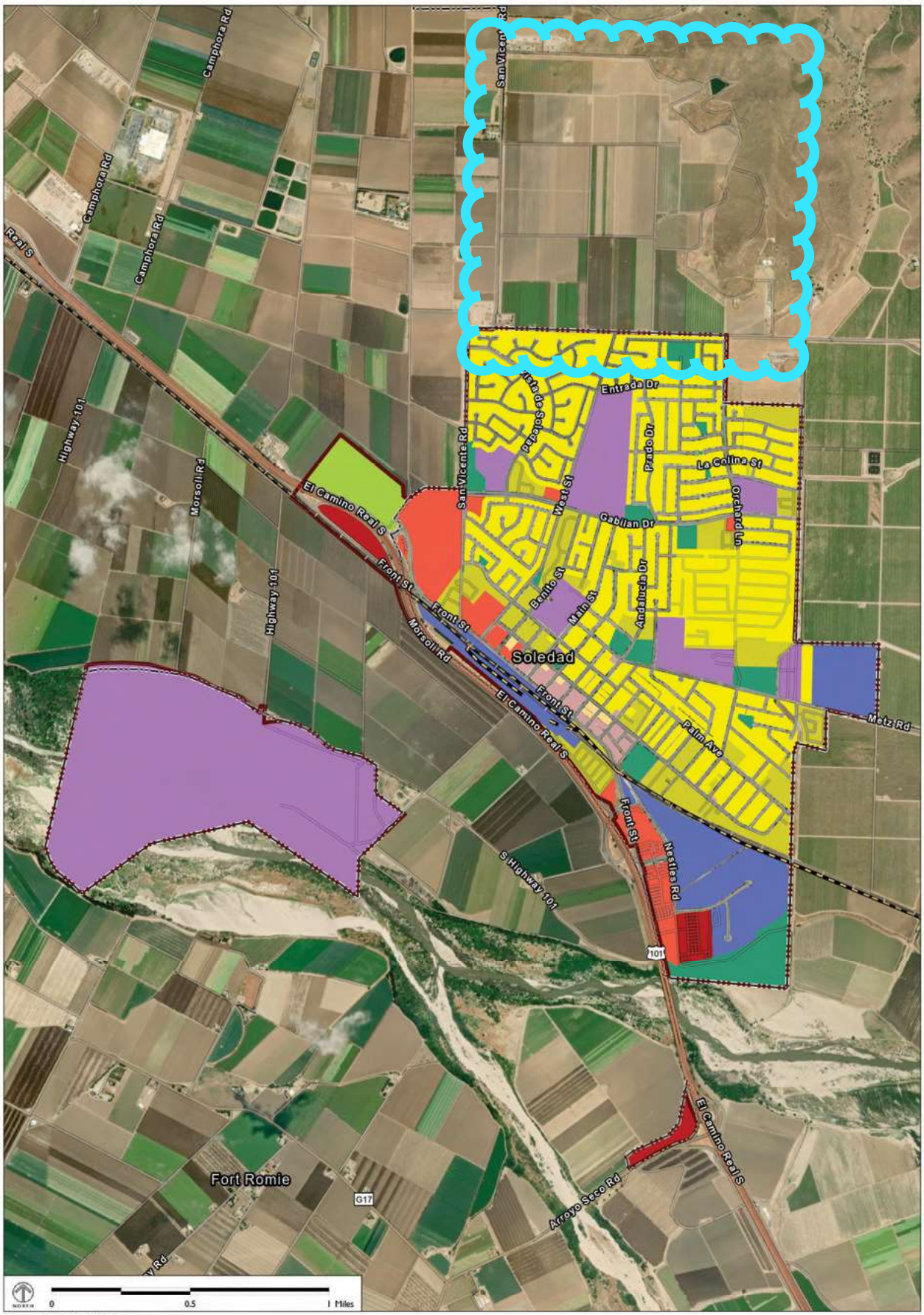
CITIES

SALINAS

Last LAFCO-Approved Change: 10/22/2018
Sphere of Influence Affirmed: 09/27/2010
Map Prepared: 01/14/2026



Source data: AMBAG, 2025

2022 SOLEDAD PLACE TYPES

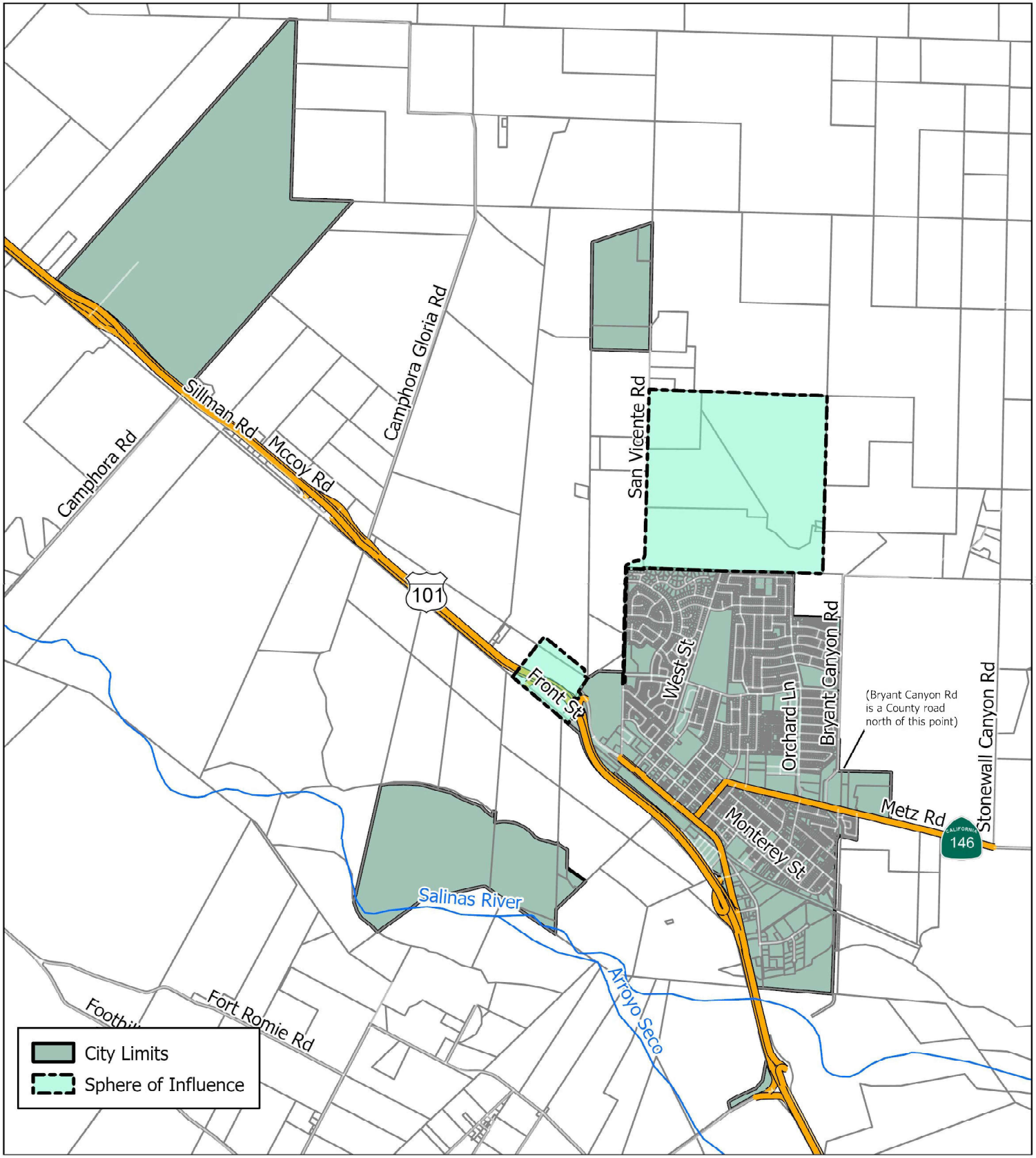
Suburban Place Types
- Suburban Single-Family Residential
- Suburban Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial

Non-Urban Place Types
- Agriculture
- Rural Town Commercial
- Rural Town Residential

Other
- Industrial/ Manufacturing
- Institutional/Civic
- Open Space/ Recreational

- City Limits
- Sphere of Influence
- Railroads

SOLEDAD
2022 BASE



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CITIES

SOLEDAD

Last LAFCO-Approved Change: 12/5/2022
Sphere of Influence Affirmed: 12/5/2022
Map Prepared: 11/17/2022

Letter 3

COMMENTER: Kate McKenna, Executive Officer, LAFCO of Monterey County

DATE: January 30, 2026

Response 3.1

The commenter notes their thanks for the opportunity to comment on the MTP/SCS and the Draft EIR, and states that their comments acknowledge shared objectives between LAFCO's legislative responsibilities and the goals of the MTP/SCS and EIR. The commenter also notes that the letter identifies several minor mapping corrections. The commenter explains that the comments are being submitted in draft form to meet the deadline and will be formally reviewed and authorized at the upcoming Local Agency Formation Commission meeting on February 23, 2026.

The Local Agency Formation Commission meeting on February 23, 2026, was cancelled. However, the Local Agency Formation Commission met on March 23, 2026, and approved the conditional letter. Refer to Response 3.3 and Response 3.4 for detailed responses regarding the suggested mapping corrections.

Response 3.2

The commenter summarizes LAFCO's legislative purposes and notes that LAFCO is supportive of the proposed project. The commenter also summarizes the proposed project, particularly focusing on project aspects such as compact development, multimodal transportation investments, and maintaining existing infrastructure. The commenter notes that the proposed project emphasizes infill and mixed-use development to reduce vehicle travel and emissions and highlights the SCS's recognition of farmland as an important economic resource, along with strategies to minimize land-use and transportation impacts on agricultural lands.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 3.3

The commenter notes that Appendix I of the SCS contains city-level place-type maps that are used in the analysis of scenario and opportunity area. The commenter identifies minor mapping discrepancies for the Cities of Greenfield, Salinas, and Soledad, noting that certain city limits and spheres of influence shown in Appendix I do not match LAFCO's current boundary information. The commenter references an attached table summarizing the proposed corrections.

AMBAG appreciates the commenter's attention to the city limits and spheres of influence shown on the city-level place-type maps include in Appendix I of the SCS. The maps in Appendix I of the SCS have been updated accordingly. However, the Draft EIR includes place type maps on a regional scale that do not include boundary lines for individual cities. Furthermore, the changes made to the maps in Appendix I of the SCS do not include changes to the land use

typology. Therefore, this comment does not pertain to the adequacy of the EIR, and no revisions the Draft EIR are necessary.

Response 3.4

The commenter clarifies that the proposed mapping corrections are to ensure city limit boundaries and spheres of influence in the SCS maps accurately match current LAFCO maps and do not involve any changes to place-type designations. The commenter notes the attachments to the letter provide a table summarizing the minor mapping corrections, the relevant AMBAG 2050 MTP/SCS Appendix I maps showing the discrepancies, and the corresponding LAFCO city maps for reference.

As identified in Response 3.3, the Draft EIR includes place type maps on a regional scale that do not include boundary lines for individual cities. Furthermore, the changes made to the maps in Appendix I of the SCS do not include changes to the land use typology. Therefore, this comment does not pertain to the adequacy of the EIR, and no revisions to the Draft EIR are necessary.

Response 3.5

The commenter concludes with an assertion that the comments are provided to support the accuracy and clarity of AMBAG's planning documents and thanks AMBAG's attention to the items in the letter. The commenter also requests that AMBAG continue to keep LAFCO informed as the planning process moves forward and invites AMBAG to reach out for further discussion, as needed.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 3.6 and Attachments

The commenter provides a list of attachments that are referenced throughout their letter. The attachments are then provided. These include Attachment 1, which is a table summarizing the minor mapping corrections, and Attachments 2-7, which are maps of the recommended corrections.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

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

GAVIN NEWSOM, Governor
MEGHAN HERTEL, Director

Letter 4

January 30, 2026

Heather Adamson, Director of Planning
Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, California 93940
(831) 264-5086
hadamson@ambag.org

Subject: 2050 Metropolitan Transportation Plan (MTP) / Sustainable Communities Strategy (SCS) and 2050 Regional Transportation Plans (RTP) for San Benito, Santa Cruz, and Monterey Counties (Plan)
Draft Environmental Impact Report (DEIR)
State Clearinghouse No.: 2024010524

Dear Heather Adamson:

The California Department of Fish and Wildlife (CDFW) received a DEIR from the Association of Monterey Bay Area Governments (AMBAG) for the Plan pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Plan that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Plan that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code. 4.1

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802.). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. 4.2

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may

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need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the project's stemmed from this Plan may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the project's stemmed from this Plan may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required. 4.2

Fully Protected Species

Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research;
- Efforts to recover a fully protected, endangered, or threatened species, live capture and relocation of a bird species for the protection of livestock; or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

4.3

Specified types of infrastructure projects may be eligible for an Incidental Take Permit (ITP) for unavoidable impacts to fully protected species if certain conditions are met (Fish & G. Code § 2081.15). Project proponents should consult with CDFW early in the project planning process.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). 4.4

Unlisted Species: Species of plants and animals need not be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any State or Federal list to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for E, R, or T, as specified in the CEQA Guidelines section 15380, CDFW recommends it be fully considered in the environmental analysis for projects stemmed from this Plan. 4.5

PLAN DESCRIPTION SUMMARY 4.6

Proponent: Association of Monterey Bay Area Governments

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Objective: The Plan proposes to develop a long-range transportation plan and SCS for Monterey, San Benito, and Santa Cruz counties. The Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC) are the State-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which is evaluated in the DEIR. The Plan is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The Plan sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The Plan also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MTP) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning. 4.6

Location: Monterey County, Santa Cruz County, and San Benito County

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist AMBAG in adequately identifying and/or mitigating the Plan's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the DEIR. 4.7

CDFW submitted a comment letter on March 14, 2024 (Attachment 1) in response to the Plan's Notice of Preparation (NOP). That letter provided species considerations for evaluation in the DEIR and provided recommendations to ensure compliance with the CESA and Fish and Game Code. 4.8

CDFW has concerns about the ability of some the proposed mitigation measures to reduce impacts to less than significant and avoid unauthorized take for several special status animal species, including the State endangered and federally listed Marbled Murrelet (*Brachyramphus marmoratus)*; the State endangered and fully protected and federally endangered Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); the State and federally threatened California tiger salamander - central California Distinct Population Segment (DPS) (*Ambystoma californiense* pop. 1); the State fully protected ringtail (*Bassariscus astutus*); the State candidate and specially protected mammal Southern California/Central Coast Evolutionary Significant Unit (ESU) Mountain lion (*Puma concolor*); the State candidate western burrowing owl (*Athene cunicularia hypugaea*); and the State species of special concern American 4.9

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badger (*Taxidea taxus*), Monterey dusky-footed woodrat (*Neotoma macrotis luciana*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus frantzii*), and loggerhead shrike (*Lanius ludovicianus*). CDFW is also concerned how the Plan may impact wildlife movement and habitat connectivity and has the following recommendations: 4.9

Marbled Murrelets

The DPEIR, impact BIO-1(a), currently references an outdated protocol for surveying marbled murrelets (MAMU), Methods for Surveying Marbled Murrelets in Forests: A Revised Protocol of Land Management and Research (Pacific Seabird Group 2003). There is updated guidance that reflects current best practices for survey methods and conservation considerations for the species. The Pacific Seabird Group's 2024 Inland Survey Protocol for Marbled Murrelets incorporates updated survey methods and design, occupancy criteria, and terminology, and utilizes the best available science for evaluating potential marbled murrelet occupancy within nesting habitat (USFWS 2024). To avoid potentially significant impacts to MAMU, CDFW recommends revising Impact BIO-1(a) to replace the outdated 2003 protocol with the most recent version, *A Revised Protocol for Surveying Marbled Murrelet in Forests* (Pacific Seabird Group 2024), available at: https://pacificseabirdgroup.org/wp-content/uploads/2024/02/A-Revised-Protocol-for-Surveying-MAMU-in-Forests-2024.pdf. 4.10

Western Burrowing Owl

The California Fish and Game Commission (FGC) approved western burrowing owl (BUOW) as a candidate for potential listing as a protected species under CESA on October 10, 2024, and published these findings in the California Regulatory Notice Register (Notice Register) on October 25, 2024. As such, BUOW is now a candidate under CESA and receives the same legal protection afforded to an endangered or threatened species (Fish & G. Code, §§ 2074.2 & 2085). The DEIR currently identifies BUOW as a species of special concern. CDFW recommends revising the DEIR language to reflect its status as a state candidate species. Additionally, should a BUOW or known BUOW den (active or inactive) be detected, either during pre-construction surveys or construction activities associated with a project, CDFW recommends that no-disturbance buffers, as outlined in the 2012 Staff Report on Burrowing Owl Mitigation (CDFG 2012), be implemented prior to and during any ground-disturbing activities. CDFW also recommends that these buffers be implemented for both wintering and breeding BUOW. If a BUOW or known BUOW den (active or inactive) is detected, and the no-disturbance buffers outlined in the 2012 Staff Report on Burrowing Mitigation are not feasible, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the acquisition of an ITP, pursuant to Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA. 4.11 4.12 4.13 4.14

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Special-status Bats

The Plan area is within the range of several special-status bat species, including Townsend's big-eared bat, pallid bat, western mastiff bat, and western red bat, and the DEIR notes that implementation of the Plan could result in impacts to these species. While there are several biological resource measures provided in the DEIR to mitigate for potential significant impacts to special status animal species, there does not appear to be bat specific mitigation measures. 4.15

As special-status bats, including the species referenced above, are highly sensitive to habitat disturbance, and activities that modify roosting sites, foraging areas, or riparian vegetation may result in adverse impacts on bat populations, CDFW recommends the DEIR include a bat specific mitigation measure that incorporates the following:

Recommended Mitigation Measure 1: Bat Habitat Assessment

CDFW recommends a qualified biologist conduct a habitat assessment for projects tiered from this Plan to determine if the project site and immediate surrounding vicinity contain habitat suitable to support bats. Potential roosting sites include bridges, structures, large trees (particularly those with cavities or exfoliating bark), and riparian vegetation. The assessment should document all potential roosting features and foraging habitat within the project footprint. 4.16

Recommended Mitigation Measure 2: Bat Surveys

If potentially suitable habitat is identified, CDFW recommends that a qualified biologist conduct daytime and evening acoustic surveys in addition to extensive visual surveys for bats and potential habitat at least 14 days prior to initiation of construction activities. Surveys should identify species present, estimated quantity, roost type, and roost status, while avoiding disturbance during surveys. CDFW should be notified within 24 hours if bats are detected. 4.17

Recommended Mitigation Measure 3: Bat Avoidance and Minimization

If bats are detected, CDFW recommends implementing avoidance measures to prevent take and minimize impacts. For tree removal, trees 24 inches DBH and greater shall be removed over two days: on the first day, limbs shall be removed in the late afternoon to encourage bats to seek other roosts during nighttime foraging, and the remainder of the tree shall be removed on the second day as late in the afternoon as feasible. Tree limbing or removal shall not occur during precipitation events, when ambient temperatures are below 4.5°C, when wind speeds exceed 11 mph, or under any other condition that may lead bats to seek refuge. If bats are injured or mortality occurs during tree removal, the qualified biologist shall immediately notify CDFW with details of the event, species recorded, and number of individuals documented. 4.18

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Recommended Mitigation Measure 4: Bat Mitigation and Monitoring Plan

If project activities will result in unavoidable significant impacts to bats, the qualified biologist shall prepare a bat mitigation and monitoring plan. The Plan should include an assessment of all project impacts to bats, including noise disturbance during construction; effective avoidance and minimization measures; and compensatory mitigation for permanent impacts to maternity roosts if impacted. 4.19

Wildlife Corridors and Habitat Connectivity

California wildlife is losing the ability to move and migrate as habitat conversion and built infrastructure disrupt species habitat and cut off migration corridors. SB 790 and Assembly Bill 2344 both address wildlife connectivity in California and assert authority and responsibility to CDFW and/or local and state transportation agencies to implement wildlife connectivity actions by identifying where they are needed, coordinate and implement those actions, and establish compensatory mitigation credits for actions taken. 4.20

The Plan area and adjacent lands are important for providing habitat connectivity for many wildlife species, including Santa Cruz long-toed salamander, California tiger salamander, ringtail, mountain lion, and many State species of special concern, including, but not limited to, Monterey dusky-footed woodrat, American badger, loggerhead shrike, pallid bat, and Ringtail (BIOS ds867). 4.21

CDFW recommends the DEIR incorporate the CDFW programs that can be used to promote habitat connectivity, such as Regional Conservation Investment Strategies and associated Mitigation Credit Agreements and SB 790 wildlife connectivity actions. For example, the Plan area covers existing planning areas that include analyses and measures for connectivity, including the Santa Cruz and Monterey Regional Conservation Investment Strategies (RCIS). 4.22

The primary transportation projects planned in Santa Cruz are also along Highway 1, with several projects also planned on Highway 1 and State Route (SR) 68 in Monterey County; Highway 1 currently serves as a barrier to movement for the Santa Cruz long-toed salamander. SR-68 is a known movement barrier for many species of wildlife, including California tiger salamander and mountain lion. CDFW has specifically identified several stretches of Highway 1 and SR 68 as priority wildlife movement barriers. Additionally, according to the California Fish Passage Assessment Database (BIOS ds69), a number of fish barriers for species including tidewater goby (*Eucyclogobius newberryi*) and steelhead (*Oncorhynchus mykiss*) occur along portions of Highway 1 that should also be considered for remediation during project design to address connectivity impacts from transportation infrastructure. 4.23

Implementation of the Plan could result in direct and indirect mortality, reduced reproductive success, reduced frequency of care for young resulting in reduced health 4.24

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or vigor of young, forcing wildlife into movement paths and areas that could increase their vulnerability to vehicle strikes and predation, and reduction in genetic exchange affecting intra-species diversity. Isolation of subpopulations limits the genetic exchange of populations and increases the risk of local extirpation. Maintaining connectivity through these linkages in the Plan's area is critical to ensure current and future wildlife populations' abilities to move and adapt to a changing climate and habitat conditions. 4.24

Mitigation Measure BIO-3 is provided to mitigate for potential impacts to wildlife connectivity and incorporates measures such as project design, maintaining connectivity in drainages, and utilizing best management practices to minimize impacts to wildlife; however, CDFW does not concur that these measures are sufficient to mitigate for potential project-related impacts to wildlife connectivity. 4.25

CDFW recommends in-depth studies on existing use of wildlife corridors within the Plan area and surrounding areas in order to evaluate the extent of future impacts of projects tiered from this Plan on wildlife connectivity and to provide a basis for infrastructure and project component redesign. Data collection methods should enable detection of species that have been found to utilize the existing movement corridors, including species mentioned above. The cumulative impacts of adjacent projects on wildlife corridors should be considered. 4.26 4.27

The DEIR should also thoroughly assess existing wildlife movement corridors and habitat connectivity throughout the listed transportation improvement projects. The DEIR should also assess opportunities for enhancement of existing corridors or creation of new corridors where they may be lacking. The DEIR should provide detailed maps of specific locations where wildlife connectivity could be impacted, such as culverts, roads, fencing, etc. Finally, the DEIR should include the results of past connectivity studies within the Plan area in the assessment and, where data are lacking. 4.28 4.29 4.30 4.31

In addition to the general DEIR recommendations above, CDFW recommends BIO-3 be modified to incorporate the following:

Recommended Mitigation Measure 5: Analysis and Monitoring of Wildlife Corridor

CDFW recommends that projects tiered from this Plan incorporate project-specific wildlife movement studies to evaluate the potential for the project to significantly impact wildlife connectivity and to guide the development of wildlife corridor mitigation measures to mitigate for connectivity impacts. For projects where wildlife corridor improvement is considered, pre-construction study results should be used to develop biologically feasible movement corridor improvements. Post-construction monitoring should also assess the use of wildlife movement corridors. 4.32

The protocol for the baseline survey, post-construction surveys, site selection criteria, and design criteria for the development of the wildlife connectivity structures

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should, at a minimum, follow the protocols outlined in the California Department of Transportation (Caltrans) Wildlife Crossings Design Manual (Caltrans 2009), CDFW's Transportation Planning Companion Plan associated with the State Wildlife Action Plan (CDFW 2016), and the Federal Highway Administration Wildlife Crossing Structure Handbook (FHWA 2011). 4.32

CDFW recommends that monitoring data be analyzed, summarized, and results discussed in reports that may be posted to the project webpage and submitted to CDFW and other agencies or organizations that have a duty or interest in the effectiveness of wildlife movement corridors.

Recommended Mitigation Measure 6: Infrastructure and Project Component Design

CDFW recommends that on-site features that contribute to habitat connectivity should be evaluated and implemented. Aspects of the Plan that could create physical barriers to wildlife movement, including direct or indirect Plan-related activities, should be identified and addressed in the DEIR. CDFW recommends the Plan avoid developing and encroaching onto wildlife corridors, essential connectivity blocks, critical wildlife passage areas, or potential linkage areas. 4.33

The DEIR should establish measures for wildlife-friendly designs for covered activities, including but not limited to: 4.34

- **Wildlife-friendly fencing**, including restrictions on placement of fencing at the opening to culverts. Fencing should also be designed to deter wildlife from crossing over roads and other infrastructure and to reduce wildlife-vehicle collisions during both dry and wet seasons. 4.35

- **Culvert improvements** to support passage during wet and dry years, including but not limited to maintaining culverts to be free of sediments and vegetation; terracing to allow passage of terrestrial species where space allows; upsizing to support passage of impacted species. 4.36

- **Consideration of design features** that can support wildlife movement such as minimizing lengths (entry to exit) of dedicated wildlife crossings for certain species guilds; designs (grates, shelving, terracing, etc.) that still allow light penetration; maximizing heights of crossings or adding bridges for larger species guilds; natural cover types to encourage use; bench designs to allow use of the crossings during flooding; and smaller animal escape areas within or adjacent to the dedicated wildlife crossings. 4.37

- **Scientifically defensible wildlife corridor width** should be required. The functional width of usable linkages should be described and maintained outside of the zone of influence of edge effect. In general, a corridor should be at least 4.38

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two kilometers (km) wide, except at unavoidable bottlenecks such as freeway crossing structures (Beier 2018). The effective corridor width is the minimum spatial dimension needed to mitigate human influence on animal movement through the corridor (Ford et al. 2020). 4.38

CDFW recommends coordination with regional CDFW and conservation engineering staff on the design of connectivity mitigation measures including, but not limited to, wildlife passage undercrossings, directional fencing to prevent animals from crossing roads to reduce wildlife-vehicle strikes, removal of accumulated sediment that may block undercrossings, removal of vegetation debris, control of invasive plant species, signage to alert drivers of wildlife crossings, and education and training on wildlife crossing minimization. 4.39

Wildlife movement corridors should continue to be monitored for wildlife passage during all Plan phases (construction, operation, reclamation, and revegetation monitoring). Upon completion of Plan-related projects, any wildlife connectivity structures should be studied for an additional 12- to 24-month period, at minimum, to determine the effectiveness of utilization by wildlife of the structures. 4.40

The recommended movement studies should be used to determine locations for design modifications that support the maximum movement and connectivity for impacted species. CDFW recommends thorough monitoring of wildlife crossings both before and after construction to assess their effectiveness. This monitoring should include the use of camera traps, track beds, and other methods. 4.41

Recommended Mitigation Measure 7: Compensatory Mitigation – Local Area Movement Corridors

On- or off-site compensatory mitigation should be implemented to completely offset unavoidable impacts if infrastructure redesigns and other measures to avoid significant impacts to existing wildlife corridors within the Plan area do not fully avoid impacts to wildlife corridors. The PEIR should include an analysis of beneficial and feasible wildlife movement corridors and/or crossings at off-site locations that could be improved or constructed to enhance wildlife connectivity. 4.42

The Plan should evaluate the development of advanced mitigation credits to support mitigation for future projects and to address connectivity impacts. As mentioned above, Fish and Game Code Section 1955 et seq. (Senate Bill 790) allows the Department of Fish and Wildlife to approve compensatory mitigation credits for actions that improve wildlife connectivity. These actions should lead to measurable improvements in aquatic or terrestrial habitat connectivity, wildlife migration, recolonization, and breeding opportunities, especially where these are hindered by infrastructure or habitat fragmentation, and may include building road overpasses or underpasses. 4.43

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The Plan may be able to provide additional value for wildlife connectivity depending on its design. Additionally, the Plan could seek out the development of Mitigation Credit Agreements as part of Regional Conservation Investment Strategy. For example, the East Bay Regional Conservation Investment Strategy could serve as advanced mitigation and can be used to create credits from excess mitigation generated by future projects in Santa Cruz County. 4.44

Editorial Comments and/or Suggestions

Lake and Streambed Alteration

Reasonably foreseeable future projects tiered from the DEIR may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602. Please note that project activities occurring within the bed, bank, channel, or floodplain of a stream may be subject to 1602.

CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation): (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral, intermittent, or episodic, as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake or Streambed Alteration Agreement; therefore, if the DPEIR approved for the project does not adequately describe the project and its impacts to lakes or streams, a subsequent CEQA analysis may be necessary for LSA Agreement issuance. For information on notification requirements, please refer to CDFW's website (https://wildlife.ca.gov/Conservation/LSA) or contact CDFW staff in the Central Region Lake and Streambed Alteration Program at (559) 243-4593 or R4LSA@wildlife.ca.gov. 4.45

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special-status species and natural communities detected during project surveys to the California Natural Diversity Database (CNDDB). The CNDDB field survey form can be filled out and submitted online at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to the CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals. 4.46

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FILING FEES

The Plan, as proposed, would have an impact on fish and/or wildlife, and an assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Plan approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089). 4.47

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist the AMBAG in identifying and mitigating Plan impacts on biological resources. More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols 4.48

A Mitigation and Monitoring Program (MMRP) (Attachment 2) is included to assist the County with incorporating the recommended mitigation measures provided above. If you have any questions regarding this letter or further coordination, please contact Evelyn Barajas-Perez, Environmental Scientist, at the address provided on this letterhead, by telephone at (805) 503-5738 or evelyn.barajas-perez@wildlife.ca.gov. 4.49

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...

Julie A. Vance
Regional Manager

Attachments

Attachment 1 - CDFW March 2024 Letter 4.50

Attachment 2 - MMRP 4.51

ec: State Clearinghouse
Land Use and Climate Innovation
State.Clearinghouse@lci.ca.gov

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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March 14, 2024

Heather Adamson
Association of Monterey Bay Area Governments (AMBAG)
24580 Silver Cloud Court
Monterey, CA 93940
hadamson@ambag.org
(831) 883-3750

Subject: 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties (Project).
Notice of Preparation (NOP)
SCH No.: 2024010524

Dear Heather Adamson:

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

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code. While the comment period may have ended, CDFW respectfully requests that the Association of Monterey Bay Area Governments still consider our comments.

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

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CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id*., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

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

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

Fully Protected Species: CDFW has jurisdiction over fully protected species of birds, mammals, amphibians and reptiles, and fish, pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research,
- Efforts to recover a fully protected, endangered, or threatened species, live capture and relocation of a bird species for the protection of livestock, or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

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Additionally, specified types of infrastructure projects may be eligible for an incidental take permit for unavoidable impacts to fully protected species if certain conditions are met (see Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process if an incidental take permit may be pursued for the Project.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Monterey Bay Area Governments (AMBAG)

Objective: As the metropolitan planning organization for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The 2050 MTP/SCS is both a long-range transportation plan and Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz counties. The Council of San Benito County Governments (SBCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC) are the State-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP), which will be evaluated in the forthcoming Programmatic Environmental Impact Report (PEIR). The 2050 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2050 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2050 MTP/SCS also documents the financial resources needed to implement the plan. Additionally, pursuant to SB 375, AMBAG (as the regional MTP) must prepare an SCS that demonstrates how the region will meet its greenhouse gas reduction target (6% reduction by 2035) through integrated land use, housing, and transportation planning.

Location: Monterey County, Santa Cruz County, and San Benito County

COMMENTS AND RECOMMENDATIONS

The NOP indicates that the Environmental Impact Report (EIR) for this Project will be a PEIR. Per project information, the draft PEIR will be characterized as one large project and acts as the first tier of environmental review.

CDFW is unable to provide substantive comments due to the limited Project information provided to us. Many special-status plant and animal species in the proposed Project

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area have been reported to the California Natural Diversity Database (CNDDB) (CDFW 2024). The following species, organized by potential for occurrence within Monterey, Santa Cruz, and San Benito Counties, should be considered as part of the PEIR that will be drafted for this Project:

Monterey County

The federally endangered (FE) tidewater goby (*Eucyclogobius neweberryi*)*;* federally threatened (FT) steelhead - south-central California coast DPS (*Oncorhynchus mykiss irideu*); Fully Protected (FP), State endangered (SE) and FE California condor (*Gymnogyps californianus*) and Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); SE and FE coastal dunes milk-vetch (*Astragalus tener var. titi*), Hickman's cinquefoil (*Potentilla hickmanii*), Monterey clover (*Trifolium trichocalyx*), and California Ridgway's rail (*Rallus obsoletus obsoletus*), least bell's vireo (*Vireo bellii pusillus*), Menzies' wallflower (*Erysimum menziesii*), Tidestrom's lupine (*Lupinus tidestromii*), and foothill yellow-legged frog - south coast DPS (*Rana boylii*); SE and FT foothill yellow-legged frog-central coast DPS and beach layia (*Layia carnosa*); SE seaside bird's beak (*Cordylanthus rigidus* ssp. *littoralis*); SE and fully protected (FP) bald eagle (*Haliaeetus leucocephalus*); SE Santa Lucia mint (*Pogogyne clareana*); State rare (SR) adobe sanicle (*Sanicula maritima*) and Pismo clarkia (*Clarkia speciosa ssp. immaculata*); State Candidate endangered (SCE) Crotch's bumble bee (*Bombus crotchii*) and western bumble bee (*Bombus occidentalis*); State threatened (ST) and FE San Joaquin kit fox (*Vulpes macrotis mutica*) and Monterey gilia (*Gilia tenuiflora*); ST and FT California tiger salamander - central California DPS (*Ambystoma californiense*); FP and ST California black rail (*Laterallus jamaicensis coturniculus*); ST bank swallow (*Riparia riparia*), Swainson's hawk (*Buteo swainsoni*), and tricolored blackbird (*Agelaius tricolor*); federally proposed endangered (FPE) and ST longfin smelt (*Spirinchus thaleichthys*); FP and FT southern sea otter (*Enhydra lutris nereis*); FP golden eagle (*Aquila chrysaetos*), northern elephant seal (*Mirounga angustirostris*), and white-tailed kite (*Elanus leucurus*); State species of special concern (SSC) and FE arroyo toad (*Anaxyrus californicus*); FT and SSC California red-legged frog (*Rana draytonii*) and western snowy plover (*Charadrius nivosus nivosus*); federally proposed threatened (FPT) and SSC western spadefoot (*Spea hammondii*) and western pond turtle (*Emys marmorata*); and the SSC American badger (*Taxidea taxus*), yellow-breasted chat (*Icteria virens*), burrowing owl (*Athene cunicularia*), black swift (*Cypseloides niger*), coast horned lizard (*Phrynosoma blainvillii*), coast range newt (*Taricha torosa*), Monterey dusky-footed woodrat (*Neotoma macrotis luciana*), Monterey hitch (*Lavinia exilicauda harengus),* northern California legless lizard (*Anniella pulchra*), northern harrier (*Circus hudsonius*), Pacific lamprey (*Entosphenus tridentatus*), pallid bat (*Antrozous pallidus*), purple martin (*Progne subis*), San Joaquin coachwhip (*Masticophis flagellum ruddocki*), Salinas pocket mouse (*Perognathus inornatus psammophilus*), southern coastal roach (*Hesperoleucus venustus subditus*),

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Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), yellow warbler (*Setophaga petechia*), loggerhead shrike (*Lanius ludovicianus*), grasshopper sparrow (*Ammodramus savannarum*), short-eared owl (*Asio flammeus*), olive-sided flycatcher (*Contopus cooperi*), willow flycatcher (*Empidonax traillii*), and Monterey shrew (*Sorex ornatus salarius*).

San Benito County

The FT steelhead - south-central California coast DPS; FP, SE and FE blunt-nosed leopard lizard (*Gambelia sila*) and California condor; SE and FE giant kangaroo rat (*Dipodomys ingens)* and least bell's vireo; SE and FT western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) and foothill yellow-legged frog - central coast; SE seaside bird's-beak; SCE Crotch's bumble bee and western bumble bee; ST and FE San Joaquin kit fox; ST and FT California tiger salamander - central California DPS; ST bank swallow, Nelson's (*San Joaquin*) antelope squirrel (*Ammospermophilus nelson*), Swainson's hawk, and tricolored blackbird; SSC and FT California red-legged frog; the FPT and SSC western pond turtle and western spadefoot toad; and SSC American badger, burrowing owl, California glossy snake (*Arizona elegans occidentalis*), coast horned lizard, coast range newt, long-eared owl (*Asio otus*), Monterey dusky-footed woodrat, mountain plover (*Charadrius montanus*), northern California legless lizard, northern harrier, pallid bat, Salinas pocket mouse, San Joaquin coachwhip, short-eared owl, Townsend's big-eared bat, Tulare grasshopper mouse (*Onychomys torridus tularensis*), short-nosed kangaroo rat (*Dipodomys nitratoides brevinasus*), two-striped gartersnake (*Thamnophis hammondii*), western mastiff bat, western red bat *(Lasiurus frantzii*), and yellow-breasted chat (*Icteria virens*).

Santa Cruz County

The FE and SE coho salmon-central California coast ESU (*Oncorhynchus kisutch* pop. 4), Santa Cruz wallflower (*Erysimum teretifolium*), Scotts Valley polygonum (*Polygonum hickmanii*), and white-rayed pentachaeta (*Pentachaeta bellidiflora*); FP, SE, and FE Santa Cruz long-toed salamander and California condor; FP and SE bald eagle; FP golden eagle and white-tailed kite; ST and FP California black rail; FP and FT southern sea otter; SE Beldings savannah sparrow (*Passerculus sandwichensis belding*); SE and FT Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), Santa Cruz tarplant (*Holocarpha macradenia*), and marbled murrelet (*Brachyramphus marmoratus*); SE San Francisco popcornflower (*Plagiobothrys diffusus*) and Humboldt County milk-vetch (*Astragalus agnicidus*); SR Dudley's lousewort (*Pedicularis dudleyi*); ST and FE Monterey gilia; ST and FT California tiger salamander; ST bank swallow and tricolored blackbird; SCE Crotch's bumble bee and western bumble bee; FT and SSC California red-legged frog and western snowy plover; FPT and SSC western pond turtle; and SSC California giant salamander (*Dicamptodon ensatus*), Santa Cruz black salamander (*Aneides niger)*, Cassin's auklet (*Ptychoramphus aleuticus*), Vaux's swift (*Chaetura vauxi*), black swift, mountain plover, purple martin, yellow-breasted chat, loggerhead

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shrike, saltmarsh common yellowthroat (*Geothlypis sinuosa*), yellow warbler, grasshopper sparrow, Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*), yellow rail (*Coturnicops noveboracensis*), Northern harrier, short-eared owl, long-eared owl, burrowing owl, olive-sided flycatcher, Monterey hitch, Pacific lamprey, San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), American badger, Monterey shrew, pallid bat, Townsends big-eared bat, western red bat, northern California legless lizard, and coast horned lizard.

Botanical Surveys

As this is a metropolitan transportation plan, additional projects may be tiered from this Project. CDFW recommends that the Project PEIR include a measure requiring each project that is tiered under the parent project to assess the subsequent project site(s) for suitable habitat for special-status plants and conduct botanical surveys.

If a project contains suitable habitat for special-status species, the project area should be surveyed by a qualified botanist for any possible special-status plants following the "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities" (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline) as part of the biological technical studies completed in support of the CEQA documents tiered from this Plan. CDFW recommends that the plant surveys be floristic and, if necessary, utilize a known reference site for any special status plants in order to provide a high level of confidence in the effort and results.

If a special status plant is found, CDFW recommends that the special status plant species be avoided whenever possible by delineating and observing a no disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species. If a State or federally listed plant species is identified during botanical surveys, it is recommended that consultation with CDFW and/or the USFWS be conducted to determine permitting needs.

California Endangered Species Act

Reasonably foreseeable future projects tiered from the Project PEIR may be subject to CDFWs regulatory authority pursuant to CESA. In the event that species listed under CESA are detected during surveys, consultation with CDFW is warranted to discuss how to implement the Project and avoid "take," or if avoidance is not feasible, to acquire a State Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b), prior to any ground disturbing activities. In addition, CDFW advises that

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mitigation measures for the CESA listed species be fully addressed in the CEQA document prepared for any future project tiered from the Project PEIR.

CDFW therefore recommends that the Project PEIR include information related to these requirements and advises that projects tiered from the Project PEIR retain a qualified biologist to determine if potential impacts to CESA listed species may require the need to obtain a 2081 ITP.

Nesting birds

CDFW recommends that all projects tiered from the Project PEIR occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February 15 through September 15), each future project applicant is responsible for ensuring that implementation of their project does not result in a violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate future Project-related impacts on nesting birds, CDFW recommends that a qualified biologist conduct an assessment of nesting habitat during biological surveys in support of each project's CEQA document, and then conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around each future project site to identify nests and determine their status. A sufficient area means any area potentially affected by a project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from each future project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

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

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support any variance from these buffers and notify CDFW in advance of implementing a variance.

Cumulative Impacts

Given that this Project is serving primarily as a planning tool and that future project-level CEQA documents are expected to be tiered from it, CDFW recommends that a cumulative impact analysis be conducted for all potential biological resources that will either be significantly or potentially significantly impacted by implementation of the Project including those whose impacts are determined to be less than significant with mitigation incorporated or for those resources that are rare or in poor or declining health and will be impacted by the any future project, even if those impacts are expected to be relatively small (i.e. less than significant). CDFW recommends cumulative impacts be analyzed using an acceptable methodology to evaluate the impacts of past, present, and reasonably foreseeable future projects on resources and be focused specifically on the resource, not the project. An appropriate resource study area identified and utilized for this analysis is advised. CDFW staff is available for consultation in support of cumulative impacts analyses as a trustee and responsible agency under CEQA.

Lake and Streambed Alteration

Reasonably foreseeable future projects tiered from the Project PEIR may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires project proponents to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; or (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial in nature. For additional information on notification requirements, please contact our staff in the LSA Program at (559) 243-4593, or R4LSA@wildlife.ca.gov.

CDFW therefore recommends that the Project PEIR include information related to these requirements of Fish and Game code and advise that projects tiered from the Project retain a qualified biologist to determine if potential impacts to streams may require the need to obtain a 1600 LSAA.

Federally Listed Species

CDFW recommends consulting with the USFWS on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with

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essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS to comply with FESA is advised well in advance of any ground disturbing activities.

ENVIRONMENTAL DATA

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

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion

CDFW is available to meet with you ahead of the Project PEIR preparation to discuss potential impacts and possible mitigation measures, including site specific impacts and mitigation measures, for some or all of the resources that may be analyzed in the PEIR. If you have questions regarding this letter, please contact Kelley Nelson, Environmental Scientist, at (559) 580-3194 or by email at kelley.nelson@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Julie Vance
FA83F09FE08945A...

Julie A. Vance
R4, Central Region
Regional Manager

DocuSigned by:
Erin Chappell
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Erin Chappell
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Regional Manager

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ec: Patricia Cole, USFWS
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CDFW LSA/1600
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State Clearinghouse
Governor's Office of Planning and Research
State.clearinghouse@opr.ca.gov

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LITERATURE CITED

California Department of Fish and Wildlife. 2024. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed February 22, 2024.

Attachment 2

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

PROJECT: Metropolitan Transportation Plan/Sustainable Communities Strategy and 2050 Regional Transportation Plans for San Benito, Santa Cruz, and

State Clearinghouse No.: 2024010524

RECOMMENDED MITIGATION MEASURE	**STATUS/DATE/INITIALS**
Before Disturbing Soil or Vegetation	
Special Status Bats	
Recommended Mitigation Measure 1: Bat Habitat Assessment	
Recommended Mitigation Measure 2: Bat Surveys	
Recommended Mitigation Measure 4: Bat Mitigation and Monitoring Plan	
Wildlife Corridors and Habitat Connectivity	
Recommended Mitigation Measure 5: Analysis and Monitoring of Wildlife Corridor	
Recommended Mitigation Measure 6: Infrastructure and Project Component Design	
Recommended Mitigation Measure 7: Compensatory Mitigation – Local Area Movement Corridors	
During Construction	
Special Status Bats	
Recommended Mitigation Measure 3: Bat Avoidance and Minimization	

Letter 4

COMMENTER: Julie A. Vance, Regional Manager, California Department of Fish and Wildlife – Central Region

DATE: January 30, 2026

Response 4.1

The commenter confirms receipt of the Draft EIR from AMBAG. The commenter thanks AMBAG for the opportunity to provide comments and recommendations regarding activities in the 2050 MTP/SCS that may affect California fish and wildlife or may be under the regulatory authority of the Fish and Game Code.

Because this introductory comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.2

The commenter summarizes the role and responsibilities of the California Department of Fish and Wildlife (CDFW) as a Trustee Agency and Responsible Agency. The commenter states that they expect CDFW may need to exercise regulatory authority in relation to lake and streambed alterations or the "take" of species protected under the California Endangered Species Act (CESA). The commenter further explains that CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. The commenter notes that CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.3

The commenter explains that the take or possession of fully protected species is prohibited except for certain circumstances. The commenter also clarifies that specified types of infrastructure projects may be eligible for an Incidental Take Permit (ITP) under Fish and Game Code Section 2081.15, and that project proponents should consult with CDFW early in the planning process for projects.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.4

The commenter clarifies that CDFW has jurisdiction over actions the potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. The commenter also clarifies that Sections 3503, 3503.5, and 3513 of the Fish and Game Code are meant to protect birds, their eggs, and their nests.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.5

The commenter states that species of plants of animals do not have to be officially listed as Endangered, Rare, or Threatened on any State or Federal list to be considered as such under CEQA. CDFW recommends that species that meet the criteria for these designations under CEQA Guidelines Section 15380 are fully considered in the environmental analysis for projects stemmed from the 2050 MTP/SCS.

Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS may require future project-level environmental review under CEQA. Appendix D of the Final EIR provides an updated list of special-status species, consistent with the CEQA Guidelines Section 15380 criteria, that are known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz counties. As noted on Pages 4.4-16 through 4.4-18 of the Draft EIR, special-status species were considered to be plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Service under the federal Endangered Species Act; those listed or proposed for listing as rare, threatened, or endangered by the CDFW under CESA; and animals designated as "Species of Special Concern," "Fully Protected," or "Watch List" by the CDFW. Furthermore, the California Natural Diversity Database provides records of other special animals that CDFW is tracking but are not currently designated as a special-status species. Because of the programmatic nature of the Draft EIR and the duration in which the 2050 MTP/SCS will be implemented, these species were also included as "special-status" considering the CDFW is currently collecting data and tracking these species and therefore there is potential for their status to be elevated in the future.

Response 4.6

The commenter summarizes the Draft EIR's project description of the proposed 2050 MTP/SCS including the project proponent, objective, and location.

The commenter correctly summarizes the proposed project. Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.7

The commenter states that their comments and recommendations are intended to help AMBAG identify and mitigate significant or potentially significant impacts on biological resources, and that they may also offer editorial suggestions to improve the Draft EIR.

Because this introductory comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.8

The commenter references their prior letter submitted in response to the Notice of Preparation (NOP), noting that it provided species-specific considerations and recommendations to ensure compliance with CESA and the Fish and Game Code.

Table 1-1 on Pages 1-3 and 1-4 in Chapter 1, *Introduction*, of the Draft EIR provides a summary of the comments and recommendations in CDFW's NOP comment letter and how they were addressed in the Draft EIR, as applicable. Table 1-1 refers to specific sections in the Draft EIR that relate to CDFW's comments and requests. These comments and recommendations are addressed in Section 4.4, *Biological Resources,* and Section 4.10, *Hydrology and Water Quality*. CDFW's March 14, 2024 NOP comment letter is also included in Appendix A of the Draft EIR.

As the comment does not raise concerns regarding the sufficiency of the Draft EIR analysis or CEQA process, no further response or revision is required.

Response 4.9

The commenter expresses concern that several mitigation measures may not adequately reduce impacts or prevent unauthorized take of sensitive wildlife species. The commenter identifies numerous special-status species that could potentially be affected by the MTP/SCS and notes additional concerns regarding wildlife movement and connectivity. Specific species identified by the commenter include:

- Marbled murrelet *(Brachyramphus marmoratus)*
- Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)*
- California tiger salamander *(Ambystoma californiense pop. 1)*
- Western burrowing owl *(Athene cunicularia hypugaea)*
- American badger *(Taxidea taxus)*
- Pallid bat *(Antrozous pallidus)*
- Townsend's big-eared bat *(Corynorhinus townsendii)*
- Western mastiff bat *(Eumops perotis californicus)*
- Western red bat *(Lasiurus frantzii)*
- Monterey dusky-footed woodrat *(Neotoma macrotis luciana)*
- Loggerhead shrike *(Lanius ludovicianus)*
- Ringtail *(Bassariscus astutus)*
- Mountain lion *(Puma concolor)*

Of the identified species, only two—ringtail and mountain lion—were not included in Appendix D of the Draft EIR. Ringtail is a fully protected species and suitable habitat conditions indicate it has potential to occur within Monterey, San Benito, and Santa Cruz counties. As of February 2026, mountain lion is listed as threatened under CESA within Monterey and Santa Cruz counties, but remains a candidate species in San Benito County. Under CESA, species classified as a candidate species are afforded the same protection as listed species. As a result of the February 2026 listing, mountain lions within the AMBAG region are CESA-protected.

Due to the programmatic nature and the large geographic scope of the Draft EIR, Section 4.4, *Biological Resources*, does not describe every species with potential to occur. Instead, the Draft EIR text refers to Appendix D and then broadly analyzes special-status species. However, both ringtail and mountain lions were inadvertently omitted from the Draft EIR's Appendix D, which lists special status species. Therefore, the following revisions have been made in Appendix D of the Final EIR to include ringtail and mountain lions within the appendix and EIR programmatic analysis:

…	…	…
Bassariscus astutus Ringtail	None/None Fully Protected	Found across much of California, typically occurring in low- to mid-elevation areas with riparian corridors, rocky terrain, and mixed forest or shrub habitats; most common near permanent water and rugged foothill environments.
…	…	…
Puma concolor Mountain lion	None/None State Threatened	Found across California, often in areas where deer are present. Prime habitat includes foothills and mountains.
…	…	…

Impacts to special-status animal species are analyzed under Impact BIO-1 in Section 4.4, *Biological Resources*, of the Draft EIR (Pages 4.4-32 through 4.4-40). As stated therein, because of the programmatic nature of the 2050 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation and land use projects on special-status species is not possible. As future projects envisioned in the 2050 MTP/SCS are planned and designed, site-specific environmental review will be conducted by the agencies responsible for implementing such projects. Some special-status species would experience substantial adverse effects at the locations where projects implementing the 2050 MTP/SCS would occur, and significant impacts would therefore occur. The Draft EIR's Impact BIO-1 discussion is relevant for all special-status species known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz counties, including ringtail and mountain lion.

The commenter's specific recommendations are discussed further in Response 4.10 through Response 4.44 below. Generally, some revisions were made to the Draft EIR to incorporate the commenter's recommendations, and explanations are provided when revisions were not made in response to the commenter's recommendations.

Response 4.10

The commenter notes that the Draft EIR references an outdated 2003 survey protocol for marbled murrelets and recommends updating Mitigation Measure BIO-1(a) to require use of the 2024 Pacific Seabird Group inland survey protocol instead.

The 2050 MTP/SCS EIR determines that compliance with all biological resource mitigation measures, including Mitigation Measure BIO-1(a), would reduce impacts to special-status species and their habitat, including marbled murrelets, to less than significant levels. Mitigation Measures BIO-1(a) is considered adequate and enforceable. However, to incorporate the updated protocol provided by CDFW, the following edits have been made to Mitigation Measure BIO-1(a) in Section 4.4, *Biological Resources*, of the Final EIR:

> *BIO-1(a) Biological Resources Screening and Assessment*
>
> On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources…. These protocols may include, but are not limited to:
>
> …
>
> - Staff Report on Burrowing Owl Mitigation (CDFW 2012)
> - Inland Survey Protocol for Marbled Murrelets (Pacific Seabird Group 2024)
> - ~~Methods for Surveying Marbled Murrelets in Forests: A Revised Protocol of Land Management and Research (Pacific Seabird Group 2003)~~
> - Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)

The change reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because it simply specifies an additional survey protocol for birds. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5.

Response 4.11

The commenter explains that the California Fish and Game Commission recently approved the western burrowing owl as a candidate species for listing under CESA, noting that this action grants the species the same legal protections as a state-listed threatened or endangered species. The commenter states that the EIR currently identifies the burrowing owl only as a species of special concern.

Reflective of the most current information available at the time the Draft EIR was circulated, Page D-26 of Appendix D lists the burrowing owl as State Candidate Endangered and as a CDFW Species of Special Concern. The following text change has been made to Impact BIO-1 in Section 4.4, *Biological Resources*, of the Final EIR to be consistent with Appendix D and reflect the burrowing owl's current regulatory status:

> Furthermore, the wide variety of habitats within the 2050 MTP/SCS area can support many species of nesting birds, including sensitive species such as the state fully protected white-tailed kite (*Elanus luecurus*), state threatened Swainson's hawk (*Buteo swainsoni*), and the state candidate endangered and SSC burrowing owl (*Athene cunicularia*).

The change reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because it simply clarifies the burrowing owl's current regulatory status. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5.

Response 4.12

The commenter explains that if a burrowing owl or known burrow (active or inactive) is detected during pre-construction surveys or during project activities, CDFW recommends implementation of no-disturbance buffers consistent with the 2012 Staff Report on Burrowing Owl Mitigation.

The 2050 MTP/SCS and EIR are programmatic in nature, and the mitigation prescribed in the EIR calls for all future projects to conduct a project-level review to analyze potential impacts to biological resources, including special status species. Specifically, Mitigation Measure BIO-1(a) would require biological resources screening and assessment on a project-by-project basis. If the project-level assessment required under Mitigation Measure BIO-1(a) discovers the presence of biological resources, including special status species such as the burrowing owl, design alterations, further technical studies (i.e., protocol surveys), and/or consultation with CDFW or other appropriate agencies would be required. Mitigation Measure BIO-1(d) would also require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols, and consultations with these agencies as necessary. Further, Mitigation Measure BIO-1(h) would require preconstruction surveys for nesting birds, including burrowing owl, during project-level construction activities proposed to occur during the nesting season

Mitigation Measure BIO-1(a) outlines specific protocols, including, but not limited to, the Staff Report on Burrowing Owl Mitigation (CDFW 2012), as referenced by the commenter. Mitigation Measures BIO-1(a), BIO-1(d), and BIO-1(h) would be implemented at a project level to mitigate for potential impacts to biological resources, including candidate species such as the burrowing owl. Therefore, no revisions to the Draft EIR are necessary in response to this comment.

Response 4.13

The commenter clarifies that the disturbance buffers outlined in the 2012 Staff Report on Burrowing Owl Mitigation should apply to both wintering and breeding burrowing owls. The commenter notes that if buffers or other recommended avoidance measures are not feasible, consultation with CDFW is needed to determine appropriate next steps.

As noted in Response 4.12, Mitigation Measure BIO-1(a) would require projects with the potential to impact biological resources to implement design alterations, conduct further technical studies (i.e., protocol surveys), and/or consult with CDFW or other appropriate agencies. Mitigation Measure BIO-1(d) would also require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols, and consultations with these agencies as necessary.

Mitigation Measure BIO-1(a) outlines specific protocols, including, but not limited to, the Staff Report on Burrowing Owl Mitigation (CDFW 2012). The Staff Report on Burrowing Owl Mitigation encourages lead agencies to consult with CDFW for assistance with developing site-specific buffers. The Staff Report on Burrowing Owl Mitigation also states that if best practices for mitigating impacts cannot be implemented, the lead agency may consult with CDFW to develop effective mitigation alternatives (CDFW 2012). CDFW's request in this comment would be satisfied with implementation of Mitigation Measure BIO-1(a) and Mitigation Measure BIO-1(d), and by following the protocols outlined in the Staff Report on Burrowing Owl Mitigation when necessary. No revisions to the Draft EIR are necessary.

Response 4.14

The commenter emphasizes that if take cannot be avoided, the project applicant must obtain take authorization pursuant to Fish and Game Code Section 2081(b) to ensure compliance with CESA.

Proposed transportation improvement projects and land use projects envisioned by the 2050 MTP/SCS would be subject to compliance with the Fish and Game Code. State and federal law already require an incidental take permit for take of state or federally listed species, and as such, the commenter's suggestion is already assumed in the impact analysis. Impact BIO-1 in Section 4.4, *Biological Resources*, Page 4.4-32, of the Draft EIR explains that an incidental take permit would be required in the event that impacts to listed species would occur.

Response 4.15

The commenter notes that project implementation could affect several special-status bat species and recommends adding bat-specific mitigation measures, as the Draft EIR does not currently include them.

Appendix D provides a list of special-status species that are known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz counties. Applicable bat species, including those recommended by the commenter, are listed starting on Page D-29 of Appendix D. The commenter's specific recommendations are discussed further in Response 4.16 through Response 4.19 below. Generally, as described further in these responses, incorporation of the commenter's recommendations into Draft EIR (except in Comment 4.16) is unnecessary because the recommendations are already included under existing mitigation measures in the Draft EIR.

Response 4.16

The commenter recommends incorporating a mitigation measure that would require a qualified biologist conduct a habitat assessment for projects tiered from the 2050 MTP/SCS to determine if a project site and its vicinity contain suitable habitat to support bats.

As noted in Response 4.12, Mitigation Measure BIO-1(a) calls for, on a project-by-project basis, a preliminary biological resource screening to determine whether the project has the potential to impact biological resources, including special status bats. If an individual project would have the potential to impact biological resources, a Biological Resources Assessment would be

required to document the existing biological resources and to determine the potential impacts to those resources. If the Biological Resources Assessment determines that suitable habitat may be present for special status species, Mitigation Measure BIO-1(d) would require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols, and consultations with these agencies as necessary. In response to this comment, Mitigation Measure BIO-1(a) in Section 4.4, *Biological Resources*, of the Final EIR lists examples of specific protocols, and has been revised to include the following:

> *BIO-1(a) Biological Resources Screening and Assessment*
>
> On a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources…. These protocols may include, but are not limited to:
>
> …
>
> - Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999)
> - <u>Bat surveys consistent with CDFW recommendations</u>

Through implementation of these mitigation measures, a habitat assessment for suitable bat habitat would be implemented at the project level in accordance with CDFW's recommendations. No revisions to the Draft EIR are necessary.

Response 4.17

The commenter recommends incorporating a mitigation measure that would require a qualified biologist to conduct daytime and evening acoustic surveys in addition to extensive visual surveys for bats and potential habitat at least 14 days prior to the initiation of construction, if potentially suitable habitat has been identified.

As discussed in Response 4.16, implementation of Mitigation Measure BIO-1(a) and Mitigation Measure BIO-1(d) would be implemented for individual projects, as applicable. These measures call for protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols if suitable habitat may be present for special status species, including bats. Through implementation of these mitigation measures, CDFW's recommended mitigation measure would already be implemented at the project level. No revisions to the Draft EIR are necessary.

Response 4.18

The commenter recommends incorporating a mitigation measure that would prevent take and minimize impacts to bat species by specifying how trees over a certain size would be removed. The commenter recommends that CDFW be notified in the event a bat is injured or killed during tree removal.

The Draft EIR is a programmatic document that lacks the site-specific design information needed to specify how trees over a certain size would be removed by specific projects. However, as discussed in Response 4.16, implementation of Mitigation Measure BIO-1(a) and Mitigation Measure BIO-1(d) would be required for individual projects, as applicable. These measures would ensure that protocol habitat assessments/surveys would be completed in accordance with CDFW and/or USFWS/NMFS protocols if suitable habitat may be present for special status species. These surveys would include an assessment of tree size and potential roosting habitat for bats, as applicable.

Mitigation Measure BIO-1(e) outlines the requirements for avoiding impacts to special status species through project re-design if habitat is occupied or presumed occupied. Mitigation Measure BIO-1(f) provides a list of avoidance and minimization measures to be selected from as appropriate depending on site conditions, the species with potential for occurrence, and the results of the biological resources screening and assessment under Mitigation Measure BIO-1(a). Avoidance and minimization measures could include, but are not limited to, preconstruction surveys, consultation with USFWS, NMFS and/or CDFW if any life stage of federal and/or state listed species is found within the preconstruction survey area, minimization of ground disturbance, construction monitoring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species, and halting work if an endangered/threatened species enters the construction site or otherwise may be impacted by a project. Through implementation of these mitigation measures, CDFW's recommended mitigation measure would be implemented at the project-level. No revisions to the Draft EIR are necessary.

Response 4.19

The commenter recommends incorporating a mitigation measure that would require the preparation of a bat mitigation and monitoring plan if significant and unavoidable impacts to bats were to occur. The commenter clarifies that the bat mitigation and monitoring plan should include an assessment of all project-level impacts to bats, including noise impacts during construction; avoidance and minimization measures; and compensatory mitigation for permanent impacts to maternity roosts.

The Draft EIR is a programmatic document that lacks the site-specific design, access, and timing information needed to implement a bat mitigation and monitoring plan that documents project-level impacts to bats. Rather, as discussed in Response 4.18, the Draft EIR requires Mitigation Measure BIO-1(a), Mitigation Measure BIO-1(d), and Mitigation Measure BIO-1(e) for individual projects, as applicable, which would result in a biological resources screening and assessment, protocol habitat assessments/surveys, and impact avoidance or compensatory mitigation to offset impacts to special status species, which would include a bat mitigation and monitoring plan if applicable. No revisions to the Draft EIR are necessary.

Response 4.20

The commenter provides information about SB 790 and Assembly Bill 2344, which both address wildlife connectivity in California and give authority and responsibility to CDFW and/or local and state transportation agencies to implement wildlife connectivity actions.

Because this comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.21

The commenter provides a list of the species that have connected habitat within the AMBAG region.

Pages 4.4-22 and 4.4-23 of the Draft EIR provide a summary of existing wildlife movement corridor conditions in the AMBAG region. In response to this comment, the following text has been added Section 4.4.1, *Setting*, in Section 4.4, *Biological Resources,* of the Final EIR:

> In addition to the general regional connectivity patterns described above, information provided by CDFW indicates that a variety of terrestrial and aquatic species within the AMBAG region rely on a connected habitat for movement, dispersal, and genetic exchange. Species identified by CDFW as having connectivity considerations within the region include, but are not limited to, Santa Cruz long-toed salamander, California tiger salamander, mountain lion, ringtail, American badger, Monterey dusky-footed woodrat, pallid bat, Townsend's big-eared bat, western mastiff bat, western red bat, loggerhead shrike, and western burrowing owl (CDFW 2026a).

The change reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because it simply provides more detail on wildlife movement in the AMBAG region. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5.

In addition, Chapter 8, *References*, of the Final EIR, has been revised as follows:

> **Biological Resources**
>
> California Department of Fish and Wildlife (CDFW). 2014. California Habitat Relationships. California Interagency Wildlife Task Group.
>
> …
>
> . 2026a. Comment Letter on the 2050 Metropolitan Transportation Plan (MTP) / Sustainable Communities Strategy (SCS) and 2050 Regional Transportation Plans (RTP) for San Benito, Santa Cruz, and Monterey Counties (Plan) Draft Environmental Impact Report (DEIR) (accessed March 2026).

Response 4.22

The commenter recommends that the Draft EIR incorporate CDFW programs that can be used to promote habitat connectivity, such as Regional Conservation Investment Strategies (RCIS) and associated Mitigation Credit Agreements and SB 790 wildlife connectivity actions.

In response to this comment, Section 4.4.2, *Regulatory Setting*, in Section 4.4, *Biological Resources*, of the Final EIR has been revised to include information about the RCIS and SB 790, as follows:

> b. State Laws, Regulations, and Policies
>
> …
>
> **Regional Conservation Investment Strategies**
>
> The Regional Conservation Investment Strategies (RCIS) program is administered by CDFW. These programs are intended to encourage regional planning to support conservation and enablement of mitigation for vulnerable species and natural resources. Public agencies may develop RCISs in collaboration with other public agencies or stakeholders. RCISs established in the region include the Santa Cruz County RCIS and the Monterey County RCIS. The RCIS program provides a mechanism to allow for the development of mitigation credits through Mitigation Credit Agreements by implementing actions for species or conservation elements within an approved RCIS. RCIS Programs can help to identify biologically and ecologically sensitive areas to protect and can also help to maximize the value of mitigation by using an MCA. Mitigation credits can be applied to offset future impacts to species or conservation elements within an approved RCIS (CDFW 2024). These RCIS programs allow for additional and enhanced mitigation opportunities for implementing agencies of individual projects.
>
> **Senate Bill 790**
>
> Senate Bill 790 of 2021 added Fish and Game Code Sections 1955–1958, authorizing CDFW to create and approve compensatory mitigation credits for wildlife connectivity actions, including structures such as wildlife overpasses and underpasses designed to improve habitat connectivity where movement is impeded by infrastructure. These credits may be used to satisfy state or federal mitigation requirements and are supported by CDFW-adopted Wildlife Connectivity Advance Mitigation Guidelines, which establish criteria and processes for evaluating and crediting connectivity improvements (CDFW 2026b).

Accordingly, Chapter 8*, References*, of the Final EIR, has been revised as follows:

> **Biological Resources**
>
> California Department of Fish and Wildlife (CDFW). 2014. California Habitat Relationships. California Interagency Wildlife Task Group.
>
> …

_____. 2024. Regional Conservation Investment Strategies Program Frequently Asked Questions. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=134611&inline (accessed February 2026).

…

_____. 2026b. Connectivity Advanced Mitigation. https://wildlife.ca.gov/Conservation/Planning/Connectivity (accessed February 2026).

Response 4.23

The commenter notes that the primary transportation projects planned in Santa Cruz County are along Highway 1, with several projects also planned on Highway 1 and State Route (SR) 68 in Monterey County. The commenter notes that Highway 1 currently serves as a barrier to movement for the Santa Cruz long-toed salamander; that SR-68 is a known movement barrier for many species of wildlife, including California tiger salamander and mountain lion; and that CDFW has specifically identified several stretches of Highway 1 and SR 68 as priority wildlife movement barriers. The commenter recommends that fish barriers for species including tidewater goby and steelhead that occur along portions of Highway 1 should be considered for remediation during project design to address connectivity impacts from transportation infrastructure.

As the commenter mentions, the wildlife barriers along Highway 1 and State Route 68 are existing barriers. In response to this comment, the following text has been added to Section 4.4.1, *Setting*, in Section 4.4, *Biological Resources*, of the Final EIR:

> In the AMBAG region, several major transportation corridors coincide with key wildlife movement and habitat connectivity areas. The primary transportation projects planned in Santa Cruz County are located along Highway 1, with additional projects planned along Highway 1 and State Route 68 in Monterey County. According to CDFW, Highway 1 functions as a movement barrier for multiple wildlife species, including California tiger salamanders and mountain lions.
>
> In addition to terrestrial species, aquatic connectivity is also influenced by transportation infrastructure within the region. According to the California Fish Passage Assessment Database (BIOS ds69), portions of Highway 1 include culverts and other infrastructure features that may function as barriers to fish passage for species such as tidewater goby (*Eucyclogobius newberryi*) and steelhead (*Oncorhynchus mykiss*) (CDFW 2026a).

The change reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because it simply provides more detail on wildlife movement in the AMBAG region. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA Guidelines Section 15088.5

In addition, Chapter 8*, References*, of the Final EIR, has been revised as follows:

> **Biological Resources**
>
> California Department of Fish and Wildlife (CDFW). 2014. California Habitat Relationships. California Interagency Wildlife Task Group.
>
> …
>
> _____. 2026a. Comment Letter on the 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) and 2050 Regional Transportation Plans (RTP) for San Benito, Santa Cruz, and Monterey Counties (Plan) Draft Environmental Impact Report (DEIR) (accessed March 2026a).

An analysis of impacts on wildlife movement can be found under Impact BIO-3 in Section 4.4, *Biological Resources*, of the Draft EIR. As discussed in Impact BIO-3, future transportation projects envisioned by the 2050 MTP/SCS could impede wildlife movement by widening existing roads, constructing new roadways crossings across rivers and drainages, adding fencing or walls, installing temporary water diversions during construction for projects located within or near creeks and rivers, and increasing noise and human presence, especially near riparian corridors and sensitive habitats. Although most improvements would involve expansion of existing facilities in urbanized or already developed areas, even the elimination of limited wildlife movement opportunities could further isolate wildlife populations. Despite existing local policies to protect habitat connectivity, the combined effects of transportation improvements and future land use changes would result in significant impacts, as disclosed in the Draft EIR.

Under Mitigation Measure BIO-3(a), individual projects implemented along Highway 1 and SR-68 would be designed to permit wildlife movement by incorporating design features for wildlife connectivity; under Mitigation Measure BIO-3(b), connectivity in drainages would be maintained to allow for continued wildlife movement; and under Mitigation Measure Bio-3(c), construction Best Management Practices (BMPs) would be implemented to minimize disruption to wildlife movement. Please note that, as required by CEQA, mitigation measures presented in the EIR related to wildlife movement were developed and would be implemented to reduce the future impacts of transportation and land use projects, rather than to remediate pre-existing wildlife movement constraints associated with existing transportation infrastructure.

Response 4.24

The commenter states that implementation of the 2050 MTP/SCS could cause direct and indirect mortality, reduced reproductive success, reduced frequency of care for young resulting in reduced health or vigor of young, forcing wildlife into areas that could increase their vulnerability to vehicle strikes and predation, and reduction in genetic exchange affecting intra-species diversity. The commenter notes that isolation of subpopulations limits the genetic exchange of populations and increases the risk of local extirpation. The commenter emphasizes that maintaining habitat connectivity is critical for species to move and adapt to changing conditions.

The specific impacts identified by the commenter (direct and indirect mortality, reduced reproductive success, reduced frequency of care for young resulting in reduced health or vigor of young, forcing wildlife into areas that could increase their vulnerability to vehicle strikes and predation, and reduction in genetic exchange affecting intra-species diversity) are encompassed by Impact BIO-4 in Section 4.4, *Biological Resources*, of the Draft EIR. Impact BIO-3 explains that roadway widening, new crossings, temporary water diversions, construction noise, increased human presence, and added fencing or barriers can disrupt wildlife movement and behavior, fragment habitat, and reduce connectivity. In addition, Impact BIO-3 notes that even limited loss of movement opportunities can further isolate habitat patches and affect common and sensitive species. City and county general plans include policies that require projects within the region to be designed to maintain wildlife movement and habitat connectivity. Furthermore, the Draft EIR proposes Mitigation Measures BIO-3(a) through BIO-3(c), which call for project design for wildlife connectivity and construction BMPs. Compliance with Mitigation Measures BIO-3(a) through BIO-3(c) would reduce impacts to wildlife movement by requiring projects to be designed in a way that reduces habitat connectivity impacts.

Response 4.25

The commenter summarizes the intent of Mitigation Measure BIO-3 and states that CDFW does not concur that this mitigation measure is sufficient to mitigation for potential project-related impacts to wildlife connectivity.

As described in Response 4.23, impacts to wildlife movement are addressed under Impact BIO-3 (Pages 4.4-46 through 4.4-49 of the Draft EIR). That analysis determined that implementation of transportation improvements and the land use scenario envisioned by the 2050 MTP/SCS would substantially interfere with wildlife movement. To mitigate this impact, the Draft EIR proposes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction BMPs. Compliance with Mitigation Measures BIO-3(a) through BIO-3(c) would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2050 MTP/SCS. No additional feasible mitigation measures were identified in the EIR to reduce impacts on wildlife movement. Because the comment does not recommend specific modifications to the EIR's mitigation measures (these are identified in Comments 4.32 through 4.44.), no revisions to the Draft EIR are required in response to this comment.

Response 4.26

The commenter recommends in-depth studies on the existing use of wildlife corridors within the 2050 MTP/SCS area and surrounding areas in order to evaluate the impacts of future projects tiered from the 2050 MTP/SCS and to provide a basis for infrastructure and project component redesign.

According to CEQA Guidelines Section 15204(a), a lead agency is not required to "conduct every test or perform all research, study, and experimentation recommended or demanded by commentors." In-depth studies related to the existing use of wildlife corridors within the 2050

MTP/SCS area and surrounding areas would not influence the program-level analysis, impact conclusions or recommended mitigation measures. The EIR's program-level analysis of wildlife corridor impacts related to implementation of the MTP/SCS is adequate under CEQA, and detailed project-level analysis of wildlife movement impacts due to the implementation of specific projects is properly deferred to second-tier CEQA documents. See CEQA Guidelines Section 15152(c), which notes that when a lead agency is using the tiering process for large scale planning approval, the development of detailed site-specific information can be properly deferred to second-tier environmental documents as long as significant effects of the planning approval are adequately disclosed.

Response 4.27

The commenter states that the cumulative impacts of adjacent projects on wildlife corridors should be considered.

As discussed in Section 6.4.1, Approach for Cumulative Analysis, in Chapter 6, *Other CEQA Required Discussions*, the cumulative impacts analysis was conducted in accordance with CEQA Guidelines Section 15130. Section 4.4.4, *Cumulative Impacts*, in Section 4.4, *Biological Resources*, defines the cumulative impact analysis area for biological resources as the tri-County AMBAG region and the adjoining counties and contains a cumulative impact analysis for biological resources. This geographic extent encompasses the mosaic of representative habitat types (and associated biological resources) that could be affected by the transportation projects and land use pattern envisioned in the 2050 MTP/SCS. Impact BIO-C-1 recognizes that cumulative impacts of transportation projects and growth in the region on biological resources, including interference with wildlife movement, would be significant, and that the contribution of the MTP/SCS to cumulative biological impacts would be cumulatively considerable. Accordingly, the cumulative impacts of adjacent projects are already considered in the analysis at a program level. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.28

The commenter suggests that the Draft EIR should analyze existing wildlife movement corridors and habitat connectivity throughout the listed transportation improvement projects.

Existing wildlife movement corridors in the region are characterized in Section 4.4.1, *Setting*, of Section 4.4, *Biological Resources*, of the Draft EIR. As described in Response 4.23, impacts to wildlife movement are addressed under Impact BIO-3 (Pages 4.4-46 through 4.4-49 of the Draft EIR). As explained in Response 4.26, the EIR's program-level analysis of wildlife corridor impacts related to implementation of the MTP/SCS is adequate under CEQA, and detailed project-level analysis of wildlife movement impacts due to the implementation of specific projects is properly deferred to second-tier CEQA documents. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.29

The commenter suggests that the Draft EIR should assess opportunities for enhancement of existing corridors or creation of new corridors where they may not exist.

This recommendation is noted. The 2050 MTP/SCS is a compilation of transportation projects and the land use scenario envisioned within the Monterey, San Benito, and Santa Cruz counties through 2050 and does not include the enhancement of existing wildlife corridors or creation of new corridors. Such enhancement is not required by CEQA. The purpose of the Draft EIR is to disclose impacts of the 2050 MTP/SCS at a program level, and to recommend mitigation measures that avoid or reduce impacts, as required by CEQA Guidelines. Mitigation Measure BIO-3(a) calls for projects to be designed with the intent to permit wildlife movement by incorporating design features for wildlife connectivity, and Mitigation Measure BIO-3(b) calls for permanent structures that would impede wildlife movement to be avoided to the extent feasible within any drainage or river that serves as an existing wildlife migration corridor. Consistent with CEQA requirements, mitigation measures presented in the EIR related to wildlife movement were developed and would be implemented to reduce the future impacts of transportation and land use projects, rather than to enhance wildlife migration beyond baseline levels. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.30

The commenter suggests that the Draft EIR should provide maps of specific locations where wildlife connectivity could be impacted, including culverts, roads, and fencing.

The Draft EIR provides a program-level evaluation of potential impacts associated with implementation of the 2050 MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level. Accordingly, this level of detail is not available at this stage of environmental review. As explained in Response 4.26, the EIR's program-level analysis of wildlife corridor impacts related to implementation of the MTP/SCS is adequate under CEQA, and detailed project-level analysis of wildlife movement impacts due to the implementation of specific projects is properly deferred to second-tier CEQA documents. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.31

The commenter suggests that the Draft EIR should include the findings of past connectivity studies within the MTP/SCS region.

The purpose of the EIR is to disclose impacts of the 2050 MTP/SCS at a program level and to recommend mitigation measures that avoid or reduce impacts as required by CEQA Guidelines. As noted in Response 4.26, CEQA Guidelines Section 15204(a) explains that a lead agency is not required to "conduct every test or perform all research, study, and experimentation recommended or demanded by commentors." The findings of past connectivity studies within the AMBAG region would not influence the program-level analysis, impact conclusions or recommended mitigation measures. Furthermore, the comment does not identify any specific

past connectivity studies that could arguably be relevant. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.32

The commenter recommends adding a new mitigation measure that would require project-specific wildlife movement studies, use of preconstruction survey data to develop corridor improvements, and post-construction monitoring. The commenter also suggests adding baseline survey protocols, site-selection and design criteria, and reporting requirements for wildlife movement monitoring.

The Draft EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level and identifies performance-based mitigation to be implemented after project specific analysis in future CEQA documents is prepared consistent with CEQA Guidelines Sections 15162, 15163, and 15168.

To mitigate impacts to wildlife corridors, the Draft EIR includes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction BMPs. In response to this comment, Mitigation Measure BIO-3(a) has been revised as follows:

BIO-3(a) Project Design for Wildlife Connectivity

The implementing agency shall implement the following measures. All projects, including those with long segments of fencing or lighting, shall be designed to minimize impacts to wildlife <u>movement</u>. <u>Fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety; where fencing is necessary, it shall be placed far enough from the structure entrance to avoid blocking wildlife access and shall include design features that maintain clear, functional movement pathways</u>.

Where fencing or other components are required for public safety, designs shall incorporate features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two fence wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate;
- <u>Culverts shall be maintained to be free of sediment and vegetation to ensure continued functionality for wildlife passage;</u>

- Project designs shall incorporate terracing to facilitate terrestrial species movement where space allows;
- Culverts shall be upsized where appropriate to support passage of impacted species;
- Crossing structures shall incorporate bench designs where feasible to allow wildlife use of the crossings during flooding;
- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-4(a)) Roadway Lighting for lighting requirements); and
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

In addition, prior to design approval, implementing agencies shall conduct wildlife movement assessments to evaluate connectivity constraints and identify opportunities to maintain or enhance wildlife movement. These assessments shall consider the best available wildlife-movement protocols and shall inform design of fencing, crossings, and other project features. Post-construction monitoring shall be conducted, where feasible, to confirm wildlife use of implemented movement features and to identify any needed adaptive management.

When on-site design measures cannot fully reduce impacts, compensation shall be used as a mitigation option, including but not limited to participation in RCISs and mechanisms authorized under SB 790, to reduce unavoidable connectivity impacts at a landscape scale.

Additionally, Mitigation Measure BIO-3(b) has been revised as follows:

BIO-3(b) Maintain Connectivity in Drainages

...

If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

For projects affecting drainages that serve as wildlife movement corridors, implementing agencies shall complete pre-construction evaluations of species movement patterns to guide placement, design, and timing of work. Post-construction monitoring shall be conducted, where feasible, to verify that drainage-related movement remains functional and to inform adaptive management if needed.

It is the responsibility of the implementing agencies of individual projects to conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the Program EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary or incorporate to respond to site specific conditions. Additional mitigation measures may also be developed for project-specific impacts.

Response 4.33

The commenter recommends adding a new mitigation measure that would require on-site features to habitat connectivity be evaluated and included in projects. The commenter states that aspects of the 2050 MTP/SCS that could create barriers to wildlife movement should be included and analyzed in the Draft EIR. Lastly, the commenter recommends that the 2050 MTP/SCS avoid developing or encroaching onto wildlife corridors, passage areas, or linkages.

As described in Response 4.23, impacts to wildlife movement are addressed under Impact BIO-3 (Page 4.4-46 of the Draft EIR), including, at a programmatic level, aspects of the MTP/SCS that could create physical barriers to wildlife movement. Because detailed design, construction timing, and site conditions are not yet known, it is not possible to analyze every aspect of the 2050 MTP/SCS projects that could create barriers to wildlife movement. Rather, as described in Response 4.32, the Draft EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. The EIR's program-level analysis of wildlife corridor impacts related to implementation of the MTP/SCS is adequate under CEQA, and detailed project-level analysis of wildlife movement impacts due to implementation of specific projects is properly deferred to second-tier CEQA documents. To mitigate impacts to wildlife corridors, the Draft EIR includes Mitigation Measures BIO-3(a) through BIO-3(c). These measures would require projects to be designed for wildlife connectivity, maintain connectivity in drainages, and implement BMPs to minimize disruption to wildlife. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.34

The commenter suggests that the Draft EIR establish measures for wildlife-friendly designs for covered activities.

Mitigation Measure BIO-3(a) requires project design to consider wildlife connectivity and provides a non-exhaustive list of design parameters meant to promote wildlife movement, consistent with the commenter's suggestion. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.35

The commenter suggests that the Draft EIR establish measures for wildlife-friendly fencing, including placement restrictions and designing fencing to deter wildlife from crossing roads and other infrastructure to reduce vehicle collisions with wildlife.

As described in Response 4.35, Mitigation Measure BIO-3(a) requires project design to consider wildlife connectivity and provides a non-exhaustive list of design parameters meant to promote wildlife movement, consistent with the commenter's suggestion. BIO-3(a) has been further clarified in the Final EIR to specify that fencing shall not be installed at the openings of culverts, undercrossings, or other wildlife passage structures unless required for public safety, and that any necessary fencing shall be placed far enough from structure entrances to avoid blocking wildlife access. The measure has also been expanded in the Final EIR to include culvert improvements to support wildlife passage during both wet and dry years, including but not limited to maintaining culverts free of sediment and vegetation, terracing where space allows to facilitate terrestrial species movement, and upsizing culverts to support passage of impacted species.

Response 4.36

The commenter suggests that the Draft EIR establish measures for culvert improvements including culvert maintenance, implementing terracing, and upsizing to support passage of impacted species.

As described in Response 4.35, Mitigation Measure BIO-3(a) requires project design to consider wildlife connectivity and provides a non-exhaustive list of project design parameters meant to promote wildlife movement. BIO-3(a) has been clarified in the Final EIR to include restrictions on fencing at culvert and crossing entrances to avoid blocking wildlife access, as well as culvert improvements to support wildlife passage during wet and dry years, including maintaining culverts free of sediment and vegetation, adding terracing where space allows to facilitate terrestrial species movement, and upsizing culverts where appropriate to support passage of impacted species. In addition, Mitigation Measure BIO-3(b) requires connectivity in drainages to be maintained to allow for continued wildlife movement.

Response 4.37

The commenter suggests that the Draft EIR establish measures to consider design features that would support wildlife movement such as limit lengths of wildlife crossings; allow for light penetration; maximize crossing heights or add bridges; encourage the use of corridors by using natural cover types; encourage the use of bench designs to allow crossings during flooding; and smaller animal escape areas.

As described in Response 4.35, Mitigation Measure BIO-3(a) requires project design to consider wildlife connectivity and provides a non-exhaustive list of design parameters meant to promote wildlife movement. Mitigation Measure BIO-3(a) has been further clarified in the Final EIR to incorporate the commenter's recommendations for wildlife-friendly designs.

Response 4.38

The commenter suggests that the Draft EIR establish scientifically-defensible corridor width requirements and recommends a width of at least 2 kilometers except at bottlenecks.

The 2050 MTP/SCS is a compilation of transportation improvement projects and the land use scenario envisioned within the Monterey, San Benito, and Santa Cruz counties through 2050.

The 2050 MTP/SCS does not propose new wildlife corridors, nor does it propose enhancement of existing wildlife corridors. Therefore, the Draft EIR does not propose "scientifically-defensible corridor width" requirements. No revisions to the Draft EIR are required in response to this comment.

Response 4.39

The commenter recommends coordination with regional CDFW and conservation engineering staff on the design of mitigation measures for wildlife including passage undercrossings, directional fencing, sediment and debris removal, control of invasive plant species, signage, and education.

Mitigation Measure BIO-3(a), Mitigation Measure BIO-3(b), and Mitigation Measure BIO-3(c) would require projects to be designed for wildlife connectivity, maintain connectivity in drainages, and implement BMPs to minimize disruption to wildlife. As noted in Response 4.32, it is the responsibility of the implementing agencies for individual projects to conduct project-level environmental review consistent with CEQA and, where applicable, consider the mitigation measures provided in the Program EIR. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions. Additional mitigation measures may also be developed for project-specific impacts. If future projects implement additional mitigation measures related to wildlife movement and connectivity such as passage undercrossings, directional fencing, sediment and debris removal, control of invasive plant species, signage, and education, the agencies implementing those projects will coordinate with CDFW in the manner required by CEQA or the Fish and Game Code. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.40

The commenter recommends that wildlife movement corridors be monitored during all 2050 MTP/SCS phases. The commenter also recommends that after completion of projects, wildlife connectivity structures should be studied for an additional 1-2 years.

As noted in Response 4.32, it is the responsibility of the implementing agencies of individual projects to conduct environmental review consistent with CEQA and, where applicable, consider mitigation measures provided in the Program EIR. Project-specific environmental documents may adjust mitigation measures as necessary or incorporate to respond to site specific conditions. Additional mitigation measures may also be developed for project-specific impacts. Mitigation Measures BIO-3(a) and BIO-3(b) have also been clarified in the Final EIR to include project-level monitoring recommendations, so that wildlife movement features designed under this measure are evaluated after construction to confirm their effectiveness.

Response 4.41

The commenter recommends that movement studies should be used to decide on locations for design modifications meant to support wildlife movement and connectivity. The commenter also recommends that wildlife crossings are monitored before and after construction by using camera traps, track beds, and other methods.

The Draft EIR provides a program-level evaluation of potential impacts associated with implementation of the MTP/SCS. Because detailed design, construction timing, and site conditions are not yet known, the Draft EIR appropriately evaluates impacts at a broad, programmatic level. Accordingly, project-specific detail is not available at this stage of environmental review. Furthermore, as noted in Response 4.40, Mitigation Measures BIO-3(a) and BIO-3(b) have also been clarified in the Final EIR to include project-level monitoring recommendations.

Response 4.42

The commenter recommends that on- or off-site compensatory mitigation should be implemented to offset unavoidable impacts to wildlife corridors if redesigns or other measures do not fully avoid impacts. The commenter also recommends that the Program EIR should include an analysis of beneficial and feasible wildlife movement corridors that could be implemented to enhance wildlife connectivity.

As discussed in Response 4.32, Mitigation Measure BIO-3(a) has been revised to recommend compensation as an allowable mitigation option, including the use of RCISs and mechanisms authorized under SB 790, where appropriate, to offset unavoidable impacts to wildlife movement and connectivity. These compensation pathways would complement project-level design features by providing landscape-scale mitigation when on-site measures cannot fully reduce impacts.

Regarding measures to enhance wildlife connectivity beyond baseline levels, the 2050 MTP/SCS is a compilation of transportation improvement projects and the land use scenario envisioned within the Monterey, San Benito, and Santa Cruz counties through 2050. The 2050 MTP/SCS does not propose to enhance wildlife corridors, nor is such enhancement required by CEQA. Therefore, the Draft EIR does include analysis of beneficial and feasible wildlife movement corridors that could be implemented to enhance wildlife connectivity. Therefore, no revisions to the Draft EIR are required in response to this comment.

Response 4.43

The commenter recommends that the 2050 MTP/SCS evaluate the development of advanced mitigation credits to support future projects and address impacts to connectivity. The commenter reiterates that SB 790 allows for CDFW to approve compensatory mitigation credits for wildlife connectivity improvements. Lastly, the commenter states that these improvements should improve habitat connectivity, wildlife migration, recolonization, and breeding opportunities, especially in areas hindered by fragmentation or infrastructure.

As noted in Response 4.22, Section 4.4, *Biological Resources,* of the Final EIR has been revised to include information about SB 790, which is a voluntary program that enables the creation of compensatory mitigation credits for wildlife connectivity actions and encourages project applicants take steps to protect wildlife corridors. Furthermore, as discussed in Response 4.32, Mitigation Measure BIO-3(a) has been revised to recommend compensation as an allowable mitigation option, including the use of RCISs and mechanisms authorized under SB 790, where appropriate.

Response 4.44

The commenter states that the 2050 MTP/SCS could provide additional value for wildlife connectivity, depending on its design. The commenter also states that the 2050 MTP/SCS could seek out the development of Mitigation Credit Agreements as part of RCIS.

The comment does not provide any specific suggestions on how the 2050 MTP/SCS could provide additional value for wildlife connectivity. As noted in Response 4.39, Mitigation Measure BIO-3(a) and Mitigation Measure BIO-3(b) call for projects to be designed for wildlife connectivity and to maintain connectivity in drainages. As discussed in Response 4.32, Mitigation Measure BIO-3(a) has been revised in the Final EIR to recommend compensation as an allowable mitigation option, including the use of RCISs and mechanisms authorized under SB 790, where appropriate.

Response 4.45

The commenter requests that CDFW's Lake and Streambed Alteration Program be notified prior to conducting any project activities that have the potential to impact or change the bed, bank, and channel of rivers, streams, and other waterways.

State law requires implementing agencies to notify CDFW's Lake and Streambed Alteration Program pursuant to Fish and Game Code Section 1600 et seq., prior to conducting any project activities that affect waters regulated under this program. The lake and streambed alteration agreement program requirements are acknowledged on Draft EIR Page 4.4-26.

Response 4.46

The commenter restates Public Resources Code Section 21003(e) and requests that any special-status species or natural communities detected during project surveys be reported to the California Natural Diversity Database, provides a weblink to the California Natural Diversity Database field survey form, and information regarding form submittal.

Public Resources Code Section 21003(e) establishes a state policy that information developed in CEQA documents should be incorporated into a database that can be used to make subsequent or supplemental environmental determinations. When project-specific CEQA documents are prepared, implementing agencies will report special-status species or natural communities detected during project surveys to the California Natural Diversity Database consistent with Public Resources Code Section 21003(e).

Response 4.47

The commenter notes that filing fees, which help defray the cost of environmental review by CDFW, are payable upon filing of the Notice of Determination (NOD).

Filing fees will be paid upon filing the MTP/SCS NOD, as required by CEQA Guidelines Section 21089.

Response 4.48

The commenter explains they appreciate the opportunity to comment on the Draft EIR and provides a link to a CDFW webpage with more information on survey and monitoring protocols.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 4.49

The commenter provided an attachment of a recommended Mitigation and Monitoring Program (MMRP). The commenter additionally provides contact information, should AMBAG have any questions regarding the comment letter or require any further coordination.

The recommended MMRP reiterates the seven mitigation measures suggested previously in Comments 4.16 through 4.19 and 4.32 through 4.44. Please see Responses to Comments 4.16 through 4.19 and 4.32 through 4.44 for information regarding the commenter's suggested mitigation measures. To the extent the commenter's suggested mitigation measures are incorporated in the MTP/SCS EIR mitigation measures, they will be included in the EIR's MMRP, consistent with CEQA requirements. The contact information provided in this comment is noted.

Response 4.50

The commenter provides a list of attachments that are referenced in their letter. This specific comment refers to Attachment 1, which is CDFW's March 2024 Letter.

Refer to Response 4.8 for information regarding how AMBAG responded to CDFW's March 2024 NOP letter.

Response 4.51

The commenter provides a list of attachments that are referenced in their letter. This specific comment refers to Attachment 2, which is the MMRP provided in Comment 4.49.

Refer to Response 4.49 for information regarding the commenter's recommended MMRP.

Response 4.52

The commenter provides a list of citations that are referenced throughout their letter.

These references were reviewed along with their respective bracketed comments within the letter and were considered when providing individual responses to comments. Because the comment does not pertain to the adequacy of the EIR or CEQA process, no further response is required.

4 References

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