

City of Salinas

200 Lincoln Ave., Salinas, CA 93901

www.cityofsalinas.org



Meeting Agenda - Final

Tuesday, January 8, 2019

4:00 PM

SALINAS ROTUNDA

City Council

Mayor Joe Gunter

Councilmembers:

Scott Davis, District 1 - Tony Barrera, District 2

Steve McShane, District 3 - Gloria De La Rosa, District 4

Christie Cromeenes, District 5 - John "Tony" Villegas, District 6

Ray E. Corpuz, Jr., City Manager

Christopher A. Callihan, City Attorney

City Clerk's Office: (831) 758-7381

PLEDGE OF ALLEGIANCE**ROLL CALL****COMMENDATIONS**

Holiday Home Lighting Awards

PUBLIC COMMENT TIME RESTRICTIONS

Public comments generally are limited to two minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule.

GENERAL PUBLIC COMMENTS

Receive public communications from the audience on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered. In order to be respectful of all speakers' views and to avoid disruption of the meeting, the audience shall refrain from applauding or jeering speakers who have been recognized by the Mayor.

PUBLIC HEARING

Planned Unit Development Permit 2014-001 (769 and 1600 Northridge Mall Shopping Center) - CONTINUED TO JANUARY 22, 2019.

[ID#19-001](#) **Regional Development Impact Fee Update**

Recommendation: Approve a Resolution updating the Regional Development Impact Fee; and considering adopting an Ordinance Amending Chapter 9 of the Municipal Code to modify the timing of payment of the Regional Development Impact Fee from building permit issuance to certification of occupancy for residential projects.

CONSIDERATION

[ID#19-005](#) **Memorandum of Understanding with NRN for Study of Rental Registry and Inspection Program**

Recommendation: Approve a Resolution authorizing the City Manager to sign a Memorandum of Understanding between the City of Salinas and the National Resource Network.

CONSENT AGENDA

All matters listed under Consent Agenda may be enacted by one motion unless a member of the Council or the public requests discussion or a separate vote.

[ID#19-026](#) **Minutes**

Recommendation: Approve minutes of December 18, 2018.

[ID#19-029](#) Financial Claims

Recommendation: Approve financial claims report.

[ID#19-002](#) An Ordinance amending the criteria for eligibility to serve on the Board of Appeals

Recommendation: Adopt an Ordinance amending Section 3-03.05 of the Municipal Code to change the eligibility criteria for membership on the Building Board of Appeals.

[ID#19-003](#) An Ordinance regarding the operations of Commercial Cannabis Dispensaries

Recommendation: Adopt an Ordinance amending Section 5-07.33(g) of the Municipal Code to allow Commercial Cannabis Dispensaries to operate on Sundays and to extend the hours of operation.

[ID#19-004](#) Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007

Recommendation: Approve a Resolution approving plans and specifications for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007, and authorizing issuance of the Invitation to Bidders, with bids to open on February 28, 2019.

[ID#19-006](#) Long-Term Fiscal and Sustainability Impact Policy

Recommendation: Approve a Resolution authorizing adding a long-term fiscal and sustainability impact section to the Financial Policies of the City of Salinas as recommended by the National Resource Network in the Salinas Ten-Year Plan.

[ID#19-007](#) Mediation Disclosure and Acknowledgment

Recommendation: Approve a Resolution directing the City Manager to execute a Mediation Disclosure and Acknowledgment.

COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS

Receive communication from Councilmembers on reports, appointments and future agenda items. Councilmember comments are generally limited to three minutes.

CLOSED SESSION

*Receive public communications from the audience on Closed session items.
The City Council will recess to closed session pursuant to:*

- [ID#19-027](#)**
- a. **Existing Litigation** - Cal. Gov. Code § 54956.9, conference with legal counsel regarding *Amber Richardson v. City of Salinas*, and cross-actions, Monterey Superior Court Case No. 16CV002640.
 - b. **Labor Negotiations** - Cal. Gov. Code § 54957.6, with its designated labor representatives Ray Corpuz, City Manager; Christopher A. Callihan, City Attorney; Katherine Hogan, Assistant City Attorney; Matt Pressey, Finance Director; Marina Horta-Gallegos, Human Resources Director; Sylvia Enriquez, Human Resource Analyst; and Donna Williamson, Liebert Cassidy Whitmore, regarding labor relations with Service Employees International Union (SEIU),

SEIU Supervisors, Salinas Municipal Employees Association/SEIU, Association of Management Personnel, Police Officers Association, Police Management Association, International Association of Firefighters, Fire Supervisors Association, Confidential Management Employees, Confidential Non-Management Employees and Department Directors.

ADJOURNMENT

Patricia M. Barajas, City Clerk

AGENDA MATERIAL / ADDENDUM

ANY ADDENDUMS WILL BE POSTED WITHIN 72 HOURS OF REGULAR MEETINGS OR 24 HOURS OF SPECIAL MEETINGS, UNLESS OTHERWISE ALLOWED UNDER THE BROWN ACT.

CITY COUNCIL REPORTS MAY BE VIEWED AT THE SALINAS CITY CLERK'S OFFICE, 200 LINCOLN AVENUE, SALINAS, AND ARE POSTED ON THE CITY'S WEBSITE AT WWW.CITYOFSALINAS.ORG ON THE THURSDAY BEFORE THE MEETING. PUBLIC MATERIAL FOR OPEN CITY COUNCIL MEETINGS, THAT IS DISTRIBUTED TO THE MAJORITY OF THE CITY COUNCIL LESS THAN 72 HOURS BEFORE THE MEETING, MAY BE VIEWED AT THE CITY CLERK'S OFFICE. THE CITY COUNCIL MAY TAKE ACTION THAT IS DIFFERENT THAN THE PROPOSED ACTION REFLECTED ON THE AGENDA.

DISABILITY-RELATED MODIFICATION OR ACCOMMODATION, INCLUDING AUXILIARY AIDS OR SERVICES, MAY BE REQUESTED BY ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN THE MEETING. REQUESTS SHOULD BE REFERRED TO THE CITY CLERK'S OFFICE AT 200 LINCOLN AVENUE, SALINAS, 758-7381, AS SOON AS POSSIBLE BUT BY NO LATER THAN 5 P.M. OF THE LAST BUSINESS DAY PRIOR TO THE MEETING. HEARING IMPAIRED OR TTY/TDD TEXT TELEPHONE USERS MAY CONTACT THE CITY BY DIALING 711 FOR THE CALIFORNIA RELAY SERVICE (CRS) OR BY TELEPHONING ANY OTHER SERVICE PROVIDERS' CRS TELEPHONE NUMBER.

PUBLIC NOTIFICATION

This agenda was posted on Thursday, January 3, 2019 at the City Clerk's Office, in the Council Rotunda, and the City's website.

Meetings are streamed live at <https://salinas.legistar.com/Calendar.aspx> and televised live on Channel 25 at 4 p.m. on the date of the regularly scheduled meeting and will be broadcast throughout the day on the Wednesday, Friday, Saturday and Monday following the meeting. For the most up-to-the-minute Broadcast Schedule for The Salinas Channel on Comcast 25, please visit or subscribe to our Google Calendar located at <http://tinyurl.com/salinas25>. Recent City Council meetings may also be viewed on the Salinas Channel on YouTube at <http://www.youtube.com/thesalinaschannel>.



Legislation Text

File #: ID#19-001, **Version:** 1

Regional Development Impact Fee Update

Approve a Resolution updating the Regional Development Impact Fee; and considering adopting an Ordinance Amending Chapter 9 of the Municipal Code to modify the timing of payment of the Regional Development Impact Fee from building permit issuance to certification of occupancy for residential projects.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: JANUARY 8, 2019
DEPARTMENT: PUBLIC WORKS DEPARTMENT
FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR
BY: JAMES SERRANO, TRANSPORTATION MANAGER
TITLE: REGIONAL DEVELOPMENT IMPACT FEE UPDATE

RECOMMENDED MOTION:

A motion(s) to:

- 1) Approve a Resolution updating the Regional Development Impact Fee (RDIF); and
- 2) Adopt an Ordinance amending Chapter 9 of the Salinas Municipal Code to modify timing of payment of the RDIF from building permit issuance to certification of occupancy for residential projects.

RECOMMENDATION:

Staff recommends approving a Resolution updating the Regional Development Impact Fee and adopting an Ordinance to modify timing of payment of the RDIF to certification of occupancy for residential projects.

EXECUTIVE SUMMARY:

The Transportation Agency for Monterey County (TAMC) is required under state law to update the Regional Development Impact Fee (RDIF) every five years. This process includes reviewing the land use and population assumptions in the regional travel demand model, forecasting future travel demands, updating the project list as necessary to meet those demands, revising project costs, and developing an updated fee schedule. The TAMC Board of Directors acting as the Regional Development Impact Fee Joint Powers Agency, of which the City is a member, approved the updated fee schedule on September 26, 2018. This resolution updates the regional fees as part of the City's code.

In addition, Council adopted an Ordinance on November 6, 2018 amending the City Code to modify collection of development fees for residential projects to certification of occupancy. The Ordinance aims to encourage development of housing. The November 6, 2018 Ordinance did not include the RDIF. In consultation with TAMC, the agency defers collection of the RDIF to the City, as long as the payment of the fee is a condition of approval in accordance with the California Government Code Sections 66000-66008.

BACKGROUND:

Traffic Impact Fee Programs are about making sure that residents and businesses have the streets that they will need in the future as new development brings growth and additional traffic to the transportation system. The City has a traffic fee program that collects impact fees from development projects to address the traffic impacts on the City's transportation network. The Regional Development Impact Fee is collected to help pay for road/highway improvements such as widening Davis Road to four lanes, widening the US 101 corridor through Salinas, and improvements on the US 101 or SR 68 corridors—roads needed for regional travel.

The City Council established the Regional Development Impact Fee program in June 2008 and executed the Joint Powers Agreement with the County and other cities that have TAMC administering the fee program. As part of the Joint Powers Agreement, TAMC is required to update the fee program every five years.

The RDIF program, as adopted by the Transportation Agency Board of Directors and each of the jurisdictions, including Salinas, went into effect in August 2008. Prior to the adoption of the regional fee program, development proposals were evaluated on a case-by-case, ad-hoc basis for cumulative impacts to the regional transportation network as part of the California Environmental Quality Act (CEQA) review. This process resulted in, at times, lengthy negotiations with developers, and assessments were not consistently applied throughout the County. The purpose of establishing a countywide Regional Fee program was to streamline the environmental review of new development, and establish a consistent methodology to assess in-lieu fees as a CEQA mitigation for new trips on the regional transportation system.

As mentioned, the Transportation Agency is required to conduct a major update to the fee program once every five years. In June 2018, the TAMC Board approved the 2018 Monterey County Regional Transportation Plan, and adopted Resolution 2018-12, making findings under the California Environmental Quality Act related to the Transportation Plan. This 2018 Regional Fee update is based upon projects identified and environmentally reviewed in the 2018 Monterey County Regional Transportation Plan and its accompanying CEQA Findings.

The updated fees reflect changes that have occurred in the past five years, such as: updates to population, employment and housing projections; the expected pace of new development; changes in land use plans including general plan updates; the need for new transportation projects based on growth; the completion of some transportation projects; and, changes to estimated project costs. This update also evaluated how TAMC could incorporate a Fort Ord Reuse Area zone into the regional fee program. The regional fee program segments the County into four distinct zones - North County, Peninsula/South Coast, Greater Salinas, and South County. Currently, development projects located within the FORA boundary only pay the FORA Community Facilities District fee and are exempt by policy from payment of the TAMC regional transportation fee. With the legislatively-mandated sunset of FORA in 2020, TAMC has been coordinating with FORA's staff on the potential transfer of capital improvement program transportation obligations to the TAMC fee program.

The concept of a traffic fee is to assure that new development pays for its impact on the roadways and circulation network. Most new development will generate new trips; for instance, a new single family home is estimated to result in 10 new trips per day; some of those trips may be linked into a single automobile journey, and some will be walking, biking or transit trips. A new retailer or warehouse is estimated to draw new customers and employees, who will create trips on the regional and local roads, based on its overall square footage. The AMBAG Regional Travel Demand Model incorporates the adopted local general plans, as well as current and projected future population, to predict which roads people will drive on to get to and from these new developments, and existing land uses.

To calculate the traffic impact fee, TAMC's consultant, Wood Rodgers, used the AMBAG travel forecast model to determine where future traffic congestion (i.e. a network "deficiency") is projected to occur in 2035 (the forecast year). The fee program then proposes future roadway improvements where this traffic congestion is projected to occur. Only a portion of the future traffic congestion is caused by new trips; the remaining traffic is caused by trips to and from existing development, i.e. employment, housing or shopping centers.

After identifying where regional roadways are anticipated to be congested in the year 2035, the TAMC staff-consultant team proposed twelve transportation improvements to include in the fee program, to accommodate the new trips created by development. Staff reviewed this draft list of projects with the Technical Advisory Committee at the February 2018 meeting, and made updates based on members' feedback. The fee per trip was then calculated, by dividing the cost of the proposed transportation improvements by the total number of daily trips on that roadway. This fee per trip is then applied to each new development; in the example above, each new single family home pays 10 times the regional per trip fee, to account for the ten new trips added on to the transportation system. These per trip fees are calculated separately for each of the fee zones, since some zones have more transportation improvements, as well as more new development, than others.

The planned network improvements included in the updated 2018 RDIF are described in Exhibit B, showing each project's estimated cost. Highlighted in the exhibit are projects near and around Salinas.

With the above projects in the program, the updated RDIF Rate Schedule is shown on the Table 1 below from the Nexus Update. The Development Fee for Salinas is under Benefit Zone 2: Greater Salinas.

Table 1. 2018 RDIF Rate Schedule

Land Use Type (Unit)	Benefit Zone 1: North County	Benefit Zone 2: Greater Salinas	Benefit Zone 3: Peninsula and South Coast	Benefit Zone 4: South County	Benefit Zone 5: FORA
Residential Average (dwelling unit)	\$3,417	\$2,934	\$3,528	\$1,671	\$3,511
Single Family	\$3,857	\$3,312	\$3,982	\$1,886	\$3,963
Apartment	\$2,709	\$2,326	\$2,796	\$1,324	\$2,783
Condo/Townhome	\$2,362	\$2,028	\$2,438	\$1,154	\$2,426
Multi-Family	\$1,495	\$1,284	\$1,544	\$731	\$1,536
Retail (per 1,000 sq. ft.)	\$5,459	\$4,687	\$5,635	\$2,669	\$5,608
Office/Government (per 1,000 sq. ft.)	\$4,460	\$3,830	\$4,604	\$2,181	\$4,582
Industrial/Agriculture (per 1,000 sq. ft.)	\$1,540	\$1,323	\$1,589	\$753	\$1,582
Light Industrial	\$2,809	\$2,413	\$2,900	\$1,374	\$2,886
Heavy Industrial	\$605	\$519	\$624	\$296	\$621
Warehouse	\$1,999	\$1,717	\$2,064	\$977	\$2,054
Manufacturing	\$1,540	\$1,323	\$1,589	\$753	\$1,582
Lodging (per room)					
Hotel	\$3,293	\$2,828	\$3,399	\$1,610	\$3,383
Motel	\$2,269	\$1,948	\$2,342	\$1,110	\$2,331
Fee per trip	\$403	\$346	\$416	\$197	\$414

CONSIDERATION OF ORDINANCE MODIFYING TIME OF COLLECTION OF THE RDIF

On November 6, 2018, the City Council adopted an Ordinance modifying the time of collection of development fees from issuance of a building permit to certification of occupancy. The change came from the need to encourage housing production and the recommendation originated from a January 2018 report from the Monterey Bay Economic Partnership to encourage housing development. Staff therefore recommends an Ordinance to include the RDIF Program in the new policy in alignment with the Council’s direction.

CEQA CONSIDERATION:

The City of Salinas enacted the Regional Development Impact Fee in 2008 and, considering the environmental effects of the Regional Development Impact Fee Program, made findings that the Development Fee Program itself will have no impact on the environment but future discretionary implementation of the transportation projects identified in the RDIF program by the applicable lead agencies for these transportation projects could potentially lead to one or more significant environmental effects and that the lead agencies for such projects will have responsibility to impose such mitigation measures or makes such changes or alterations as are within their responsibility and jurisdiction to mitigate identified impacts on the environment to the extent feasible.

Furthermore, the City has reviewed and considered the EIR for 2040 Metropolitan Transportation Plan/Sustainable Communities strategies and related documents which includes the transportation projects in the RDIF Nexus Update and finds that there are no substantial changes in the fee program, substantial changes in circumstances, or new information that involve new significant environmental effects or a substantial increase in the severity or environmental effects requiring major revisions to the previously certified EIR, and that the CEQA findings and statement of

overriding considerations made by the City in 2008 approving the JPA and RDIF program remain applicable.

STRATEGIC PLAN INITIATIVE:

The Regional Development Impact Fee Program is not an element of the Council's Strategic Plan since it is already an ongoing program. Development Traffic Impact Fees, including City traffic impact fee and the RDIF, provide funding for the local and regional transportation network respectively, allowing mitigation of development impacts on the network. The City and the region's transportation network in turn support the economic operations of the City. Traffic impact fee programs therefore support Council's goals of Excellent Infrastructure and Economic Prosperity.

The proposed Ordinance change aligns the regional fee program with new city policy supporting production of housing which is an objective of the City's strategic plan.

DEPARTMENTAL COORDINATION:

Application of development fees are part of the development approval process and involves coordination of City Departments that are involved in the approval of new development. Public Works staff review requisite traffic studies and calculate or confirm traffic impact fees.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. However, the RDIF program is projected to generate \$121 million through 2035 for transportation infrastructure in the region. Included in the projects funded are transportation facilities that serve City residents and Salinas businesses.

ATTACHMENTS:

Resolution Updating the RDIF
Ordinance modifying the time of collection of RDIF for Housing Projects
Exhibit A- RDIF Nexus Update Executive Summary
Exhibit B- Projects List
Exhibit C-Projects Location Map
Exhibit D-Expenditure Plan
Exhibit E- Article V-C of the Salinas Code (RDIF Ordinance)
Exhibit F - Resolution 20442 2013 RDIF Update
Exhibit G – Final 2018 Nexus Study Update
Exhibit H- AMBAG Metropolitan Transportation Plan Final EIR Executive Summary

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALINAS UPDATING
THE REGIONAL DEVELOPMENT IMPACT FEES**

WHEREAS, in 2008, the Council of the City of Salinas (“City”), along with the Transportation Agency for Monterey County (“TAMC”), the County of Monterey (“County”) and other cities within the County, entered into a Joint Powers Agreement (“JPA”) establishing the Regional Development Impact Fee Agency (“RDIF Agency”) to coordinate the activities of the parties to the JPA in connection with the collection, transmittal and expenditure of Regional Development Impact Fees;

WHEREAS, as part of its actions related to the JPA, the City Council adopted Ordinance No. 2485 (“Ordinance”) establishing a Regional Development Impact Fee (“RDIF”) to be paid by new development within the City to fund, in part, the cost of regional transportation improvements needed to accommodate new development of land within the county;

WHEREAS, the City is a voting member of the RDIF Agency Board of Directors and located in the “Greater Salinas” benefit zone of the RDIF program;

WHEREAS, TAMC is the administrator of the RDIF Agency;

WHEREAS, as part of its duties as the administrator of the RDIF Agency, TAMC completed the statutorily required five-year update to the Regional Development Impact Fee Nexus Study in 2013, and again in 2018 and made certain findings under CEQA as Lead Agency;

WHEREAS, the Regional Development Impact Fee program is based upon revisions to the regional travel forecast model, General Plan updates, project financing, and population growth projections that have occurred since the last update, as is reflected in the 2018 Nexus Study, which was unanimously approved by the RDIF Agency Board of Directors on September 26, 2018;

WHEREAS, TAMC also approved Resolution 2018-15 finding that the matters contained in the 2018 Nexus Study are within the scope of, and have already been analyzed in, the Final EIR for the 2040 Metropolitan Transportation Plan, certified by the Association of Monterey Bay Area Governments and incorporated into the 2018 Monterey County Regional Transportation Plan, which was approved by TAMC on June 27, 2018;

WHEREAS, the governing boards of the RDIF Agency member jurisdictions must adopt the updated fee schedule contained in the 2018 Nexus Study for the update to go into effect, and TAMC has requested that the member jurisdictions adopt the fee schedule by November 30, 2018;

WHEREAS, as a responsible agency under CEQA, the City has reviewed and considered the EIR and related documents and finds that there are no substantial changes in the fee program, substantial changes in circumstances, or new information that involve new significant environmental effects or a substantial increase in the severity or environmental effects requiring major revisions to the previously certified EIR, and that the CEQA findings and statement of overriding considerations made by the City in 2008 approving the JPA and RDIF program remain applicable;

WHEREAS, the 2018 Nexus Study includes a fifth benefit zone comprised of the boundary of the Fort Ord Reuse Authority (“FORA”), for which collection of regional fees from new development within that area will become active at such time as the collection of said fees is approved by the RDIF Agency Board of Directors; and

WHEREAS, the Council of the City deems it necessary and appropriate to update the RDIF as provided in this Resolution; and

WHEREAS, at its meeting on January 8, 2019, the Salinas City Council held a Public Hearing in consideration of the 2018 RDIF Update.

NOW, THEREFORE, the City Council of the City of Salinas does hereby resolve as follows:

1. Amount of Regional Development Impact Fee. The amount of RDIF within the City shall be as provided in Exhibit “A” hereto for the “Greater Salinas” benefit zone. The amount of RDIF shall be subject to automatic and discretionary modifications as provided in the JPA and subsequent resolutions of this Council.
2. Effective Date. This Resolution shall take effect upon approval.

PASSED AND APPROVED this 8th day of January 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

EXHIBIT A

LAND USE DESIGNATION	TMP RATES	NORTH COUNTY	GREATER SALINAS	PENINSULA / SOUTH COAST	SOUTH COUNTY	FORA
Residential Average (Dwelling Unit)						
Single-Family	8.57	\$3,857	\$3,311	\$3,981	\$1,885	\$3,962
Single-Family (Moderate Income)	7.47	\$3,010	\$2,585	\$3,108	\$1,472	\$3,093
Single-Family (Low Income)	5.52	\$2,225	\$1,910	\$2,296	\$1,087	\$2,285
Apartment	6.72	\$2,708	\$2,325	\$2,796	\$1,324	\$2,782
Apartment (Moderate Income)	5.25	\$2,114	\$1,815	\$2,182	\$1,033	\$2,172
Apartment (Low Income)	3.88	\$1,562	\$1,341	\$1,612	\$764	\$1,605
Condo/Townhome	5.86	\$2,362	\$2,028	\$2,438	\$1,154	\$2,426
Condo/Townhome (Moderate Income)	4.57	\$1,843	\$1,583	\$1,903	\$901	\$1,894
Condo/Townhome (Low Income)	3.38	\$1,362	\$1,170	\$1,406	\$666	\$1,399
Multi-Family / Auxiliary Unit	3.71	\$1,495	\$1,284	\$1,543	\$731	\$1,536
Senior Housing	3.71	\$1,495	\$1,284	\$1,543	\$731	\$1,536
Retail (Square Feet)	44.32	\$5.46	\$4.69	\$5.64	\$2.67	\$5.61
Building Materials and Lumber Store	45.16	\$5.56	\$4.78	\$5.74	\$2.72	\$5.71
Free-Standing Discount Superstore	49.21	\$6.06	\$5.20	\$6.26	\$2.96	\$6.23
Specialty Retail Center	44.32	\$5.46	\$4.69	\$5.64	\$2.67	\$5.61
Free-Standing Discount Store	56.02	\$6.90	\$5.92	\$7.12	\$3.37	\$7.09
Day Care Center	79.26	\$9.76	\$8.38	\$10.08	\$4.77	\$10.03
Hardware/Paint Store	51.29	\$6.32	\$5.42	\$6.52	\$3.09	\$6.49
Nursery (Garden Center)	36.08	\$4.44	\$3.82	\$4.59	\$2.17	\$4.57
Nursery (Wholesale)	39.00	\$4.80	\$4.12	\$4.96	\$2.35	\$4.93
Shopping Center	42.94	\$5.29	\$4.54	\$5.46	\$2.59	\$5.43
Factory Outlet Center	26.59	\$3.28	\$2.81	\$3.38	\$1.60	\$3.36
New Car Sales	33.34	\$4.11	\$3.53	\$4.24	\$2.01	\$4.22
Automobile Parts Sales	61.91	\$7.63	\$6.55	\$7.87	\$3.73	\$7.83
Tire Store	24.87	\$3.06	\$2.63	\$3.16	\$1.50	\$3.15
Tire Superstore	20.36	\$2.51	\$2.15	\$2.59	\$1.23	\$2.58
Supermarket	102.24	\$12.59	\$10.81	\$13.00	\$6.16	\$12.94
Discount Supermarket	96.82	\$11.93	\$10.24	\$12.31	\$5.83	\$12.25
Discount Club	41.80	\$5.15	\$4.42	\$5.31	\$2.52	\$5.29
Home Improvement Superstore	29.80	\$3.67	\$3.15	\$3.79	\$1.79	\$3.77
Electronics Superstore	45.04	\$5.55	\$4.76	\$5.73	\$2.71	\$5.70
Discount Home Furnishing	47.81	\$5.89	\$5.06	\$6.08	\$2.88	\$6.05
Apparel Store	66.40	\$8.18	\$7.02	\$8.44	\$4.00	\$8.40
Arts and Crafts Store	56.55	\$6.97	\$5.98	\$7.19	\$3.41	\$7.16
Pharmacy/Drugstore (no Drive-Thru)	90.06	\$11.09	\$9.52	\$11.45	\$5.42	\$11.40
Pharmacy/Drugstore (Drive-Thru)	88.16	\$10.86	\$9.32	\$11.21	\$5.31	\$11.16
Furniture Store	5.06	\$0.62	\$0.54	\$0.64	\$0.30	\$0.64
Quality Restaurant	89.95	\$11.08	\$9.51	\$11.44	\$5.42	\$11.38
High Turnover (Sit-down) Restaurant	127.15	\$15.66	\$13.45	\$16.17	\$7.66	\$16.09
Fast Food (Stand-Alone)	496.12	\$61.11	\$52.47	\$63.08	\$29.88	\$62.78
Fast Food (w/ Non-Auto)	127.00	\$51.18	\$43.94	\$52.83	\$25.02	\$52.58
Fast Food (Shopping Center Pad)	77.00	\$31.03	\$26.64	\$32.03	\$15.17	\$31.88
Fast Food (Shopping Center w/ Non-Auto)	52.00	\$20.96	\$17.99	\$21.63	\$10.24	\$21.53
Office (Square Feet)						
General Office	11.01	\$4.437	\$3.809	\$4.580	\$2.169	\$4.558
Single Tenant Office Building	11.57	\$4.663	\$4.003	\$4.813	\$2.279	\$4.790
Medical-Dental Office Building	36.13	\$14.560	\$12.501	\$15.030	\$7.118	\$14.958
Office Park	11.42	\$4.602	\$3.951	\$4.751	\$2.250	\$4.728
Business Park	12.76	\$5.142	\$4.415	\$5.308	\$2.514	\$5.283
Industrial / Agriculture (Square Feet)						
Light Industrial	6.97	\$2.809	\$2.412	\$2.900	\$1.373	\$2.886
Heavy Industrial	1.50	\$0.605	\$0.519	\$0.624	\$0.296	\$0.621
Warehouse	4.96	\$1.999	\$1.716	\$2.063	\$0.977	\$2.053
Manufacturing	3.82	\$1.539	\$1.322	\$1.589	\$0.753	\$1.581
Lodging (Room)						
Hotel	8.17	\$3,293	\$2,827	\$3,399	\$1,609	\$3,382
Motel	5.63	\$2,269	\$1,948	\$2,342	\$1,109	\$2,331
Fee per Trip		\$403	\$346	\$416	\$197	\$414

INFILL RATES	NORTH COUNTY	GREATER SALINAS	PENINSULA / SOUTH COAST	SOUTH COUNTY
8.61	\$3,471	\$2,980	\$3,583	\$1,697
6.72	\$2,709	\$2,326	\$2,797	\$1,324
4.97	\$2,002	\$1,719	\$2,067	\$979
6.05	\$2,437	\$2,093	\$2,516	\$1,191
4.72	\$1,903	\$1,633	\$1,964	\$930
3.49	\$1,406	\$1,207	\$1,451	\$687
5.27	\$2,125	\$1,825	\$2,194	\$1,039
4.12	\$1,659	\$1,424	\$1,713	\$811
3.04	\$1,226	\$1,053	\$1,265	\$599
3.34	\$1,346	\$1,155	\$1,389	\$658
3.34	\$1,346	\$1,155	\$1,389	\$658
37.672	\$4.640	\$3.984	\$4.790	\$2.269
38.39	\$4.728	\$4.059	\$4.881	\$2.312
41.83	\$5.152	\$4.424	\$5.318	\$2.519
37.67	\$4.640	\$3.984	\$4.790	\$2.269
47.62	\$5.865	\$5.036	\$6.054	\$2.868
67.37	\$8.298	\$7.125	\$8.566	\$4.057
43.60	\$5.370	\$4.610	\$5.543	\$2.625
30.67	\$3.777	\$3.243	\$3.899	\$1.847
33.15	\$4.083	\$3.506	\$4.215	\$1.996
36.50	\$4.496	\$3.860	\$4.641	\$2.198
22.60	\$2.784	\$2.390	\$2.874	\$1.361
28.34	\$3.491	\$2.997	\$3.603	\$1.707
52.62	\$6.482	\$5.565	\$6.691	\$3.169
21.14	\$2.604	\$2.236	\$2.688	\$1.273
17.31	\$2.132	\$1.830	\$2.200	\$1.042
86.90	\$10.704	\$9.190	\$11.049	\$5.233
82.30	\$10.137	\$8.703	\$10.464	\$4.956
35.53	\$4.376	\$3.757	\$4.517	\$2.140
25.33	\$3.120	\$2.679	\$3.221	\$1.525
38.28	\$4.716	\$4.049	\$4.868	\$2.306
40.64	\$5.006	\$4.298	\$5.167	\$2.447
56.44	\$6.952	\$5.969	\$7.176	\$3.399
48.07	\$5.921	\$5.083	\$6.111	\$2.895
76.55	\$9.429	\$8.096	\$9.733	\$4.610
74.94	\$9.230	\$7.925	\$9.528	\$4.513
4.30	\$0.530	\$0.455	\$0.547	\$0.259
76.46	\$9.42	\$8.09	\$9.72	\$4.60
108.08	\$13.31	\$11.43	\$13.74	\$6.51
421.70	\$51.94	\$44.60	\$53.62	\$25.40
107.95	\$13.30	\$11.42	\$13.73	\$6.50
65.45	\$8.06	\$6.92	\$8.32	\$3.94
44.20	\$5.44	\$4.67	\$5.62	\$2.66
8.808	\$3.550	\$3.048	\$3.664	\$1.735
9.256	\$3.730	\$3.203	\$3.850	\$1.823
28.904	\$11.648	\$10.001	\$12.024	\$5.694
9.136	\$3.682	\$3.161	\$3.801	\$1.800
10.208	\$4.114	\$3.532	\$4.247	\$2.011
6.27	\$2.528	\$2.170	\$2.610	\$1.236
1.35	\$0.544	\$0.467	\$0.562	\$0.266
4.46	\$1.799	\$1.545	\$1.857	\$0.879
3.44	\$1.386	\$1.190	\$1.430	\$0.677
6.9445	\$2,799	\$2,403	\$2,889	\$1,368
4.7855	\$1,929	\$1,656	\$1,991	\$943

ORDINANCE NO. _____ (N.C.S.)

AN ORDINANCE AMENDING CHAPTER 9 OF THE SALINAS MUNICIPAL CODE (BUILDING) TO MODIFY THE TIMING OF PAYMENT OF REGIONAL DEVELOPMENT IMPACT FEES FROM BUILDING ISSUANCE TO CERTIFICATE OF OCCUPANCY

WHEREAS, California Government Code §§ 66000-66008, also known as the Mitigation Fee Act, provide local jurisdictions the authority to impose fees to defray all or part of the cost of public facilities related to new development; and

WHEREAS, the City of Salinas would like to balance the requirement of recovering public facilities costs associated with new development and the critical need for housing production; and

WHEREAS, City staff reviewed development impact fees related to housing and found that timing of payment at building permit issuance does constrain housing development by requiring upfront payment of fees before permanent financing is in place; and

WHEREAS, on November 6, 2018, the Salinas City Council adopted an amendment to Chapter 9 (Buildings) related to the timing of payment of development impact fees related to housing from the approval of building permit to the issuance of a certificate of occupancy ; and

WHEREAS, on January 8, 2019, the City Council considered the 2018 Nexus Update for the Regional Development Impact Fee Program and adopted said update; and

WHEREAS, the City Council, desires to align the Regional Development Impact Fee program with its recently approved policy relative to the timing of payment of development impact fees.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS AS FOLLOWS:

SECTION 1. Chapter 9 of the Salinas Municipal Code is hereby amended as follows (Revisions are shown in underline/~~strikethrough~~ text):

Article V-C. – Regional Development Impact Fee.

Sec. 9-50.90.30 – Establishment of a regional development impact fee.

- (a) The regional development impact fee is hereby established in the amounts specified in a resolution to be ~~adopted~~approved by the city council for the purpose of paying for regional transportation improvement projects identified in Exhibit B of the JPA needed to meet increased demand created by traffic resulting from new development. The revenues raised from the impact fee shall be remitted to the RDIF agency to be held, maintained, used and accounted for as required in Government Code Section 66006 of the Mitigation Fee Act in a coordinated fashion, as provided in the JPA.

- (b) The regional development impact fee shall be automatically adjusted as of July 1 of each year following the first year after the effective date of this article. The adjustment shall be calculated by TAMC as administrator of the RDIF agency, based on the increase or decrease in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the period ending December 31 of the preceding calendar year.
- (c) In addition to the automatic adjustment set forth above, TAMC may recommend to the county and other TAMC members that the regional development impact fee be increased to reflect revisions to the project list in the Monterey County regional transportation plan, program revenue, increases in land values over the inflationary increase, or other factors.
- (d) Except as provided in Government Code Sections 65961, 66474.2 and 66498.1 or as otherwise provided by state or federal law or the exemptions set forth in Section 9-50.90.40 of this article, no tract map, parcel map, tentative subdivision map, conditional use permit, land use permit, building permit or other land use entitlement for a new development project shall be approved or issued unless payment of the fee is a condition of approval for any such entitlement. ~~Prior to issuance of a building permit or at such other time as required by law, the City of Salinas shall require the applicant to pay the fee.~~
 - (i) For any commercial development as defined in the Zoning Code that requires a building permit, these fees shall be paid prior to the date of issuance of the building permit, and no building permit shall be issued until said fees are paid.
 - (ii) For any residential development as defined in the Zoning Code including those portions of a mixed-use building or development that requires a building permit, these fees shall be paid prior to the issuance of a certificate of occupancy, and no certificate of occupancy shall be issued until said fees are paid.
 - (iii) For development not requiring a building permit, these fees shall be paid prior to the initiation of the new use.
 - (iv) Violation of this article is a misdemeanor.
- (e) Regional development impact fees shall be imposed and collected by the City of Salinas and, along with any interest earned on the fees while in the possession of the City of Salinas, shall be transmitted by the city to the RDIF agency no later than the tenth business day of each month for all fees collected during the prior month. The fees shall be placed by the RDIF agency in the regional transportation impact fee trust fund. All interest or other earnings of the fund shall be credited to the fund.

SECTION 2. CEQA CONSIDERATIONS. The adoption of this Ordinance involving a change to the timing of development impact fee payment is “Not a Project” under the California Environmental Quality Act (CEQA), Guidelines Section 15378.

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and

each and every section, subsection, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. EFFECTIVE DATE. This ordinance shall take effect and be in force thirty days from and after its adoption.

PASSED AND ADOPTED this ____ day of January 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney

EXECUTIVE SUMMARY

The Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) program was last updated in 2013 through the *2013 RDIF Nexus Study Update* (Wood Rodgers, July 2013). TAMC is legally mandated to update the RDIF program every five years. To that end, this 2018 RDIF Nexus Study Update consists of a comprehensive reevaluation of existing and projected Monterey County (County) roadway deficiencies, regional improvement projects that may address the deficiencies and provide other benefits, and a fee allocation scheme to fund those regional improvements.

Modifications to the methodology used in the *2013 RDIF Nexus Study Update* include utilizing a new horizon-year of 2035, and adding a new, fifth benefit zone for the Fort Ord Reuse Authority (FORA) area. This study documents the technical steps that were undertaken during the creation of updated fees that new development within Monterey County will be required to pay as mitigation for cumulative impacts to the regional road network.

Based on the forecast of the latest version of the Association of Monterey Bay Area Governments' (AMBAG) Regional Travel Demand Model (RTDM), substantial future traffic volume growth is projected on regional corridors throughout Monterey County, which would result in deficiencies beyond those observed under existing conditions. In order to mitigate some of those deficiencies, the updated RDIF program proposes over \$950 million of transportation improvements, spread over 12 identified projects, as well as an additional \$10 million in transit capital improvements. The projects included in the updated 2018 RDIF program are:

1. SR-1 Corridor and Busway
2. SR-156 Widening
3. Marina-Salinas Corridor
4. Davis Road North
5. Davis Road South
6. Del Monte Corridor Improvements
7. US-101 South County Phase 1 (Frontage Roads – Salinas to Chualar)
8. US-101 South County Phase 2 (Harris Road Interchange)
9. SR-68 Commuter Improvements
10. US-101 Widening from Airport Boulevard to Boronda Road
11. County Road G12 San Miguel Canyon Improvements
12. Salinas Road Improvements

With the above proposed regional improvement projects in place, 18 County regional roadway segments are projected to go from unacceptable to acceptable Year 2035 LOS conditions. These improvements by themselves are not projected to mitigate the County's transportation issues completely; however, they will provide improved traffic flow throughout the County. All of the above improvement projects are included in the *Final Moving Forward Monterey Bay, 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy (2040 MTP/SCS)* (AMBAG, June 2018) and the *2018 Monterey County Regional Transportation Plan (2040 RTP)* (TAMC, June 2018).

The RDIF program will provide approximately \$132 million (in 2018 dollars) to fund the fair-share portion of the \$950 million worth of capital improvements attributed to the planned new development in Monterey County. This funding only represents a portion of the required funding for each of the proposed projects. The share of funding corresponding to existing traffic and "External" (i.e. out-of-County) traffic is planned to come from other sources.

The nexus analysis completed as part of this 2018 RDIF Nexus Study Update proportionately allocated cost shares of each of the 12 regional transportation improvement projects to the five benefit zones based on land use growth projections for each zone. Cost allocation was achieved using select-link RTDM model runs to determine percentage of new growth occurring in each benefit zone. The allocated costs for each benefit zone were then distributed to each land use category within each zone based on projected trips generated by each use type, to derive the final fee rates by land use by zone. The final fee rates determined in this 2018 RDIF Nexus Study Update would be applied to all new development projects that cause a net increase in vehicle trips. **Table 1** presents a summary of the final 2018 RDIF Nexus Study Update rate schedule.

Table 1. 2018 RDIF Rate Schedule

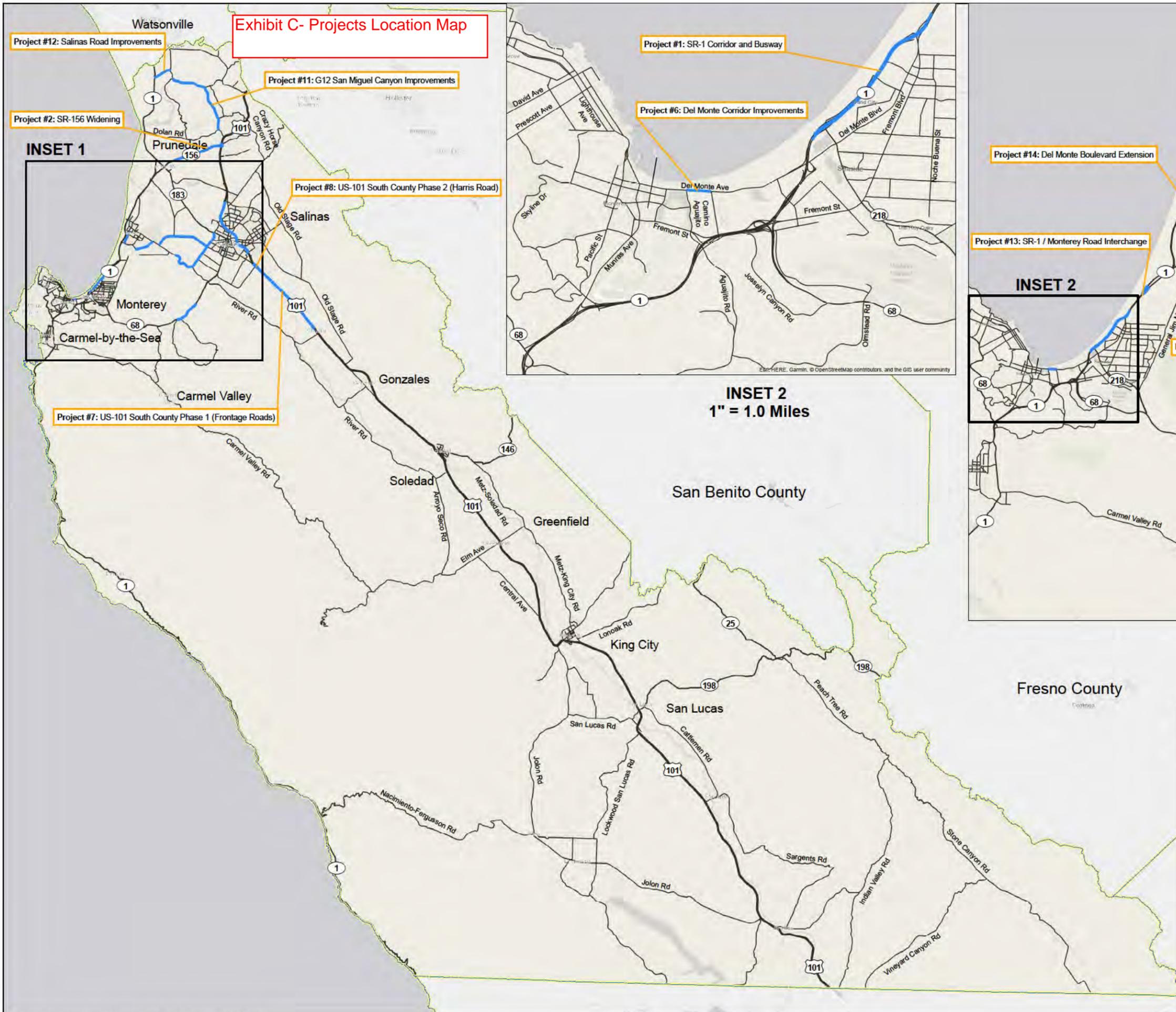
Land Use Type (Unit)	Benefit Zone 1: North County	Benefit Zone 2: Greater Salinas	Benefit Zone 3: Peninsula and South Coast	Benefit Zone 4: South County	Benefit Zone 5: FORA
Residential Average (dwelling unit)	\$3,417	\$2,934	\$3,528	\$1,671	\$3,511
Single Family	\$3,857	\$3,312	\$3,982	\$1,886	\$3,963
Apartment	\$2,709	\$2,326	\$2,796	\$1,324	\$2,783
Condo/Townhome	\$2,362	\$2,028	\$2,438	\$1,154	\$2,426
Multi-Family	\$1,495	\$1,284	\$1,544	\$731	\$1,536
Retail (per 1,000 sq. ft.)	\$5,459	\$4,687	\$5,635	\$2,669	\$5,608
Office/Government (per 1,000 sq. ft.)	\$4,460	\$3,830	\$4,604	\$2,181	\$4,582
Industrial/Agriculture (per 1,000 sq. ft.)	\$1,540	\$1,323	\$1,589	\$753	\$1,582
Light Industrial	\$2,809	\$2,413	\$2,900	\$1,374	\$2,886
Heavy Industrial	\$605	\$519	\$624	\$296	\$621
Warehouse	\$1,999	\$1,717	\$2,064	\$977	\$2,054
Manufacturing	\$1,540	\$1,323	\$1,589	\$753	\$1,582
Lodging (per room)					
Hotel	\$3,293	\$2,828	\$3,399	\$1,610	\$3,383
Motel	\$2,269	\$1,948	\$2,342	\$1,110	\$2,331
Fee per trip	\$403	\$346	\$416	\$197	\$414

Table 4. Regional Improvement Projects List

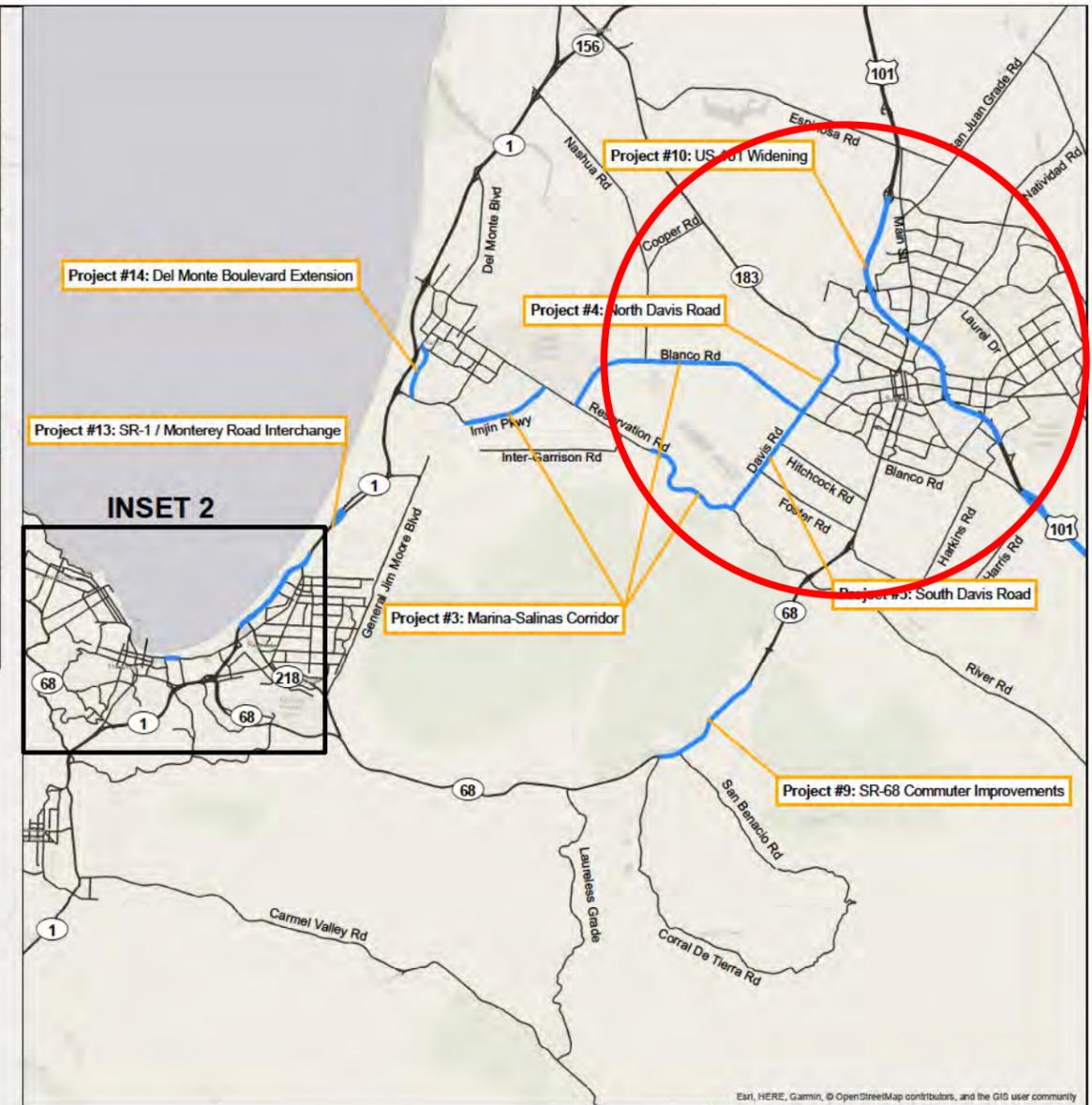
#	Project	Location	Description	2018 Estimated Project Cost
1	SR-1 Corridor & Busway	Seaside / Sand City	Capacity and operational improvements to State Route 1 corridor from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of the intersections of Canyon Del Rey and Fremont Avenues; includes rapid bus corridor.	\$ 26,481,000
2	SR-156 Widening	Between Castroville and Prunedale	Capacity and operational improvements to State Route 156 from Castroville Boulevard to just west of the State Route 156 / US 101 interchange. This RDIF only includes Segment 1 (Castroville Boulevard Interchange) and Segment 2 (SR 156 widening to four lanes) of this project.	\$ 149,175,000
3	Marina-Salinas Corridor	South of Salinas	Multimodal capacity improvements to Reservation Rd from Davis Rd to existing 4 lane section adjacent to East Garrison; multimodal capacity improvements to Imjin Pkwy from Reservation Rd to Imjin Rd; multimodal capacity improvements to Blanco Road from Davis Rd to Reservation Rd.	\$ 74,556,000
4	Davis Road North	South of Salinas	Widen to 4 lanes from SR 183 bridge to Blanco Rd.	\$ 7,736,000
5	Davis Road South	South of Salinas	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River.	\$ 15,736,000
6	Del Monte Corridor Improvements	Monterey	Capacity improvements from El Estero to Sloat Ave. Intersection upgrades to Sloat Ave and Aguajito Ave with left turn and signal operations improvements.	\$ 49,616,000
7	US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar)	Between Salinas and Chualar	Construct 2-lane frontage roads on west-side of US-101 from Harris Rd/Abbott St interchange to Chualar. Remove existing segment of Abbott St from US-101 to Harris Rd. Additional 2-lane frontage rd on east side of US-101 from Chualar to Harris Rd.	\$ 108,096,000
8	US-101 South County Phase 2 (Harris Road)	Southeast Salinas	Construct an interchange at Harris Rd / US 101.	\$ 59,850,000
9	SR-68 Commuter Improvements	Corral De Tierra	Capacity and operational improvements to State Route 68 from existing 4 lane section adjacent to Toro park west to Olmsted.	\$ 79,955,000
10	US 101 Widening from Airport Blvd to Boronda Rd	Salinas	Capacity improvements to US 101 from south of Airport Boulevard to Boronda Road, within the existing right-of-way, at locations where feasible.	\$ 57,863,000
11	G12 San Miguel Canyon Improvements	Between Prunedale and Las Lomas	Operational and capacity improvements along San Miguel Canyon Road from Castroville Boulevard to Hall Road, and along Hall Road / Elkhorn Road from San Miguel Canyon Road to the Monterey County border	\$ 74,221,000
12	Salinas Road Improvements	South Pajaro	Capacity improvements to Salinas Road from Werner Road to Elkhorn Road; install intersection control device and construct intersection improvements at Salinas Road/Werner Road intersection; install intersection control device on Elkhorn road at Salinas Road. Re-align Salinas Road and Werner Road to intersect Elkhorn Road at a single location with an intersection control device.	\$ 7,516,000

Source: Transportation Agency for Monterey County.

Exhibit C- Projects Location Map



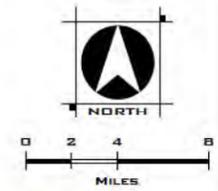
INSET 2
1" = 1.0 Miles



INSET 1
1" = 3.0 Miles

FIGURE 6:
Improvement Projects Location Map
2018 Regional Development Impact Fee
Nexus Study Update
Monterey County, CA
October 2018

- Legend**
- Improvement Project Locations
 - Major Roadways
 - Study Area (Monterey County)



**Transportation Agency for Monterey County
Regional Development Impact Fee Program
2017 Strategic Expenditure Plan**

Revenue Estimates	Previous Cycle 2009-2016	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2035
Regional Fees Collected (Estimated)	\$ 7,001,735	\$ 1,226,095	\$ 52,850,260	\$ 39,819,651
Balance from Previous Cycle	\$ -	\$ 3,667,448	\$ 1,226,095	\$ 9,768,071
Total Estimated Revenues	\$ 7,001,735	\$ 4,893,543	\$ 54,076,355	\$ 49,587,722

Completed Projects	Previous Cycle 2009-2015	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
US 101 San Juan Road Interchange	\$ 2,234,375			
SR-68 (Holman Hwy) Roundabout	\$ 792,514			
Total Regional Fee Expenditures on Completed Projects	\$ 3,026,889	\$ -	\$ -	\$ -

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Previous Cycle 2009-2015	Tier 1 2017-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
SR 1 Corridor & Busway	\$ 26,481,000	\$ 2,238,906				\$ 2,238,906
SR 156 Widening	\$ 388,834,000	\$ 19,005,313		\$ 3,355,243	\$ 15,650,070	\$ -
Marina-Salinas Corridor	\$ 74,556,000	\$ 17,377,544				\$ 17,377,544
Davis Road North	\$ 7,736,000	\$ 1,296,946			\$ 1,296,946	
Davis Road South	\$ 15,736,000	\$ 8,636,152			\$ 8,636,152	
Del Monte Corridor Improvements	\$ 49,616,000	\$ 8,440,669			\$ 8,440,669	
US 101 South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 108,096,000	\$ 17,937,753			\$ 7,175,101	\$ 10,762,652
US 101 South County Phase 2 (Harris Road Interchange)	\$ 59,850,000	\$ 7,463,477				\$ 7,463,477
SR 68 Commuter Improvements	\$ 79,955,000	\$ 3,100,668	\$ 307,398	\$ 312,205	\$ 2,481,065	\$ -
US 101 Widening from Airport Blvd to Boronda Rd	\$ 57,863,000	\$ 4,773,297				\$ 4,773,297
G12 San Miguel Canyon Improvements	\$ 74,221,000	\$ 6,971,846				\$ 6,971,846
Salinas Road Improvements	\$ 7,516,000	\$ 628,280			\$ 628,280	
Total Regional Fee Projected Expenditures	\$ 950,460,000	\$ 97,870,852	\$ 307,398	\$ 3,667,448	\$ 44,308,284	\$ 49,587,722

Additional Projected Revenue Sources from 2018 Regional Transportation Plan

The Regional Development Impact Fee provides one source of funding to cover the costs of the fee program projects. Each of these projects are listed on the constrained list for the 2018 Regional Transportation Plan. The financial element of the 2018 Regional Transportation Plan has identified a sufficient pool of forecasted funding from various sources to fully fund these projects. Those funding sources include: City / County Developer Fees; FORA Capital Improvement Program Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; and Regional Surface Transportation Program.

Article V-C. - Regional Development Impact Fee.

Sec. 9-50.90.10. - Findings.

- (a) The council of the City of Salinas finds that future development within the county of Monterey to the year 2030 will result in degradation of traffic levels of service on the regional transportation system of streets, arterials, and highways.
- (b) The council of the City of Salinas finds that failure to expand the capacity of the existing circulation system as new development is approved will increase congestion on the regional system, as documented in the Regional Development Impact Fee—Nexus Study Update (the "Study") approved by the board of the Transportation Agency for Monterey County ("TAMC") on March 26, 2008. TAMC commissioned the study, which looks at, among other matters, future development, and the planned future road improvements needed to serve the new development.
- (c) The council of the City of Salinas also finds and declares that the fair-share traffic impact fee to be levied upon new development pursuant to this chapter provides a mechanism to fund new developments' share of regional transportation system improvements that are needed to mitigate congestion and related adverse impacts caused by the new development.
- (d) The council of the City of Salinas finds that exactions from new development are necessary to provide a portion of the funding for the construction of the regional transportation improvements needed to accommodate traffic that will be generated by new development of land within the county.
- (e) The council of the City of Salinas finds that the study has determined the extent to which the new development of land will generate traffic volumes impacting the regional transportation system and that this article establishes a fair and equitable method for distributing the unfunded costs of transportation improvements necessary to accommodate the traffic volumes generated by such development.
- (f) The council of the City of Salinas finds there is a reasonable relationship between the use of the regional development impact fee to pay for the construction of the regional transportation improvement projects and the type of development for which the regional development impact fee is charged in that all new development in the county, both residential and nonresidential, will generate or contribute to the need for the regional transportation improvement projects in different degrees as further described in the study.
- (g) The council of the City of Salinas finds that the cost estimates set forth in the TAMC Regional Development Impact Nexus Fee Study Update dated March 26, 2008 are reasonable cost estimates for constructing the transportation improvement projects, and the regional development impact fees expected to be generated by future development will not exceed the projected costs of constructing the transportation improvement projects.
- (h) The council of the City of Salinas also finds that the fees collected pursuant to this chapter shall only be used to finance the regional transportation improvement projects. The county adopts this article with the expectation that a required minimum number of TAMC member governing bodies will also adopt the RDIF on a uniform basis and that the county and these other TAMC members will use the fees collected in a coordinated manner to provide for financing and construction of the regional transportation improvement projects.
- (i) The council of the City of Salinas has reviewed and considered the certified environmental impact report for the 2005 Monterey County Regional Transportation Plan and Addendum thereto prepared by TAMC, the lead agency for the regional transportation impact fee for purposes of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq. The city as a responsible agency under CEQA, has followed the process set forth in Section 15096 of Title 14 of the California Code of Regulations and has made the appropriate findings under CEQA.
- (j) The council of the City of Salinas has authorized the execution of a joint powers agreement ("JPA") establishing the Monterey County regional development impact fee agency ("RDIF Agency") to

coordinate the activities of the parties to the JPA in connection with the collection, transmittal and expenditure of the regional development impact fees (as defined herein).

(Ord. No. 2485, § 1.)

Sec. 9-50.90.20. - Terms and definitions.

As used in this article, the following definitions shall apply:

"Applicant" means the person or entity applying for a tract map, parcel map, tentative subdivision map, conditional use permit, land use permit, building permit or other land use entitlement for a new development project and their successors and assigns.

"RDIF agency" refers to the Monterey County regional development impact fee joint powers agency.

"Regional development impact fee," or "the fee," or "RDIF" refers to the fees approved by the governing boards of the county and other TAMC members on new development within their respective jurisdictions and transmitted to the RDIF agency as provided in the JPA. The project list for the regional development impact fee is in Exhibit B of the JPA.

"Regional transportation improvement projects" or "projects" refers to those public improvements required to mitigate the regional impacts of new development on the roads, highways and arterials within the county as specified in Section 9-50.90.70 of this article.

"Strategic expenditure plan" refers to a plan prepared by the RDIF agency, which shall include project cost estimates for the RDIF, other matching funds, a draft timeline for project delivery and, in the event the county-wide sales tax measure for transportation improvements fails to pass, a plan for prioritizing the expenditure of RDIF collected from development within a particular transportation improvement zone on transportation improvement projects within that zone. The strategic expenditure plan is further defined in Section 10 of the JPA.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.30. - Establishment of a regional development impact fee.

- (a) The regional development impact fee is hereby established in the amounts specified in a resolution to be adopted by the city council for the purpose of paying for regional transportation improvement projects identified in Exhibit B of the JPA needed to meet increased demand created by traffic resulting from new development. The revenues raised from the impact fee shall be remitted to the RDIF agency to be held, maintained, used and accounted for as required in Government Code Section 66006 of the Mitigation Fee Act in a coordinated fashion, as provided in the JPA.
- (b) The regional development impact fee shall be automatically adjusted as of July 1 of each year following the first year after the effective date of this article. The adjustment shall be calculated by TAMC as administrator of the RDIF agency, based on the increase or decrease in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the period ending December 31 of the preceding calendar year.
- (c) In addition to the automatic adjustment set forth above, TAMC may recommend to the county and other TAMC members that the regional development impact fee be increased to reflect revisions to the project list in the Monterey County regional transportation plan, program revenue, increases in land values over the inflationary increase, or other factors.
- (d) Except as provided in Government Code Sections 65961, 66474.2 and 66498.1 or as otherwise provided by state or federal law or the exemptions set forth in Section 9-50.90.40 of this article, no tract map, parcel map, tentative subdivision map, conditional use permit, land use permit, building permit or other land use entitlement for a new development project shall be approved or issued unless payment of the fee is a condition of approval for any such entitlement. Prior to issuance of a

building permit or at such other time as required by law, the City of Salinas shall require the applicant to pay the fee.

- (e) Regional development impact fees shall be imposed and collected by the City of Salinas and, along with any interest earned on the fees while in the possession of the City of Salinas, shall be transmitted by the city to the RDIF agency no later than the tenth business day of each month for all fees collected during the prior month. The fees shall be placed by the RDIF agency in the regional transportation impact fee trust fund. All interest or other earnings of the fund shall be credited to the fund.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.40. - Exemptions.

In addition to any exemptions from the levy of development impact fees provided by law, including, as applicable, the levy of development impact fees which are the subject of a vested subdivision map, the following development projects are exempt from payment of the fee required by this article:

- (a) The reconstruction of any building so long as the reconstructed building both continues a use of the same category as the prior use and generates the same or fewer trips as the original building and reconstruction commences and so long as the permit for reconstruction is issued within one year from destruction of the building.
- (b) Development within the Fort Ord Reuse Agency ("FORA") area that is subject to transportation improvement fees for transportation projects within the FORA plan area.
- (c) Development pursuant to a development agreement that was entered prior to the effective date of the joint powers agreement in accordance with the terms of the development agreement in effect prior to the effective date of the joint powers agreement.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.50. - Credits or reimbursements.

An applicant who constructs all or part of one of the transportation improvement projects may be eligible for a credit or reimbursement, as provided herein.

- A. Credit or Reimbursement for Regional Transportation Impact Projects Funded by the RDIF. An applicant may be eligible for a credit to be applied against payment of the regional transportation impact fee if the applicant dedicates right-of-way for and/or constructs all or a part of one of the transportation improvement projects that is, at the time the applicant enters into an agreement with the city for construction of such project, included in the strategic expenditure plan of the projects to be funded.
 - (1) An applicant may be eligible for a reimbursement if the cost of constructing such a transportation improvement project, or a part of such project, exceeds the amount of the regional transportation impact fee to be paid by the applicant. The amount of reimbursement shall equal the difference between the cost of constructing all or a part of the regional transportation improvement project and the regional development impact fee for the development project.
 - (2) Reimbursement shall be from regional development impact fee revenues only, and the right to reimbursement shall be terminated ten years from the date the applicant entered into the agreement for construction of the project.
 - (3) The amount of credit, or the credit and reimbursement together, shall be in an amount equal to the cost of the regional transportation improvement project or portion thereof, as calculated by the RDIF agency. The credit, or the credit and reimbursement together, shall

be calculated at the time the applicant enters into an agreement for construction of the regional transportation improvement project. The credit shall be granted at the same time. Once calculated, the amount of reimbursement shall not increase for inflation nor shall it accrue interest.

B. Reimbursement for Projects Not Funded for Construction at the Time of Project Construction. If an applicant constructs all or a part of a transportation improvement project that is not, at the time the applicant enters into an agreement for construction of such project, included in the strategic expenditure plan as a project to be funded, the developer may be eligible for reimbursement from the RDIF, provided that the strategic expenditure plan is subsequently revised to include the improvement as a project to be funded.

(1) In such event, the amount of reimbursement shall be calculated by the city engineer and approved by the RDIF agency for development within the boundaries of the City of Salinas and shall be equal to the cost of the project or portion thereof, as set forth in the strategic expenditure plan.

(2) The amount of the reimbursement shall be calculated when the applicant enters into an agreement for construction of the transportation improvement project. Once calculated, the amount of reimbursement shall not increase for inflation nor shall it accrue interest. Reimbursement shall be from regional development impact fee revenues only, and the right to reimbursement shall be terminated ten years from the date the developer entered into the agreement for construction of the project.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.60. - Severability.

If any section, subsection, sentence, clause or phrase of this article is for any reason held to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the portions of this article not held to be unconstitutional or invalid. The city council hereby declares that it would have passed this article and each section, subsection, clause or phrase thereof irrespective of the fact that one or more sections, subsections, clauses or phrases thereof be declared unconstitutional or invalid.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.70. - List of projects on the regional transportation system.

The regional development impact fee shall be used to fund all or a portion of the list of transportation improvement projects described in Exhibit B of the JPA.

(Ord. No. 2485, § 1.)

Sec. 9-50.90.80. - Administrative costs.

The RDIF agency may establish a processing fee or administrative surcharge to defray the reasonable cost of administration of the RDIF program by the RDIF agency in an amount not to exceed one percent of the fees collected by the city and RDIF authorized by this section may be utilized for this processing fee, in accordance with Government Code Section 66014 and as otherwise provided by law.

(Ord. No. 2485, § 1.)

RESOLUTION NO. 20442 (N.C.S.)

**A RESOLUTION UPDATING THE REGIONAL DEVELOPMENT
IMPACT FEE**

WHEREAS, the Salinas City Council has adopted Ordinance No. 2485 (“Ordinance”) establishing a Regional Development Impact Fee (“RDIF”) to be paid by new development within the City to fund, in part, the cost of regional transportation improvements needed to accommodate new development of land within the county; and

WHEREAS, the Council of the City has authorized the execution and delivery of a Joint Powers Agreement (“JPA”) establishing the Regional Development Impact Fee Agency (“RDIF Agency”) to coordinate the activities of the parties to the JPA in connection with the collection, transmittal and expenditure of Regional Development Impact Fees; and

WHEREAS, the City is a voting member of the RDIF Agency Board of Directors;

WHEREAS, the Transportation Agency for Monterey County, acting as the designated RDIF Agency, has completed the statutorily required five-year update to the Regional Development Impact Fee program, which was unanimously approved by the RDIF Agency Board of Directors on June 26, 2013;

WHEREAS, the Council of the City deems it necessary and appropriate to update the RDIF as provided in this Resolution;

NOW, THEREFORE, the Council of the City does hereby resolve as follows:

SECTION 1. Amount of Regional Development Impact Fee (RDIF). The amount of RDIF shall be as provided in Exhibit “A” hereto. The amount of RDIF shall be subject to automatic and discretionary modifications as provided in the JPA and subsequent resolutions of this Council.

SECTION 2. Effective Date. This Resolution shall take effect upon approval.

PASSED AND ADOPTED this 13th day of August 2013, by the following vote:

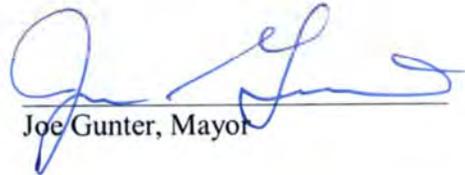
AYES: Councilmembers: Barrera, Craig, Lutes and Mayor Gunter

NOES: Councilmembers: Castaneda and McShane

ABSENT: Councilmember De La Rosa

ATTEST:


Patricia Barajas, City Clerk


Joe Gunter, Mayor

Regional Development Impact Fees
 Fee Schedule By Land Use

LAND USE DESIGNATION	TRIP RATES	NORTH COUNTY	GREATER SALINAS	PENINSULA / SOUTH COAST	SOUTH COUNTY
Residential Average (Dwelling Unit)					
Single-Family	9.57	\$4,399	\$3,130	\$2,004	\$4,466
Single-Family (Moderate Income)	7.47	\$3,434	\$2,443	\$1,564	\$3,486
Single-Family (Low Income)	5.52	\$2,538	\$1,805	\$1,156	\$2,576
Apartment	6.72	\$3,089	\$2,198	\$1,407	\$3,136
Apartment (Moderate Income)	5.25	\$2,411	\$1,715	\$1,098	\$2,448
Apartment (Low Income)	3.88	\$1,782	\$1,268	\$811	\$1,809
Condo/Townhome	5.86	\$2,694	\$1,916	\$1,227	\$2,734
Condo/Townhome (Moderate Income)	4.57	\$2,103	\$1,496	\$958	\$2,134
Condo/Townhome (Low Income)	3.38	\$1,554	\$1,105	\$708	\$1,577
Multi-Family / Auxiliary Unit	3.71	\$1,705	\$1,213	\$777	\$1,731
Senior Housing	3.71	\$1,705	\$1,213	\$777	\$1,731
Retail (Square Feet)	44.32	\$4.847	\$3.813	\$4.297	\$6.109
Building Materials and Lumber Store	45.16	\$4.939	\$3.885	\$4.379	\$6.225
Free-Standing Discount Superstore	49.21	\$5.382	\$4.234	\$4.772	\$6.783
Specialty Retail Center	44.32	\$4.847	\$3.813	\$4.297	\$6.109
Free-Standing Discount Store	56.02	\$6.127	\$4.820	\$5.432	\$7.722
Hardware/Paint Store	51.29	\$5.610	\$4.413	\$4.973	\$7.070
Nursery (Garden Center)	36.08	\$3.946	\$3.104	\$3.498	\$4.973
Nursery (Wholesale)	39.00	\$4.265	\$3.355	\$3.782	\$5.376
Shopping Center	42.94	\$4.696	\$3.694	\$4.164	\$5.919
Factory Outlet Center	26.59	\$2.908	\$2.288	\$2.578	\$3.665
New Car Sales	33.34	\$3.646	\$2.868	\$3.233	\$4.596
Automobile Parts Sales	61.91	\$6.771	\$5.326	\$6.003	\$8.534
Tire Store	24.87	\$2.720	\$2.140	\$2.412	\$3.428
Tire Superstore	20.36	\$2.227	\$1.752	\$1.974	\$2.806
Supermarket	102.24	\$11.182	\$8.796	\$9.914	\$14.093
Discount Supermarket	96.82	\$10.589	\$8.330	\$9.388	\$13.346
Discount Club	41.80	\$4.572	\$3.596	\$4.053	\$5.762
Home Improvement Superstore	29.80	\$3.259	\$2.564	\$2.890	\$4.108
Electronics Superstore	45.04	\$4.926	\$3.875	\$4.367	\$6.208
Discount Home Furnishing	47.81	\$5.229	\$4.113	\$4.636	\$6.590
Apparel Store	66.40	\$7.262	\$5.713	\$6.438	\$9.153
Arts and Crafts Store	56.55	\$6.185	\$4.865	\$5.483	\$7.795
Pharmacy/Drugstore (no Drive-Thru)	90.06	\$9.850	\$7.748	\$8.733	\$12.414
Pharmacy/Drugstore (Drive-Thru)	88.16	\$9.642	\$7.585	\$8.548	\$12.152
Furniture Store	5.06	\$0.553	\$0.435	\$0.491	\$0.697
Quality Restaurant	89.95	\$9.84	\$7.74	\$8.72	\$12.40
High Turnover (Sit-down) Restaurant	127.15	\$13.91	\$10.94	\$12.33	\$17.53
Fast Food (Stand-Alone)	496.12	\$54.26	\$42.68	\$48.11	\$68.39
Fast Food (w/ Non-Auto)	127.00	\$13.91	\$10.94	\$12.33	\$17.53
Fast Food (Shopping Center Pad)	77.00	\$8.16	\$6.43	\$7.21	\$10.33
Fast Food (Shopping Center w/ Non-Auto)	52.00	\$5.56	\$4.37	\$4.91	\$6.97
Office (Square Feet)					
General Office	11.01	\$5.061	\$3.601	\$2.305	\$5.137
Single Tenant Office Building	11.57	\$5.319	\$3.784	\$2.422	\$5.399
Medical-Dental Office Building	36.13	\$16.609	\$11.816	\$7.564	\$16.859
Office Park	11.42	\$5.250	\$3.735	\$2.391	\$5.329
Business Park	12.76	\$5.866	\$4.173	\$2.671	\$5.954
Industrial / Agriculture (Square Feet)					
Light Industrial	6.97	\$3.204	\$2.279	\$1.459	\$3.252
Heavy Industrial	1.50	\$0.690	\$0.491	\$0.314	\$0.700
Warehouse	4.96	\$2.280	\$1.622	\$1.038	\$2.314
Manufacturing	3.82	\$1.756	\$1.249	\$0.800	\$1.782
Lodging (Room)					
Hotel	8.17	\$3,756	\$2,672	\$1,710	\$3,812
Motel	5.63	\$2,588	\$1,841	\$1,179	\$2,627
Fee per Trip		\$460	\$327	\$209	\$467

INFILL RATES	NORTH COUNTY	GREATER SALINAS	PENINSULA / SOUTH COAST	SOUTH COUNTY
8.61	\$3,959	\$2,817	\$1,803	\$4,019
6.72	\$3,091	\$2,199	\$1,408	\$3,137
4.97	\$2,284	\$1,625	\$1,040	\$2,318
6.05	\$2,780	\$1,978	\$1,266	\$2,822
4.72	\$2,170	\$1,544	\$988	\$2,203
3.49	\$1,604	\$1,141	\$730	\$1,628
5.27	\$2,424	\$1,725	\$1,104	\$2,461
4.12	\$1,892	\$1,346	\$862	\$1,921
3.04	\$1,398	\$995	\$637	\$1,419
3.34	\$1,535	\$1,092	\$699	\$1,558
3.34	\$1,535	\$1,092	\$699	\$1,558
37.672	\$4.120	\$3.241	\$3.653	\$5.193
38.39	\$4.198	\$3.302	\$3.722	\$5.291
41.83	\$4.575	\$3.599	\$4.056	\$5.766
37.67	\$4.120	\$3.241	\$3.653	\$5.193
47.62	\$5.208	\$4.097	\$4.617	\$6.564
49.60	\$4.768	\$3.751	\$4.227	\$6.009
30.67	\$3.354	\$2.638	\$2.974	\$4.227
33.15	\$3.626	\$2.852	\$3.214	\$4.570
36.50	\$3.992	\$3.140	\$3.539	\$5.031
22.60	\$2.472	\$1.944	\$2.192	\$3.115
28.34	\$3.099	\$2.438	\$2.748	\$3.906
52.62	\$5.755	\$4.527	\$5.103	\$7.254
21.14	\$2.312	\$1.819	\$2.050	\$2.914
17.31	\$1.893	\$1.489	\$1.678	\$2.386
86.90	\$9.505	\$7.477	\$8.427	\$11.979
82.30	\$9.001	\$7.080	\$7.980	\$11.344
35.53	\$3.886	\$3.057	\$3.445	\$4.898
25.33	\$2.770	\$2.179	\$2.456	\$3.492
38.28	\$4.187	\$3.294	\$3.712	\$5.277
40.64	\$4.445	\$3.496	\$3.941	\$5.602
56.44	\$6.173	\$4.856	\$5.473	\$7.780
48.07	\$5.257	\$4.135	\$4.661	\$6.626
76.55	\$8.372	\$6.586	\$7.423	\$10.552
74.94	\$8.196	\$6.447	\$7.266	\$10.329
4.30	\$0.470	\$0.370	\$0.417	\$0.593
76.46	\$8.36	\$6.58	\$7.41	\$10.54
108.08	\$11.82	\$9.30	\$10.48	\$14.90
421.70	\$46.12	\$36.28	\$40.89	\$58.13
107.95	\$11.81	\$9.29	\$10.47	\$14.88
65.45	\$7.16	\$5.63	\$6.35	\$9.02
44.20	\$4.83	\$3.80	\$4.29	\$6.09
8.808	\$4.049	\$2.881	\$1.844	\$4.110
9.256	\$4.255	\$3.027	\$1.938	\$4.319
28.904	\$13.287	\$9.453	\$6.051	\$13.487
9.136	\$4.200	\$2.988	\$1.913	\$4.263
10.208	\$4.693	\$3.338	\$2.137	\$4.763
6.27	\$2.884	\$2.051	\$1.313	\$2.927
1.35	\$0.621	\$0.441	\$0.283	\$0.630
4.46	\$2.052	\$1.460	\$0.935	\$2.083
3.44	\$1.580	\$1.124	\$0.720	\$1.604
6.9445	\$3,192	\$2,271	\$1,454	\$3,240
4.7855	\$2,200	\$1,565	\$1,002	\$2,233

Exhibit A - Regional Development Impact Fee Amount



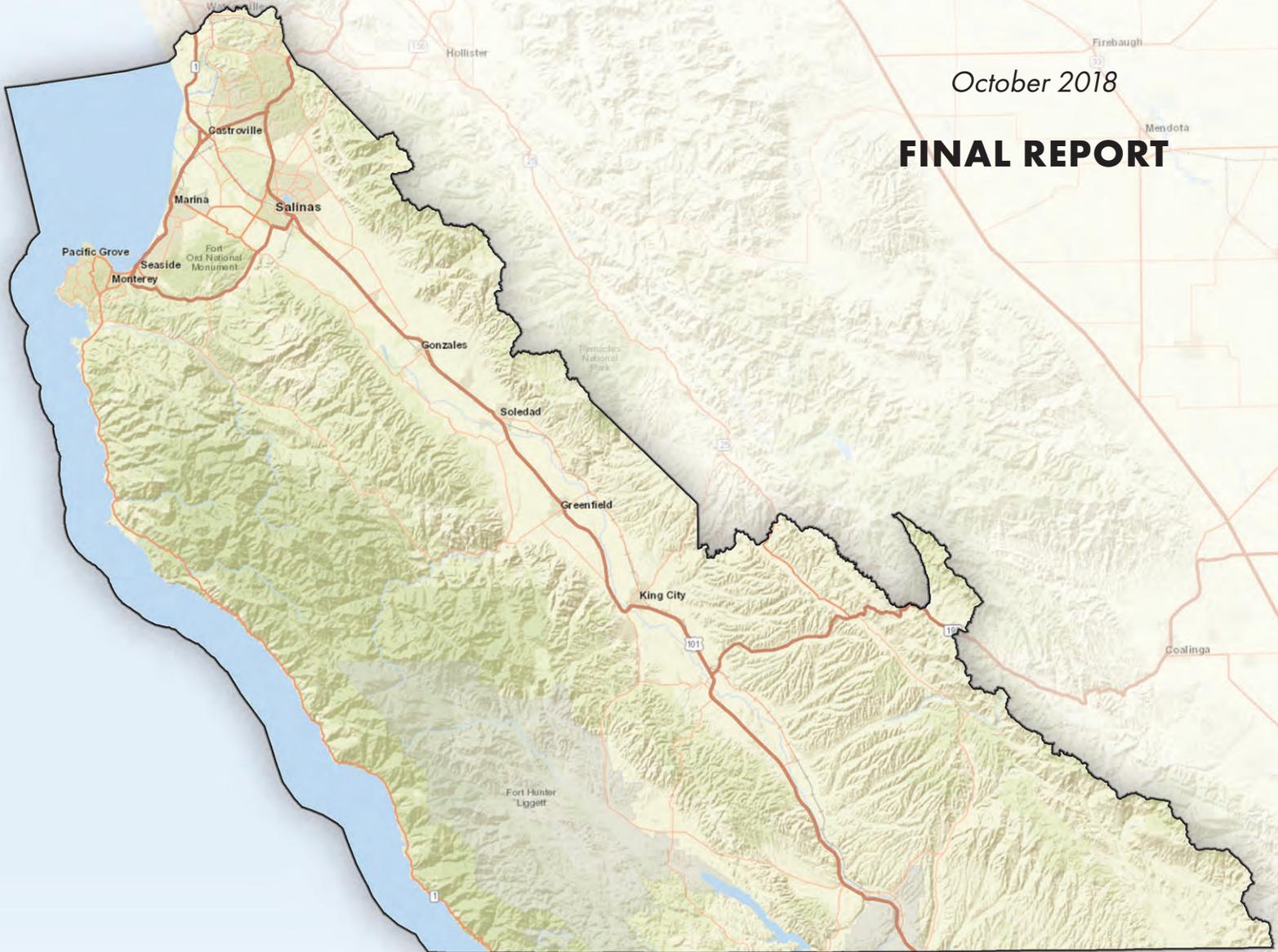
TAMC

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Regional Development Impact Fee Program Nexus Study Update 2018

October 2018

FINAL REPORT



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

**2018 REGIONAL DEVELOPMENT IMPACT FEE PROGRAM
NEXUS STUDY UPDATE**

FINAL REPORT

**Prepared For:
Transportation Agency for Monterey County**

Prepared By



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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October 18, 2018

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EXECUTIVE SUMMARY

The Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) program was last updated in 2013 through the *2013 RDIF Nexus Study Update* (Wood Rodgers, July 2013). TAMC is legally mandated to update the RDIF program every five years. To that end, this 2018 RDIF Nexus Study Update consists of a comprehensive reevaluation of existing and projected Monterey County (County) roadway deficiencies, regional improvement projects that may address the deficiencies and provide other benefits, and a fee allocation scheme to fund those regional improvements.

Modifications to the methodology used in the *2013 RDIF Nexus Study Update* include utilizing a new horizon-year of 2035, and adding a new, fifth benefit zone for the Fort Ord Reuse Authority (FORA) area. This study documents the technical steps that were undertaken during the creation of updated fees that new development within Monterey County will be required to pay as mitigation for cumulative impacts to the regional road network.

Based on the forecasts of the latest version of the Association of Monterey Bay Area Governments' (AMBAG) Regional Travel Demand Model (RTDM), substantial future traffic volume growth is projected on regional corridors throughout Monterey County, which would result in deficiencies beyond those observed under existing conditions. In order to mitigate some of those deficiencies, the updated RDIF program proposes over \$710 million of transportation improvements, spread over 12 identified projects, as well as an additional \$10 million in transit capital improvements. The projects included in the updated 2018 RDIF program are:

1. SR-1 Corridor and Busway
2. SR-156 Widening
3. Marina-Salinas Corridor
4. Davis Road North
5. Davis Road South
6. Del Monte Corridor Improvements
7. US-101 South County Phase 1 (Frontage Roads – Salinas to Chualar)
8. US-101 South County Phase 2 (Harris Road Interchange)
9. SR-68 Commuter Improvements
10. US-101 Widening from Airport Boulevard to Boronda Road
11. County Road G12 San Miguel Canyon Improvements
12. Salinas Road Improvements

With the above proposed regional improvement projects in place, 18 County regional roadway segments are projected to go from unacceptable to acceptable Year 2035 LOS conditions. These improvements by themselves are not projected to mitigate the County's transportation issues completely; however, they will provide improved traffic flow throughout the County. All of the above improvement projects are included in the *Final Moving Forward Monterey Bay, 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy (2040 MTP/SCS)* (AMBAG, June 2018) and the *2018 Monterey County Regional Transportation Plan (2040 RTP)* (TAMC, June 2018).

The RDIF program will provide up to approximately \$109 million (in 2018 dollars) to fund the fair-share portion of the \$710 million worth of capital improvements attributed to the planned new development in Monterey County. This funding only represents a portion of the required funding for each of the proposed projects. The share of funding corresponding to existing traffic and "External" (i.e. out-of-County) traffic is planned to come from other sources.

The nexus analysis completed as part of this 2018 RDIF Nexus Study Update proportionately allocated cost shares of each of the 12 regional transportation improvement projects to the five benefit zones based on land use growth projections for each zone. Cost allocation was achieved using select-link RTDM model runs to determine percentage of new growth occurring in each benefit zone. The allocated costs for each benefit zone were then distributed to each land use category within each zone based on projected trips generated by each use type, to derive the final fee rates by land use by zone. **The final fee rates determined in this 2018 RDIF Nexus Study Update would be applied to all new development projects that cause a net increase in vehicle trips. Table 1 presents a summary of the final 2018 RDIF Nexus Study Update rate schedule.**

Table 1. 2018 RDIF Rate Schedule

Land Use Type (Unit)	Benefit Zone 1: North County	Benefit Zone 2: Greater Salinas	Benefit Zone 3: Peninsula and South Coast	Benefit Zone 4: South County	Benefit Zone 5: FORA
Residential Average (dwelling unit)	\$ 3,418	\$ 2,935	\$ 3,528	\$ 1,671	\$ 3,511
Single Family	\$ 3,857	\$ 3,312	\$ 3,982	\$ 1,886	\$ 3,962
Apartment	\$ 2,709	\$ 2,326	\$ 2,796	\$ 1,324	\$ 2,783
Condo/Townhome	\$ 2,362	\$ 2,028	\$ 2,438	\$ 1,155	\$ 2,427
Multi-Family	\$ 1,496	\$ 1,284	\$ 1,544	\$ 731	\$ 1,536
Retail (per 1,000 sq. ft.)	\$ 5,459	\$ 4,687	\$ 5,635	\$ 2,669	\$ 5,608
Office/Government (per 1,000 sq. ft.)	\$ 4,460	\$ 3,830	\$ 4,604	\$ 2,181	\$ 4,582
Industrial/Agriculture (per 1,000 sq. ft.)	\$ 1,540	\$ 1,322	\$ 1,590	\$ 753	\$ 1,582
Light Industrial	\$ 2,809	\$ 2,412	\$ 2,900	\$ 1,374	\$ 2,886
Heavy Industrial	\$ 605	\$ 519	\$ 624	\$ 296	\$ 621
Warehouse	\$ 1,999	\$ 1,717	\$ 2,064	\$ 978	\$ 2,054
Manufacturing	\$ 1,540	\$ 1,322	\$ 1,590	\$ 753	\$ 1,582
Lodging (per room)					
Hotel	\$ 3,293	\$ 2,827	\$ 3,399	\$ 1,610	\$ 3,383
Motel	\$ 2,269	\$ 1,948	\$ 2,343	\$ 1,110	\$ 2,331
Fee per trip	\$ 403	\$ 346	\$ 416	\$ 197	\$ 414

1. INTRODUCTION

The Transportation Agency for Monterey County maintains a Regional Development Impact Fee program in Monterey County, which helps to streamline the process for analyzing and mitigating transportation impacts. The RDIF program provides a mechanism through which land use growth pays for its fair share of regional roadway improvements needed to accommodate traffic growth in the County. The RDIF program was originally adopted by the County Board of Supervisors on August 27, 2008. The RDIF program was last updated in 2013 through the *2013 RDIF Nexus Study Update* (Wood Rodgers, July 2013).

TAMC is legally mandated to update the RDIF program every five years. To that end, this 2018 RDIF Nexus Study Update consists of a comprehensive reevaluation of existing and projected County roadway deficiencies, regional improvement projects that address the deficiencies, and an allocation of the fees to help fund those regional improvements. **This study documents the technical steps that were undertaken during the creation of updated fees that new development within Monterey County would be required to pay as mitigation for cumulative impacts to the regional road network.**

A **horizon-year of 2035** was identified for use in this 2018 RDIF Nexus Study Update, consistent with the 20 year planning horizon defined in *Moving Forward Monterey Bay, 2035 Metropolitan Transportation Plan / Sustainable Communities Strategy (2035 MTP/SCS)* (AMBAG, amended January 11, 2017). The 2035 MTP/SCS was AMBAG's currently adopted Metropolitan Transportation Plan at the time of initiation of the 2018 RDIF Nexus Study Update.

The four (4) benefit zones (North County, Greater Salinas, Peninsula and South Coast, and South County) included in the *2013 RDIF Nexus Study Update* were retained, while an additional benefit zone was added for the Fort Ord Reuse Authority area. **The Fort Ord Reuse Authority is an area located within the Peninsula and South Coast benefit zone, which had previously been excluded from analysis in the RDIF program as the Fort Ord Reuse Authority implements a separate Community Facilities District fee for growth within the FORA boundaries. With the planned sunset of FORA in 2020, this analysis was conducted to ensure that mitigations for cumulative impacts to the regional transportation network are still captured for growth in the FORA area if FORA were to transition those responsibilities to the RDIF program.**

The benefit zone methodology used in the RDIF program allows the **fee amounts collected from different areas of the County to be proportionate to the benefits those areas receive from the proposed regional improvement projects.** In addition to the roadway improvements identified in the program, an **additional fee is attributed to transit improvements.** The different components that make up the RDIF are described in more detail below.

1.1 FEE COMPONENTS

The RDIF program will include fee components for the following three types of costs:

Roadway Impact Costs by Land Use: This component refers to the transportation impact fee attributed to addressing vehicular travel impacts on the regional roadway system caused by land development throughout the County. This is the primary fee component and represents, by far, the largest portion of the RDIF program. The following sections of this report describe in detail the technical steps and processes used to derive the costs associated with this component.

Transit and Administration Costs: The *2013 RDIF Nexus Study Update* selected a transit fee amount that the program should raise based on regional transit needs, and then distributed that fee to each of the benefit zones based on their relative transit usage. This 2018 RDIF Nexus Study Update

retains that methodology. Consistent with the 2013 RIDF Nexus Study Update, for the total fees to be collected by the 2018 RDIF program for funding transit improvements, TAMC proposed an amount of \$10 million. Total horizon-year transit trips by benefit zone were extracted from a run of the Year 2035 RTDM. Transit share was then calculated by dividing the total transit trips forecast to occur in each benefit zone by the total transit trips forecast to occur in the County. The majority of transit trips in Monterey County were observed to occur in the Greater Salinas and the Peninsula and South Coast Benefit Zones, and therefore the transit fee was applied primarily to those two zones. The results of this computation are summarized in Table 2. Note that the amount to be collected by the RDIF should be designated towards transit capacity-enhancing projects, as it cannot be used to offset operating costs.

Table 2. 2035 Transit Trips by Benefit Zone

Zone #	Benefit Zone	Transit Trips	Total Motorized Vehicular Trips	Total Motorized Person Trips	% of Person Trips by Transit	Relative Share of County Transit Trips
1	North County	791	84,371	134,994	0.58%	5.3%
2	Greater Salinas	6,621	357,385	571,816	1.14%	44.3%
3	Peninsula and South Coast	6,128	337,219	539,550	1.12%	41.0%
4	South County	809	123,586	197,738	0.41%	5.4%
5	Fort Ord Reuse Authority	607	34,999	55,998	1.07%	4.1%
Total		14,956	937,560	1,500,096	0.99%	100.00%

Appendix A provides a list of long- and short-term unfunded transit capital projects identified by Monterey-Salinas Transit (MST) for development over a 20-year planning horizon, with 2011-12 as the base year. The RDIF fee component collected and earmarked for transit capital expansion would likely be applied towards projects on this list. While specific transit projects have not been selected for funding in the fee program, TAMC prefers increasing transit service related to congested corridors on the regional transportation system, particularly where **Bus Rapid Transit** service is being considered along Highway 1 through Sand City and Seaside and the **Marina-Salinas Multimodal Corridor**.

In addition to the transit fee, an **administrative fee totaling one percent** of the Roadway Impact and Transit Costs was added to the total amount of the program. This administrative fee includes the cost required for the Transportation Agency for Monterey County to manage the program.

External/Other Components: There are cost/fee components that are only attributable to sources that are either exempt or otherwise excluded from the RDIF program. Existing development and traffic is considered exempt from impact fees. Growth outside of Monterey County boundaries is considered “External” and therefore exempt from the TAMC RDIF program.

2. SYSTEM DEFICIENCIES ANALYSIS

Existing and projected future conditions deficiencies on regional roadway facilities throughout Monterey County have been identified to assist the Transportation Agency for Monterey County (TAMC) with the selection of transportation improvement projects to be included in the current 2018 RDIF Nexus Study Update. Deficiencies were identified using current traffic count data, the latest available version of the Association of Monterey Bay Area Governments regional travel demand model, and standard Highway Capacity Manual methodologies. This chapter discusses the characteristics of Monterey County's regional transportation system as well as the specific steps taken to analyze system deficiencies.

2.1 EXISTING TRANSPORTATION SETTING

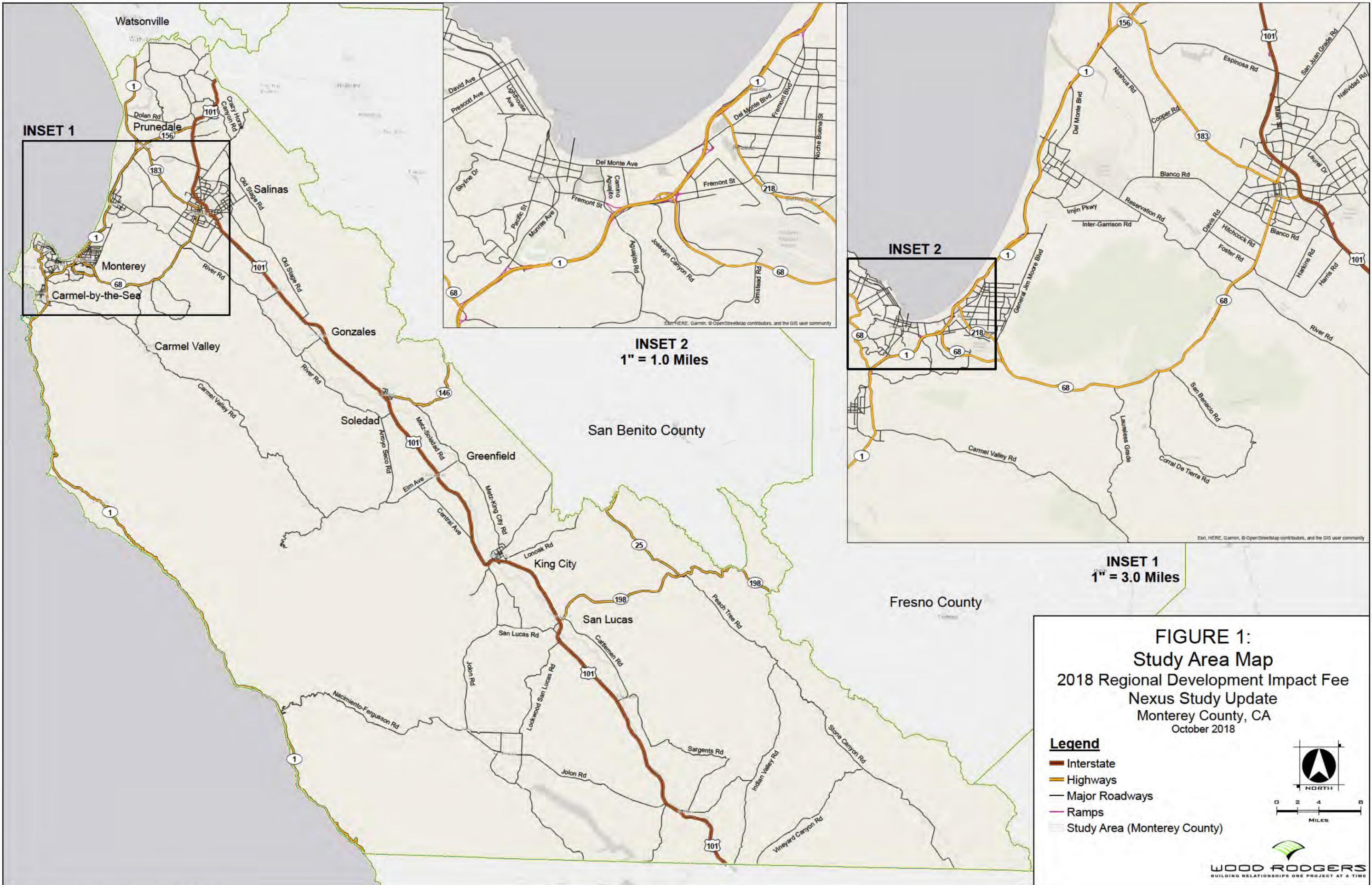
Monterey County covers over 3,300 square miles of coastal mountains and valleys stretching along 100 miles of the California coastline. The County is bordered by Santa Cruz County to the north, San Benito County and Fresno County to the east, Kings County to the southeast, San Luis Obispo County to the south, and the Pacific Ocean to the west. Monterey County's regional roadway network is made up of various freeways, highways, and county roads, as well as various arterials and collectors. For purposes of the TAMC 2018 RDIF Nexus Study Update, the regional transportation network as defined in the prior *2013 RDIF Nexus Study Update* and the *2014 Monterey County Regional Transportation Plan* (TAMC, amended April 27, 2016) was retained with adjustments/refinements as necessary. **Figure 1** illustrates the study area (Monterey County) and the regional transportation network analyzed in this RDIF Update. Monterey County's regional transportation network is also described in detail below.

2.1.1 REGIONAL ROADWAYS

Regional roadways facilitate the movement of people and goods in and through the region. Regional roadways generally provide connections between counties, cities, communities, or activity centers. Trips on regional roadways are generally longer on average than trips on local roads. Regional roadways often consist of state highways or freeways, county roads, or travel routes that consist of multiple arterials linked together. The following roadway segments represent key regional travel corridors that were evaluated as part of this RDIF Nexus Study Update.

US Route 101 (US 101), also called El Camino Real, is a north-south freeway of national and statewide importance that traverses the west coast of the United States. US 101 serves as the principal inter-regional auto and truck travel route that connects the California Central Coast to the San Francisco Bay Area to the north and the Los Angeles urban basin to the south. Within Monterey County, US 101 serves as an important north-south route for business, recreation, tourism, commuting, freight and goods movement, and national defense transport. US 101 is also one of the primary facilities connecting southern Monterey County, including the Salinas Valley cities of Gonzales, Soledad, Greenfield, and King City, to the greater Salinas area and smaller communities such as Prunedale to the north. US 101 in Monterey County is primarily four-lane divided freeway, however some segments are still classified as conventional highway and have at-grade connections to local roadways. Per year 2015 Caltrans traffic count data, US 101 mainline currently carries Annual Average Daily Traffic (AADT) varying from approximately 40,000 to 85,000 vehicles per day through the northern portion of the County, and between 10,000 to 35,000 vehicles per day through the southern portion of the County.

State Route 1 (SR 1), also called Cabrillo Highway, is a state highway that runs along California's Pacific coastline which accommodates interregional and local trips. State Route 1 serves various tourist destinations along Monterey Bay, is commonly used for commuter travel to the San Francisco



INSET 1

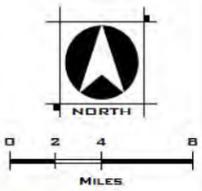
INSET 2

INSET 3
1" = 3.0 Miles

INSET 2
1" = 1.0 Miles

FIGURE 1:
Study Area Map
2018 Regional Development Impact Fee
Nexus Study Update
Monterey County, CA
October 2018

- Legend**
- Interstate
 - Highways
 - Major Roadways
 - Ramps
 - Study Area (Monterey County)



Bay Area from northern Monterey County, and provides access to unincorporated communities such as Big Sur and Moss Landing. Both the federal route classification system and Caltrans classify SR 1 as a Principal Arterial. State Route 1 is included in the National Highway System (NHS) and is a designated “Scenic Highway” in the state route classification system. The SR 1 corridor’s cross section varies from a six-lane freeway (near Marina) to a four lane freeway (near Castroville and Monterey) to a two-lane rural highway (for most of Monterey County south of Carmel). According to year 2015 Caltrans traffic count data, SR 1 mainline currently carries AADT varying from approximately 20,000 to 90,000 vehicles per day through the northern portion of the County, and between 2,000 to 15,000 vehicles per day through the southern portion of the County.

State Route 68 (SR 68) is an east-west state highway/arterial serving northern Monterey County. The primary segment of SR 68, also called Monterey Salinas Highway, serves as a regional facility connecting SR 1 in the City of Monterey to US 101 in the City of Salinas. The segment of SR 68 between Monterey and Salinas is approximately 18 miles long and generally has a two-lane highway cross section, except in Salinas where it becomes a four-lane highway/arterial. West of SR 68’s intersection with SR 1, SR 68 overlaps with SR 1 for approximately 2.5 miles (4-lane freeway) before separating into a 2-lane rural highway/arterial called W.R. Holman Highway which stretches approximately 4.5 miles north to the City of Pacific Grove. According to year 2015 Caltrans traffic count data, SR 68 mainline east of SR 1 (Monterey Salinas Highway) carries AADT varying from approximately 22,000 vehicles to 30,000 vehicles per day, and SR 68 mainline west of SR 1 (W.R. Holman Highway) carries AADT varying from approximately 15,000 to 25,000 vehicles per day.

State Route 146 (SR 146) is generally an east-west, two-lane state highway/arterial serving Monterey and San Benito Counties. SR 146 extends east from US 101 in the City of Soledad into Pinnacles National Park, where there is a break in the route. The highway resumes on the eastern side of Pinnacles National Park and continues to SR 25 in San Benito County. The entire length of the SR 146 segment in Monterey County is approximately 10 miles. According to year 2015 Caltrans traffic count data, SR 146 mainline in Monterey County carries AADT varying from approximately 500 vehicles to 11,000 vehicles per day.

State Route 156 (SR 156) is generally an east-west, two to four-lane state highway/arterial serving northern Monterey County. SR 156 extends from SR 1 in Castroville to US 101 in Prunedale, where it overlaps with US 101 for the next six miles to the Monterey County / San Benito County border. The entire length of the SR 156 segment in Monterey County is approximately 12 miles. According to year 2015 Caltrans traffic count data, SR 156 mainline in Monterey County carries AADT of approximately 30,000 vehicles per day.

State Route 183 (SR 183) is generally a two to four-lane state highway/arterial serving northern Monterey County. SR 183 extends northwest from US 101 in the City of Salinas to SR 1 in Castroville. The entire length of the SR 183 segment in Monterey County is approximately 10 miles. According to year 2015 Caltrans traffic count data, SR 183 mainline in Monterey County carries AADT varying from approximately 12,000 vehicles to 20,000 vehicles per day.

State Route 198 (SR 198) is generally a two-lane state highway/arterial serving Monterey, Fresno and Tulare Counties. SR 198 extends east from US 101 in San Lucas, intersects with SR 25, and crosses over into Fresno County, eventually connecting to Interstate 5. The entire length of the SR 198 segment in Monterey County is approximately 26 miles. According to year 2015 Caltrans traffic count data, SR 198 mainline in Monterey County carries AADT varying from approximately 700 vehicles to 2,500 vehicles per day.

State Route 25 (SR 25) is generally a north-south two-lane state highway/arterial serving Monterey and San Benito Counties. SR 25 originates at its junction with SR 198 east of San Lucas and

continues north until crossing into San Benito County, where it provides access to the City of Hollister and, eventually, US 101. The entire length of the SR 25 segment in Monterey County is approximately 12 miles. According to year 2015 Caltrans traffic count data, SR 25 mainline in Monterey County carries AADT of approximately 100 vehicles per day.

State Route 218 (SR 218), or Canyon del Rey Boulevard, is generally a two to four-lane state highway/arterial serving the City of Seaside in northern Monterey County. SR 218 originates at SR 1 and continues southeast through the community of Del Rey Oaks before terminating at SR 68. The entire length of the SR 218 segment in Monterey County is approximately three miles. According to year 2015 Caltrans traffic count data, SR 218 mainline in Monterey County carries AADT varying from approximately 12,000 vehicles to 23,000 vehicles per day.

County Road G11 (San Juan Road) is generally an east-west, two-lane County owned major roadway that originates at Main Street / Porter Drive in Pajaro and continues east to US 101 / SR 156 near the Monterey County / San Benito County border.

County Road G12 (Salinas Road/Hall Road/San Miguel Canyon Road) is generally a two-lane, east-west County owned major roadway that runs approximately parallel to and southwest of County Road G11. County Road G12 provides connectivity between the communities of Pajaro, Las Lomas and Prunedale. County Road G12 originates at Stender Avenue in Pajaro and continues southeast to US 101 / SR 156.

County Road G16 (Carmel Valley Road/Arroyo Seco Road/Elm Avenue) is generally an east-west, two-lane County owned major roadway that originates at SR 1 in Carmel and extends southeast to US 101 in Greenfield.

Marina-Salinas Corridor refers to the **Imjin Parkway/12th Street - Reservation Road - Davis Road** route, providing a two-lane, east-west connectivity between Marina and Salinas.

2.1.2 LOCAL ROADWAYS (BY JURISDICTION):

Local roadways provide connections within a city or community. Local roadways generally branch off of larger arterials or collectors and provide access to residential or commercial areas. Local roadways generally have low volumes and speeds. **The following roadway segments represent key local travel corridors that were evaluated as part of this RDIF Nexus Study Update.**

City of Monterey

- Foam Street – David Avenue to Lighthouse Avenue
- Lighthouse Avenue – David Avenue to Washington Street
- Del Monte Avenue – Washington Street to Monterey/Seaside City limit
- Fremont Street – Abrego Street to Camino Aguajito Road
- Munras Avenue/Abrego Street – Via Zaragoza to Fremont Street

City of Seaside

- Del Monte Boulevard – Seaside/Monterey City limit to Fremont Boulevard
- Fremont Boulevard – Del Monte Boulevard to SR 1

City of Marina

- Del Monte Boulevard – SR 1 to Reservation Road

City of Salinas

- Sanborn Road – Abbott Street to Alisal Street
- North Main Street – East Bernal Drive to East Boronda Road
- East Boronda Road –US 101 to North Main Street
- South Main Street (SR 68) – East Blanco Road to John Street
- John Street (SR 68) – South Main Street to US101
- Market Street (SR 183) – Davis Road to North Main Street
- Davis Road – West Laurel Drive to Blanco Road

Alisal?

Multiple Jurisdictions

- North Fremont Street – SR 68 / SR 1 to SR 218 (Cities of Monterey and Seaside)
- **Blanco Road** – Reservation Road to Abbott Street (City of Salinas and Monterey County unincorporated areas)
- Salinas Road – SR 1 to Elkhorn Road (Monterey County unincorporated areas)

2.2 EXISTING (2015) TRAFFIC COUNT DATA

In consultation with TAMC staff, and based on latest transportation data available, year 2015 conditions were identified to represent the existing conditions “base year” for purposes of the 2018 RDIF Nexus Study Update. Wood Rodgers reviewed and compiled base year 2015 traffic count data from the following sources:

- Caltrans Traffic Census Program latest available year 2015 AADT traffic counts from the Caltrans website (www.dot.ca.gov).
- Caltrans Freeway Performance Measurement (PeMS) System database counts from year 2015. Data was compiled and averaged for the entire year to obtain AADT traffic counts. Only data that reported acceptable levels of accuracy (per the PeMS user Manual) was used.
- Latest available TAMC regional traffic counts program data from year 2015 off-peak and peak periods. Off-peak and peak period daily counts were averaged to obtain volumes approximating AADT.
- For any study roadway segments where traffic counts were not available, the latest available 2014 Association of Monterey Bay Area Governments (AMBAG) regional travel demand model’s (RTDM) base year 2010 scenario (as supplied by AMBAG) was used to assist with the estimation of base year 2015 traffic volumes.

Year 2015 traffic count data was not available for some study roadway facilities. For these facilities, existing (2015) conditions daily traffic volumes were estimated by extracting volumes from the AMBAG RTDM base year 2010 scenario and balancing these volumes against traffic counts for adjacent roadway facilities and existing (year 2011-2012) traffic count volumes used in the prior *2013 RDIF Nexus Study Update*. Year 2015 (RDIF base year) counts were compared to year 2010 (AMBAG base year) counts where available, and it was determined that on average, volumes within Monterey County have increased by approximately four percent in that time. Therefore, some volumes extracted from the base year 2010 AMBAG RTDM scenario, to be used as existing conditions year 2015 volumes for this RDIF Nexus Stud Update, were increased by four percent as applicable. The existing (2015) AADT for study facilities are illustrated in **Appendix B**, along with the source of each volume.

2.3 REGULATORY POLICY SETTING

2.3.1 “LEVEL OF SERVICE” METHODOLOGY

Traffic operations were quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment, representing progressively worsening traffic operations. Level of Service values may be determined as a function of one or more measures of effectiveness, which include (but are not limited to) traffic operational delays, speeds, densities, and volume-to-capacity ratios. In this study, the system deficiency and LOS analysis was completed using roadway segment daily volume-to-capacity (V/C) ratio evaluation. Consistent with the prior RDIF Nexus Study Update and LOS thresholds used by neighboring counties, roadway segment capacities and LOS thresholds used in this study were based on Florida Department of Transportation (FDOT) Level of Service Threshold Tables 4-1 through 4-3 from the *Florida Department of Transportation Quality/Level of Service Handbook*, dated February 22, 2002, which were derived using standard Highway Capacity Manual methodologies. The *Florida Department of Transportation Quality/Level of Service Handbook* was used as it contains generalized LOS thresholds for various classifications of roadways based on typical Highway Capacity Manual methodologies and typical roadway characteristic assumptions that can generally be applied nationwide. The AADT Level of Service (LOS) volume thresholds used in this analysis are included in **Appendix C**.

The AADT Level of Service (LOS) volume thresholds included in **Appendix C** are broken down into seven roadway functional classifications which have varying capacities. The seven functional classifications are as follows: Uninterrupted Flow Highway, Class I State Arterial, Class II State Arterial, Class III State Arterial, Major Roadway, Other Roadway, and Freeway. Each study area roadway segment was assigned one of the seven functional classifications based on the AMBAG model link classifications and review of aerial photographs of the segments. The functional classification assigned to each study area roadway segment is shown in **Appendix B**.

2.3.2 FEDERAL AND STATE POLICY

The Caltrans published Guide for the Preparation of Traffic Impact Studies (dated December 2002) states that:

“Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS”.

Caltrans District 5 is the responsible lead agency for any/all improvements on State transportation facilities throughout Monterey County, including but not limited to, design, construction, operations, and maintenance of such facilities. Caltrans also implements federal highway standards on all State facilities.

2.3.3 MONTEREY COUNTY POLICY

The 2010 Monterey County General Plan Circulation Element (dated October 26, 2010) states the following:

Policy C-1.1 – The acceptable level of service for County roads and intersections shall be Level of Service (LOS) D, except as follows:

- a. Acceptable level of service for County roads in Community Areas may be reduced below LOS D through the Community Plan process.*

- b. *County roads operating at LOS D or below at the time of adopting this General Plan shall not be allowed to be degraded further except in Community Areas where a lower LOS may be approved through the Community Plan process.*
- c. *Area Plans prepared for County Planning Areas may establish an acceptable level of service for County roads other than LOS D. The benefits which justify less than LOS D shall be identified in the Area Plan. Where an Area Plan does not establish a separate LOS, the standard LOS D shall apply.*

For the purposes of identifying deficiencies on study area roadway facilities, this study assumes LOS “D” represents the minimum acceptable LOS for all County facilities analyzed.

2.3.4 OTHER JURISDICTIONS’ LOS POLICY

Practically all local cities and jurisdictions in Monterey County use LOS “D” as the minimum acceptable LOS threshold for major travel corridors accessing or located within the vicinity of State highways, as well as within their general urban boundaries.

For purposes of this RDIF Nexus Study Update, system deficiencies are regarded as those facilities that are either currently exceeding or projected to exceed LOS D operations (i.e. operating at LOS E or worse) based on average daily traffic volume-to-capacity ratio conditions.

2.4 EXISTING SYSTEM CAPACITY DEFICIENCIES

Existing conditions V/C ratios and LOS were calculated for each study roadway segment based on Highway Capacity Manual methodologies and using existing (2015) AADT volumes and capacities. Existing (2015) study roadway segment volumes, capacities, V/C, and LOS are shown in **Appendix B. Figure 2** graphically illustrates existing (2015) conditions deficiencies for all study roadway segments.

The following 24 study roadway segments currently operate at unacceptable LOS based on the AADT V/C analysis performed. Note that closely spaced segments operating at unacceptable LOS have been grouped together as a single segment for simplicity.

- US 101 – San Benito County / Monterey County border to John Street (Salinas)
- SR 1 – Salinas Road (south of Watsonville) to SR 183 (Castroville)
- SR 1 – Fremont Boulevard to North Fremont Street (Seaside)
- SR 1 – Carpenter Street to Carmel Valley Road (Carmel)
- SR 68 (W.R. Holman Highway) – Forest Avenue to SR 1 (Monterey Peninsula)
- SR 68 (Monterey Salinas Highway) – SR 1 (Monterey) to Portola Drive (south of Salinas)
- SR 156 – Castroville Boulevard to US 101
- SR 183 – SR 156 to Cooper Road
- SR 218 – Fremont Boulevard to SR 68
- County Road G12 – Werner Road to US 101
- County Road G16 (Carmel Valley Road) – Valley Greens Drive to Laureles Grade
- Foam Street – David Avenue to Lighthouse Avenue
- Lighthouse Avenue – Prescott Avenue to Washington Street
- Del Monte Avenue – Washington Street to Casa Verde Way
- Fremont Street – Abrego Street to Camino Aguajito
- Munras Avenue/Abrego Street – Fremont Street to Soledad Drive
- Sanborn Road – Abbott Street to US 101
- North Main Street – West Laurel Drive to East Bernal Street
- South Main Street – John Street to Romie Lane
- Market Street – Davis Road to North Main Street
- Davis Road – West Laurel Drive to West Blanco Road
- Blanco Road – Reservation Road to South Davis Road
- Imjin Parkway – Imjin Road to Abrams Drive
- Salinas Road – SR 1 to Elkhorn Road

2.5 TRAVEL DEMAND FORECASTS

2.5.1 TRAVEL DEMAND MODEL BACKGROUND

As directed by TAMC staff, the AMBAG RTDM, which is developed and maintained by AMBAG, was used to forecast future volumes on study roadway segments for this RDIF Nexus Study Update. Wood Rodgers obtained the latest available (as of Fall 2017) 2014 AMBAG RTDM (last updated January 2015) through coordination with TAMC and AMBAG staff for purposes of this RDIF Nexus Study Update. The 2014 AMBAG RTDM obtained for use in this study was calibrated and validated to 2010 base-year annual average daily (typical weekday) traffic conditions, and produces traffic forecasts under daily, AM peak period, mid-day period, PM peak period, and evening period conditions for base-year 2010 as well as future planning horizon-year 2035 conditions.

The AMBAG RTDM uses a traditional “four-step” travel demand forecasting process wherein the model translates inputs (land use and employment data) into outputs (trips) based on a series of computational steps. Those primary four steps are as follows:

1. Trip Generation
2. Trip Distribution

3. Mode-choice
4. Trip Assignment.

The AMBAG regional model network and land uses geographically cover Monterey County in its entirety, as well as areas of adjacent jurisdictions that fall within the AMBAG region, including San Benito County and Santa Cruz County. The model is a multi-modal model, accounting for auto drive alone, carpool, walk, bike, and transit modes when determining vehicular demand forecasts. The 2010 base year scenario was developed and calibrated to 2010 conditions using data from the 2010 California Household Travel Survey and United States Census.

2.5.2 TDM REVIEW & VALIDATION

The 2014 AMBAG RTDM was updated and validated for use in this RDIF Nexus Study Update via the following processes:

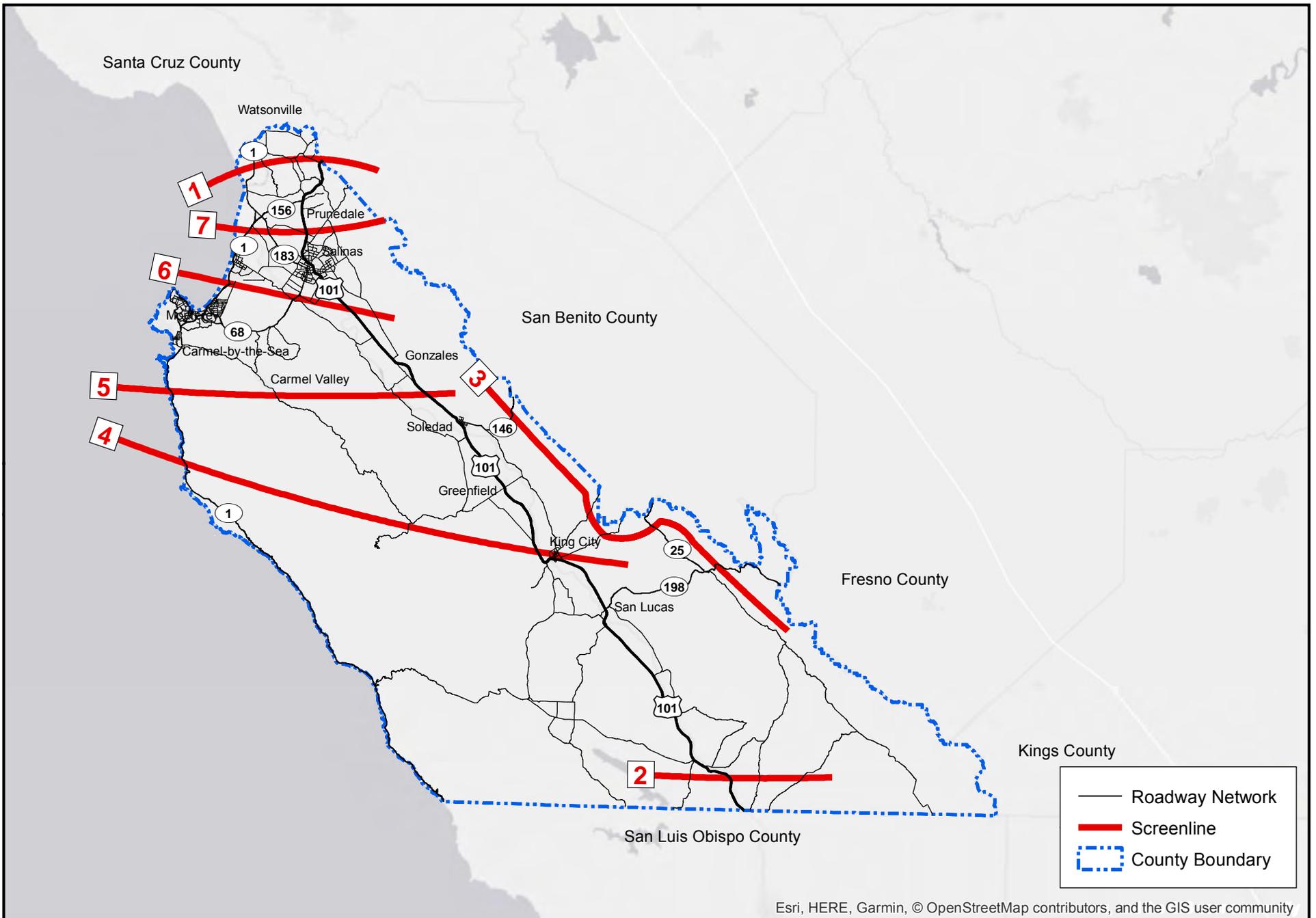
Update to Roadway Network: A general review and update of the base year 2010 AMBAG RTDM scenario roadway network was performed to verify consistency with existing conditions. A Project specific version of the AMBAG RTDM has been developed and documented as part of the *FORA Fee Reallocation Study: Deficiency Analysis and Fee Reallocation – Fiscal Year 2016/2017* (Kimley Horn, April 27, 2017). Wood Rodgers reviewed changes made to the project specific AMBAG RTDM as part of the 2017 FORA Fee Reallocation Study and applied any changes relevant to the regional roadway network to the version of the AMBAG RTDM used for this RDIF Nexus Study Update. These changes will help maintain consistency of FORA area results between the 2017 FORA Fee Reallocation Study and this 2018 TAMC RDIF Nexus Study Update, which includes the FORA area.

Additional improvements to the regional roadway network were also added to the base year 2010 RTDM network as identified based on discussion with TAMC staff and review of latest available study area aerial imagery. Additional improvements added to the base year network include: the SR 1 interchange with Salinas Road south of Watsonville, the Holman Highway 68 roundabout, and the US 101 interchanges with Sala Road, Crazy Horse Canyon Road, and San Juan Road north of Salinas.

Screenline Analysis:

Base year 2010 Average Daily Traffic (ADT) volumes produced by the AMBAG RTDM (with updates to roadway network) were compared against year 2010 as well as year 2015 (RDIF base year) AADT counts on a regional level. This regional analysis was performed by drawing “screenlines” through major areas of Monterey County, such as County borders and highly traveled mid-points, and comparing ADT projected by the RTDM along major routes that intersect each screenline to the corresponding counts for those facilities. This “Screenline Analysis” helps to check that the base year RTDM scenario is reasonably approximating existing conditions volumes throughout the County. **Figure 3** shows the screenline locations used in this RDIF Nexus Study Update. **Table 3** identifies the roadway segments evaluated for each screenline as well as summary of analysis results for each screenline, the County as a whole, and at County borders (to check that total traffic projected to enter/exit the County by the RTDM is reasonably in line with counts).

As shown in **Table 3**, the ADT volumes generated by the base year 2010 RTDM scenario are consistently higher than both 2010 and 2015 counts, but are generally closer to 2015 counts than 2010 counts. The base year 2010 RTDM scenario combined screenline volumes are 14.3% higher than 2010 counts, and 10.9% higher than 2015 counts. Therefore, while the base year RTDM scenario was originally calibrated to 2010 conditions, it could represent a reasonably conservative estimate of year 2015 volumes.



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Figure 3 - Screenline Analysis Locations
 2018 Regional Development Impact Fee Nexus Study Update
 Monterey County, CA
 October 2018

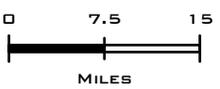


Table 3. Base Year AMBAG RTDM Screenline Analysis

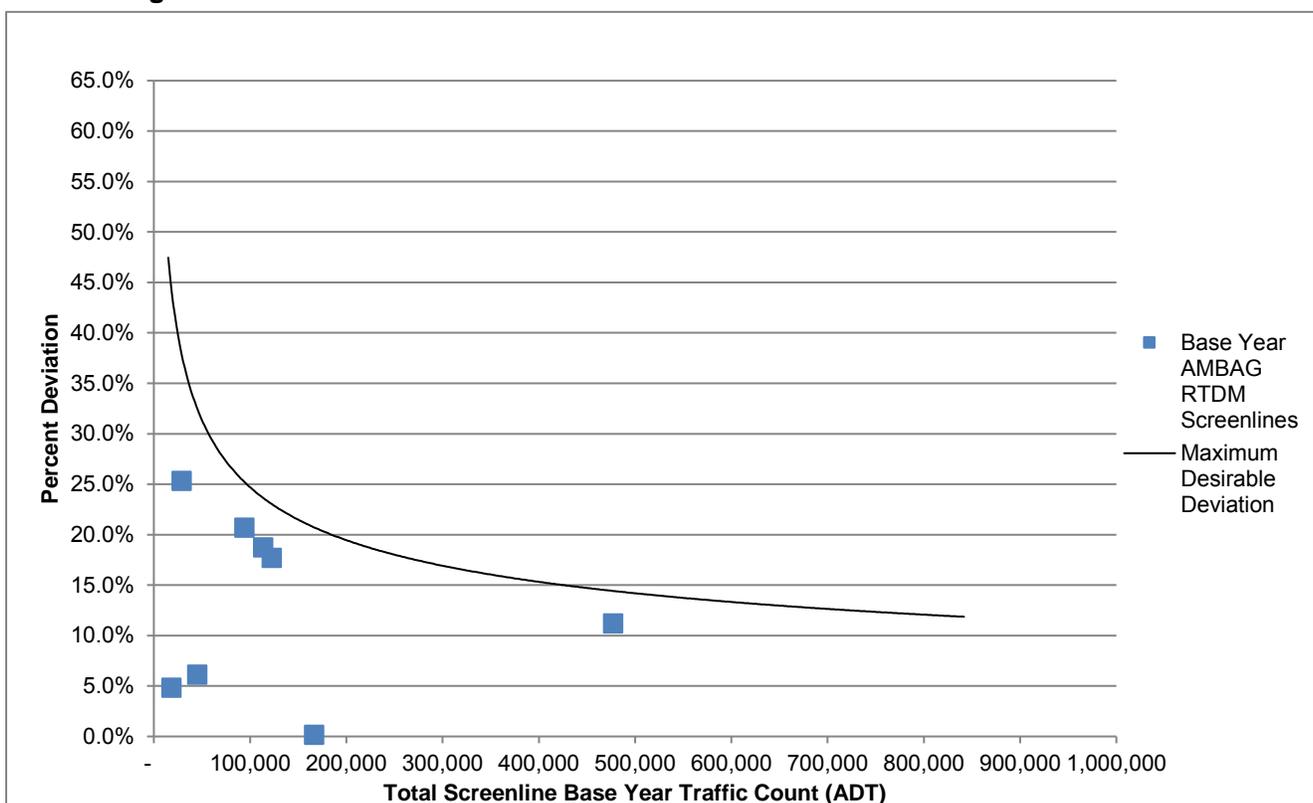
#/Route	Screenline/Segment	Year 2015 ADT			Growth b/w 2010-2015	Difference (2010 Model - 2010 Count)		Difference (2010 Model - 2015 Count)		NCHRP 255 Tolerance
		2010 Counts	2015 Counts	2010 Model Volumes ¹	%	ADT	%	ADT	%	+/-%
1	North County Line									
US 101	County Border to Crazy Horse Canyon Rd	59,000	59,200	58,521	1.3%	18,662	20.1%	17,462	18.5%	+/-25%
SR-1	County Border to Salinas Rd	34,000	35,000	53,141						
Total		93,000	94,200	111,662						
2	South County Line									
US 101	Bradley Rd to Bradley Rd (exit 245)	16,200	18,300	19,185	13.0%	2,985	18.4%	885	4.8%	+/-44%
3	East County Line									
SR-25	County Border to SR-198	200	95	668	-11.3%	768	52.6%	933	72.1%	n/a
SR-146	County Road G-15 to Stonewall Canyon Rd	260	500	461						
SR-198	SR-25 to County Border	1,000	700	1,099						
Total		1,460	1,295	2,228						
4	Mid-County Line									
US 101	Central Ave (Teague Ave) to Jolon Rd	24,700	24,000	29,531	0.3%	7,463	25.7%	7,363	25.3%	+/-38%
SR-1	Coast Rd (North) to Coast Rd (South)	4,300	5,100	6,932						
Total		29,000	29,100	36,463						
5	Carmel Highlands-Gonzales									
US 101	S Alta St to Camphora Rd	38,700	40,100	38,882	5.1%	4,962	11.5%	2,762	6.1%	+/-32%
SR-1	Mal Paso Rd to Aurora del Mar	4,300	5,100	9,080						
Total		43,000	45,200	47,962						
6	Marinas-Salinas South									
US 101	Spence Rd to Chualar Rd	44,700	44,500	47,482	6.3%	10,165	6.5%	365	0.2%	+/-21%
SR-68	Reservation Rd to Spreckels Blvd	30,100	29,800	35,633						
SR-1	Light Fighter Dr to Fremont Blvd	82,000	92,300	83,849						

Table 3 (Continued). Base Year AMBAG RTDM Screenline Analysis

#/Route	Screenline/Segment	Year 2015 ADT			Growth b/w 2010-2015	Difference (2010 Model - 2010 Count)		Difference (2010 Model - 2015 Count)		NCHRP 255 Tolerance
		2010 Counts	2015 Counts	2010 Model Volumes ¹	%	ADT	%	ADT	%	+/-%
7	Marina-Salinas North									
US 101	Pesante Rd to Espinosa Rd	61,700	59,400	71,198	-0.9%	21,127	17.1%	22,227	18.1%	+/-23%
SR-183	Espinosa Rd to Cooper Rd	16,900	18,100	17,358						
SR-1	SR-156 to Del Monte Blvd	45,000	45,000	56,171						
Total		123,600	122,500	144,727						
Total Summary (Screenlines 1-7)										
Total		463,060	477,195	529,192	3.1%	66,132	14.3%	51,997	10.9%	+/-14%
County Boundaries Summary										
US 101	County Border to Crazy Horse Canyon Rd	59,000	59,200	58,521	2.8%	22,415	20.3%	19,280	16.9%	+/-24%
SR-1	County Border to Salinas Rd	34,000	35,000	53,141						
US 101	Bradley Rd to Bradley Rd (exit 245)	16,200	18,300	19,185						
SR-25	County Border to SR-198	200	95	668						
SR-146	County Road G-15 to Stonewall Canyon Rd	260	500	461						
SR-198	SR-25 to County Border	1,000	700	1,099						
Total		110,660	113,795	133,075						
¹ 2010 Model Volumes = Raw volume forecasts from calibrated 2010 AMBAG model.										

The percent difference of the RTDM volumes versus the 2010 and 2015 traffic counts was calculated for each screenline, as well as the totals, and compared to screenline validation targets (maximum desirable deviation) as defined in the *National Cooperative Highway Research Program (NCHRP) Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982) and the *NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (Transportation Research Board, 2014) which is an update to the NCHRP Report 255. The calculated percent differences and NCHRP Report 255 based validation targets for each screenline are shown in **Table 3**. The NCHRP Report 255 represents the maximum desirable deviation for model screenlines as a curve which generally shows that maximum desirable deviation decreases as the screenline traffic count volume increases. **Figure 4** shows the percent difference for all screenline locations plotted against the maximum desirable deviation curve. Screenlines that fall below the curve are considered acceptable while screenlines that fall above the curve are considered unacceptable.

Figure 4. NCHRP 255 Maximum Desirable Deviation in Total Screenline Volumes



As shown in **Table 3** and **Figure 4**, all percent deviation for all screenlines fall below the maximum desirable deviation, and therefore the AMBAG RTDM is considered to meet validation targets at a regional level. Note that the model volumes and counts for Screenline #3 are low enough that the NCHRP Report 255 does not specify a corresponding maximum desirable deviation (the maximum desirable deviation curve is trending upwards towards some large number). However, the NCHRP Report 255 states: “the maximum permissible deviation of a screenline traffic estimate should be such that a highway design would not vary by more than one roadway lane.” Since the volumes on Screenline #3 are significantly below the capacity of one roadway lane, Screenline #3 can be considered to meet validation targets. Based on the screenline analysis summarized above, it has been determined that the AMBAG RTDM base year 2010 scenario, with updates to the roadway

network, is a reasonable predictor of existing 2015 traffic volumes throughout Monterey County, and can be used to represent existing conditions without further modifications.

2.6 YEAR 2035 **NO BUILD** SYSTEM DEFICIENCIES

The 2014 AMBAG RTDM uses a planning horizon of year 2035 for predicting future travel demand forecasts, which is consistent with the horizon-year identified for this RDIF Nexus Study Update. In order to determine where roadway improvements will be needed by the 2035 horizon-year, a model scenario was run that assumed full buildout of all population and employment growth over the next approximately 20 years, but no roadway improvements over existing conditions. The AMBAG RTDM was run using the horizon-year 2035 land use database and base-year 2010 (with updates to better reflect existing conditions) roadway network. This run has been labeled the “Year 2035 No Build” model run since no planned system improvements over existing circulation/capacity conditions are assumed. The raw “Year 2035 No Build” traffic volume generated by this model run were extracted, and final “Year 2035 No Build” volumes were calculated using the difference method (i.e. Year 2035 No Build Forecast = raw Year 2035 model No Build volume – raw base year model volume + 2015 count). The difference method was used to ensure that any inconsistencies between the base year AMBAG RTDM scenario volumes and existing counts were not carried over to the future forecasts.

“Year 2035 No Build” conditions V/C ratios and LOS were calculated for each study roadway segment based on Highway Capacity Manual methodologies and using “Year 2035 No Build” AADT volumes and capacities (note that all “Year 2035 No Build” capacities are assumed to be the same as existing conditions capacities). “Year 2035 No Build” study roadway segment volumes, capacities, V/C, and LOS are shown in **Appendix D. Figure 5** graphically illustrates “Year 2035 No Build” conditions deficiencies for all study roadway segments.

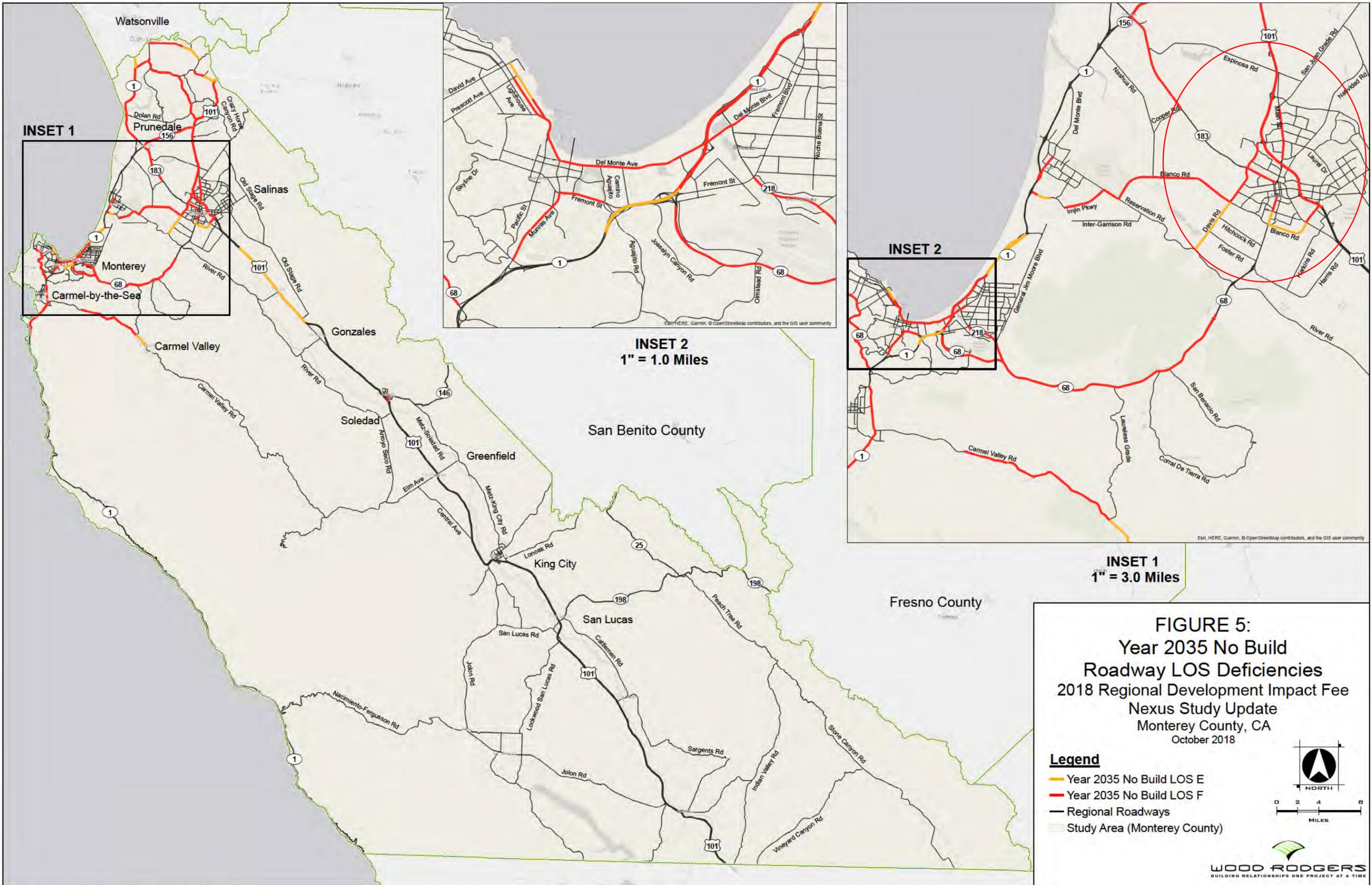


FIGURE 5:
Year 2035 No Build
Roadway LOS Deficiencies
2018 Regional Development Impact Fee
Nexus Study Update
Monterey County, CA
 October 2018

Legend

- Year 2035 No Build LOS E
- Year 2035 No Build LOS F
- Regional Roadways
- Study Area (Monterey County)


 0 2 4 8
 MILES

WOOD RODGERS
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Generally, “Year 2035 No Build” conditions indicate a substantial increase in traffic demands and a significant increase in V/C ratio over base year 2015 conditions. The following 31 study roadway segments are projected to operate at unacceptable LOS under “Year 2035 No Build” conditions based on the AADT V/C analysis performed. Note that closely spaced segments operating at unacceptable LOS have been grouped together as a single segment for simplicity.

- US 101 – San Benito County / Monterey County border to Old Stage Road (Gonzales)
- SR 1 – Santa Cruz County / Monterey County border to SR 183 (Castroville)
- SR 1 – Light Fighter Drive to Aguajito Road (Seaside)
- SR 1 – Carpenter Street to Highlands Drive (Carmel)
- SR 68 (W.R. Holman Highway) – 17 Miles Drive to SR 1 (Monterey Peninsula)
- SR 68f (Monterey Salinas Highway) – SR 1 (Monterey) to Portola Drive (south of Salinas)
- SR 146 (Front Street) – US 101 to East Street
- SR 156 – Castroville Boulevard to US 101
- SR 183 – SR 156 to Cooper Road
- SR 218 – Fremont Boulevard to SR 68
- County Road G11 (San Juan Road) – Salinas Road to US 101
- County Road G12 – Werner Road to US 101
- County Road G16 (Carmel Valley Road) – Valley Greens Drive to Laureles Grade
- County Road G17 (Reservation Road/River Road) – Imjin Parkway to Blanco Road
- Foam Street – David Avenue to Lighthouse Avenue
- Lighthouse Avenue – Prescott Avenue to Washington Street
- Del Monte Avenue – Washington Street to SR 1
- Fremont Street – Abrego Street to Camino Aguajito
- Munras Avenue/Abrego Street – Fremont Street to Via Zaragoza
- Del Monte Boulevard – SR 1 to Broadway Avenue (Seaside)
- Del Monte Boulevard – SR 1 to Reservation Road (Marina)
- Sanborn Road – Abbott Street to US 101
- North Main Street – San Juan Grade Road to East Bernal Street
- South Main Street – John Street to East Blanco Road
- Market Street – Davis Road to North Main Street
- Davis Road – West Laurel Drive to Reservation Road
- Blanco Road – Reservation Road to South Davis Road
- Blanco Road – SR 68 to Abbott Street
- SR 1 to 4th Avenue
- Imjin Parkway – Imjin Road to Reservation Road
- Salinas Road – SR 1 to Elkhorn Road

Existing conditions and “Year 2035 No Build” conditions deficiencies for FORA area facilities were compared to results presented in the 2017 FORA Fee Reallocation Study to maintain consistency between the two documents. Based on a review of both sets of data, it was determined that deficiencies calculated for this RDIF Nexus Study Update are reasonably consistent with deficiencies identified by the 2017 FORA Fee Reallocation Study.

3. IMPROVEMENT PROJECTS

3.1 IMPROVEMENT PROJECT DESCRIPTIONS

A list of regional transportation improvement projects were identified that would address some of the roadway deficiencies identified under “Year 2035 No Build” conditions. The list of 17 regional transportation improvement projects included in the *2013 RDIF Nexus Study Update* was used as the starting point. All projects from the prior list were reviewed by TAMC and Wood Rodgers staff, and projects were added, removed, or modified as appropriate. **Based on the improvement project review, 12 regional improvement projects were identified for consideration through the updated 2018 RDIF program.** Major projects identified include the SR 1 Corridor and Busway in Seaside / Sand City, the SR 156 Widening near Castroville, and the **US 101 Widening in Salinas**, among others. In some cases, projects have remained on the RDIF list but the project description has been changed. For example, the SR 1 improvements project in Seaside was a roadway widening project in the 2013 RDIF list, but now also includes transit focused improvements in the 2018 RDIF list. All of the regional projects identified for inclusion in the list are also included in the *Final Moving Forward Monterey Bay, 2040 Metropolitan Transportation Plan / Sustainable Communities Strategy (2040 MTP/SCS)* (AMBAG, June 2018) and the *2018 Monterey County Regional Transportation Plan (2040 RTP)* (TAMC, June 2018). **The updated list of 12 regional improvement projects considered for analysis is shown in Table 4.** Project locations are shown in **Figure 6**.

3.2 YEAR 2035 BUILD SYSTEM OPERATIONS

The AMBAG RTDM was run using the horizon-year 2035 land use database and a version of the future-year 2035 (with updates to better reflect existing conditions) roadway network that had been updated to include all 12 projects identified for analysis in the regional improvement projects list. **This run has been labeled the “Year 2035 Build” model run since construction of all 12 of the 2018 RDIF improvements is assumed. The raw “Year 2035 Build” traffic volumes generated by this model run were extracted, and final “Year 2035 Build” volumes were calculated using the difference method (i.e. Year 2035 Build Forecast = raw Year 2035 Build model volume – raw base year model volume + 2015 count).**

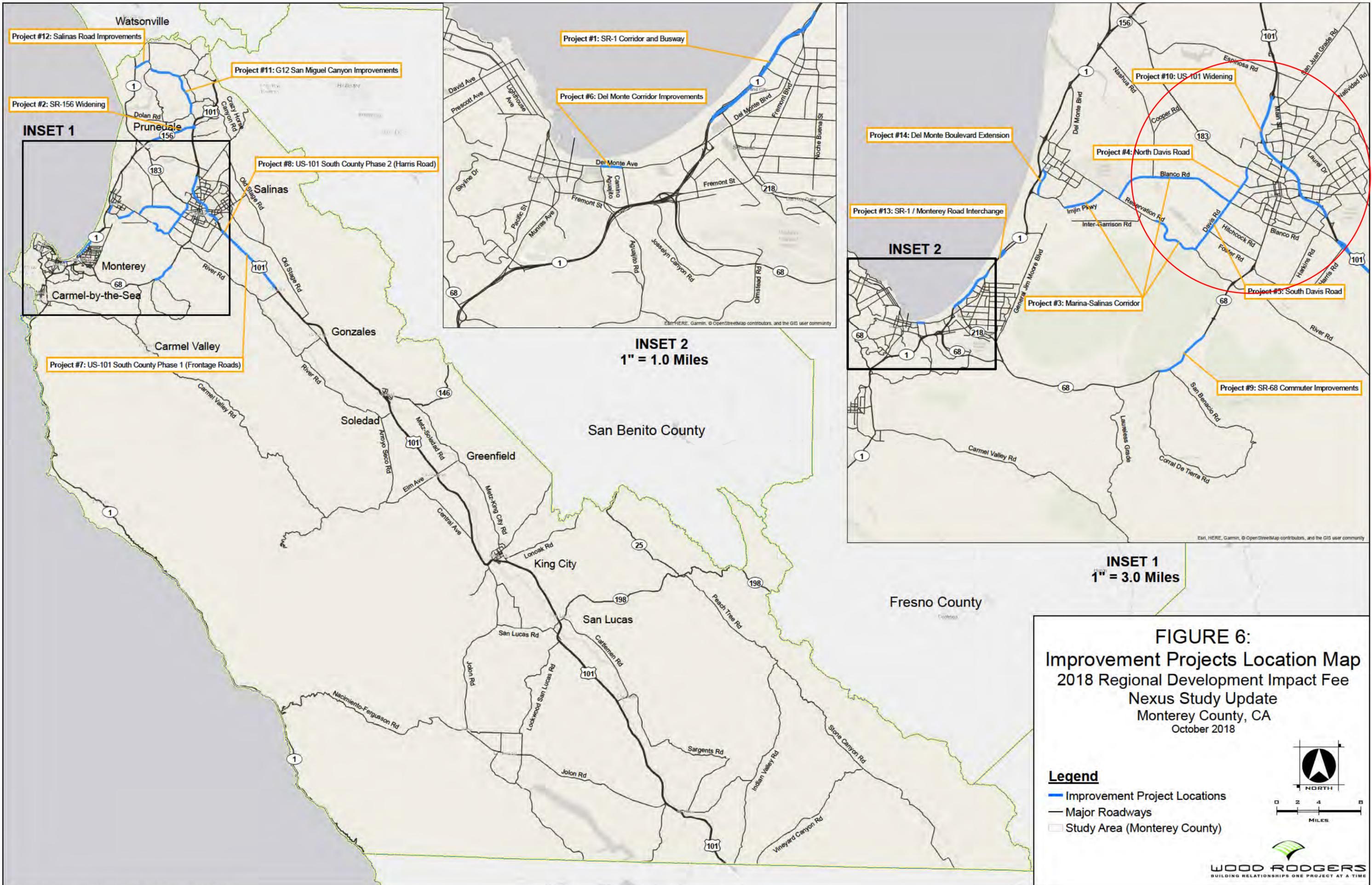
“Year 2035 Build” conditions V/C ratios and LOS were calculated for each study roadway segment based on Highway Capacity Manual methodologies and using “Year 2035 Build” AADT volumes and capacities (note that all “Year 2035 Build” capacities are based on capacities from the AMBAG RTDM year 2035 network). “Year 2035 Build” study roadway segment volumes, capacities, V/C, and LOS are shown in **Appendix E. Figure 7** graphically illustrates projected “Year 2035 Build” conditions LOS for all study roadway segments. **Table 5** compares study area roadway segment LOS under Year 2035 No Build and Build conditions for all segments that are projected to be measurably affected by the 2018 RDIF regional improvement projects. In some cases, an improvement project was predicted to affect adjacent, parallel, or intersecting roadway segments in addition to the roadway segments that were being directly improved; these adjacent roadway segments were also included in **Table 5**.

As shown in **Table 5**, 18 study roadway segments are projected to go from unacceptable to acceptable Year 2035 LOS conditions with construction of the 2018 RDIF regional improvement projects. The V/C ratio and LOS of some segments are projected to worsen with construction of the 2018 RDIF regional improvement projects. This generally occurs on unimproved roadway segments adjacent to proposed improvement projects. These unimproved segments experience an increase in traffic due to the increase in demand accessing the adjacent improved segment. Note that not all

Table 4. Regional Improvement Projects List

#	Project	Location	Description	2018 Estimated Project Cost
1	SR-1 Corridor & Busway	Seaside / Sand City	Capacity and operational improvements to State Route 1 corridor from Fremont Ave to at least Canyon Del Rey and make interchange and related local road improvements in the vicinity of the intersections of Canyon Del Rey and Fremont Avenues; includes rapid bus corridor.	\$ 26,481,000
2	SR-156 Widening	Between Castroville and Prunedale	Capacity and operational improvements to State Route 156 from Castroville Boulevard to just west of the State Route 156 / US 101 interchange. This RDIF only includes Segment 1 (Castroville Boulevard Interchange) and Segment 2 (SR 156 widening to four lanes) of this project.	\$ 149,175,000
3	Marina-Salinas Corridor	South of Salinas	Multimodal capacity improvements to Reservation Rd from Davis Rd to existing 4 lane section adjacent to East Garrison; multimodal capacity improvements to Imjin Pkwy from Reservation Rd to Imjin Rd; multimodal capacity improvements to Blanco Road from Davis Rd to Reservation Rd.	\$ 74,556,000
4	Davis Road North	South of Salinas	Widen to 4 lanes from SR 183 bridge to Blanco Rd.	\$ 7,736,000
5	Davis Road South	South of Salinas	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River.	\$ 15,736,000
6	Del Monte Corridor Improvements	Monterey	Capacity improvements from El Estero to Sloat Ave. Intersection upgrades to Sloat Ave and Aguajito Ave with left turn and signal operations improvements.	\$ 49,616,000
7	US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar)	Between Salinas and Chualar	Construct 2-lane frontage roads on west-side of US-101 from Harris Rd/Abbott St interchange to Chualar. Remove existing segment of Abbott St from US-101 to Harris Rd. Additional 2-lane frontage rd on east side of US-101 from Chualar to Harris Rd.	\$ 108,096,000
8	US-101 South County Phase 2 (Harris Road)	Southeast Salinas	Construct an interchange at Harris Rd / US 101.	\$ 59,850,000
9	SR-68 Commuter Improvements	Corral De Tierra	Capacity and operational improvements to State Route 68 from existing 4 lane section adjacent to Toro park west to Olmsted.	\$ 79,955,000
10	US 101 Widening from Airport Blvd to Boronda Rd	Salinas	Capacity improvements to US 101 from south of Airport Boulevard to Boronda Road, within the existing right-of-way, at locations where feasible.	\$ 57,863,000
11	G12 San Miguel Canyon Improvements	Between Prunedale and Las Lomas	Operational and capacity improvements along San Miguel Canyon Road from Castroville Boulevard to Hall Road, and along Hall Road / Elkhorn Road from San Miguel Canyon Road to the Monterey County border	\$ 74,221,000
12	Salinas Road Improvements	South Pajaro	Capacity improvements to Salinas Road from Werner Road to Elkhorn Road; install intersection control device and construct intersection improvements at Salinas Road/Werner Road intersection; install intersection control device on Elkhorn road at Salinas Road. Re-align Salinas Road and Werner Road to intersect Elkhorn Road at a single location with an intersection control device.	\$ 7,516,000

Source: Transportation Agency for Monterey County.



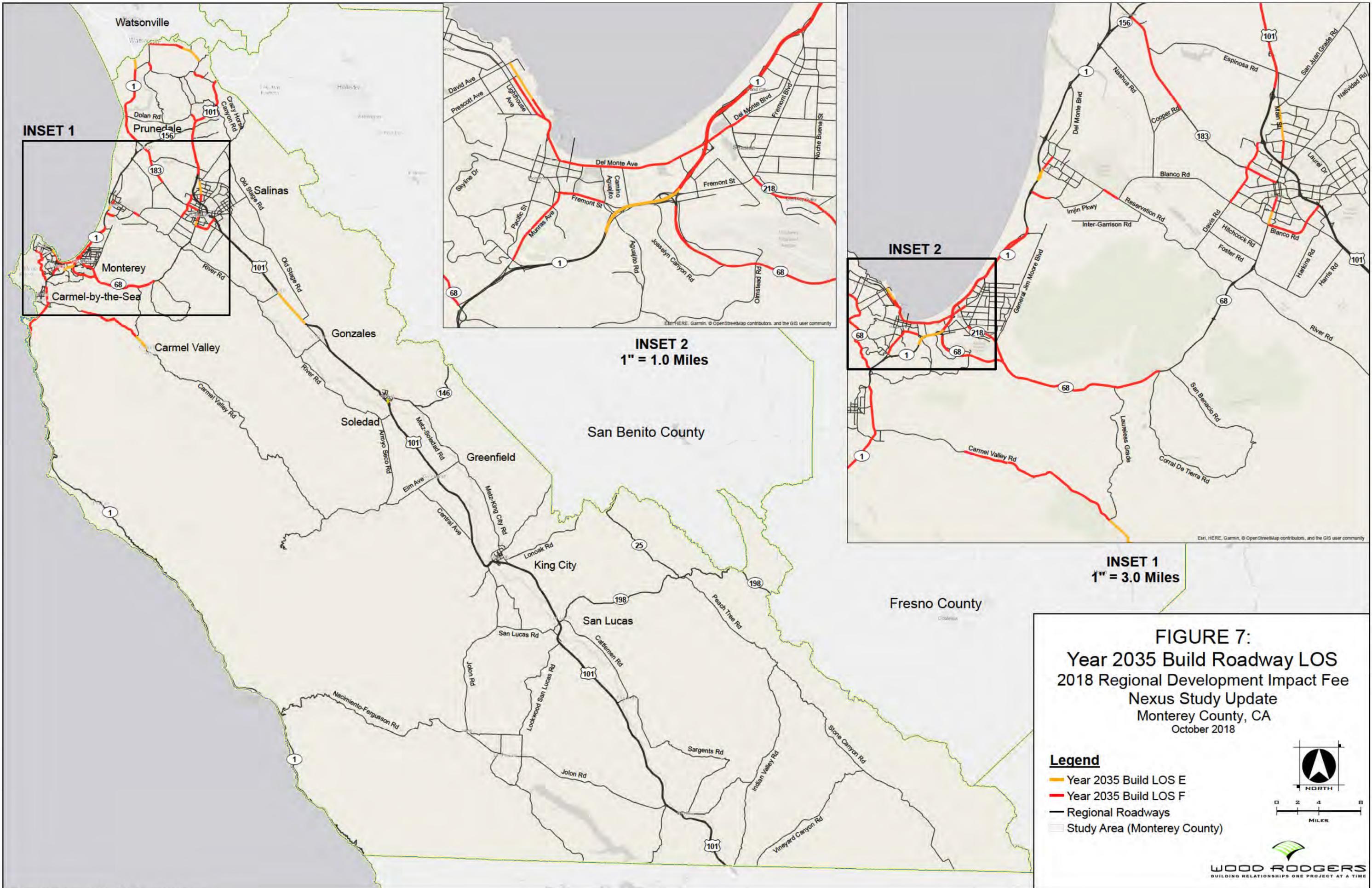


FIGURE 7:
 Year 2035 Build Roadway LOS
 2018 Regional Development Impact Fee
 Nexus Study Update
 Monterey County, CA
 October 2018

Legend

- Year 2035 Build LOS E
- Year 2035 Build LOS F
- Regional Roadways
- Study Area (Monterey County)

Scale: 0 2 4 8 MILES

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 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

Table 5. 2018 RDIF Improvement Projects Effects on Study Area LOS

#	Regional Improvement Project	Roadway Segment	Year 2035 No Build Conditions					Year 2035 Build Conditions						
			Roadway Classification	FC#	Roadway Capacity	ADT	V/C Ratio	LOS	Roadway Classification	FC#	Roadway Capacity	ADT	V/C Ratio	LOS
1	SR-1 Corridor & Busway	SR-1: Light Fighter Dr to Fremont Blvd	6-Lane Freeway	14002	106,700	106,345	0.997	E	6-Lane Freeway	14002	106,700	107,126	1.004	F
		SR-1: Fremont Blvd to Canyon del Rey Blvd	4-Lane Freeway	14001	69,100	79,651	1.153	F	4-Lane Freeway	14001	69,100	80,585	1.166	F
		SR-1: Canyon del Rey Blvd to Del Monte Ave	4-Lane Freeway	14001	69,100	79,055	1.144	F	4-Lane Freeway	14001	69,100	79,606	1.152	F
2	SR-156 Widening	SR-156: SR-1 to SR-183	4-Lane Freeway	14001	69,100	37,734	0.546	B	4-Lane Freeway	14001	69,100	39,623	0.573	C
		SR 156: SR-183 to Castroville Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	39,701	0.618	C	4-Lane Uninterrupted Flow Highway	11003	64,200	41,832	0.652	C
		SR 156: Castroville Blvd to US-101	2-Lane Class I Two-Way State Arterial	12101	16,300	35,964	2.206	F	4-Lane Freeway	14001	69,100	35,977	0.521	B
3	Marina-Salinas Corridor	Blanco Rd: Reservation Rd to Cooper Rd	2-Lane Major Roadway	13001	14,600	30,374	2.080	F	4-Lane Major Roadway	13003	30,900	28,894	0.935	D
		Blanco Rd: Cooper Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	29,916	2.049	F	4-Lane Major Roadway	13003	30,900	28,414	0.920	D
		Reservation Rd: Imjin Pkwy to Blanco Rd	4-Lane Major Roadway	13003	30,900	32,587	1.055	F	4-Lane Major Roadway	13003	30,900	39,635	1.283	F
		Reservation Rd: Blanco Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	9,060	0.621	D	4-Lane Major Roadway	13003	30,900	17,620	0.570	D
		Imjin Pkwy: California Ave to Imjin Rd	4-Lane Major Roadway	13003	30,900	24,187	0.783	D	4-Lane Major Roadway	13003	30,900	27,642	0.895	D
		Imjin Pkwy: Imjin Rd to Abrams Dr	2-Lane Major Roadway	13001	14,600	22,273	1.526	F	4-Lane Major Roadway	13003	30,900	28,690	0.928	D
		Imjin Pkwy: Abrams Dr to Reservation Rd	2-Lane Major Roadway	13001	14,600	22,644	1.551	F	4-Lane Major Roadway	13003	30,900	29,023	0.939	D
4	Davis Road North	North Davis Rd: SR-183 to W Blanco Rd	2-Lane Major Roadway	13001	14,600	30,208	2.069	F	4-Lane Major Roadway	13003	30,900	37,948	1.228	F
5	Davis Road South	South Davis Rd: W Blanco Rd to Reservation Rd	2-Lane Major Roadway	13001	14,600	14,214	0.974	E	4-Lane Major Roadway	13003	30,900	22,004	0.712	D
6	Del Monte Corridor Improvements	Del Monte Ave: Camino Aguajito to Casa Verde Way	4-Lane Major Roadway	13003	30,900	44,260	1.432	F	5-Lane Major Roadway	13004	38,650	45,081	1.166	F
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	US 101: Airport Blvd to Abbott St	4-Lane Freeway	14001	69,100	50,573	0.732	C	4-Lane Freeway	14001	69,100	50,030	0.724	C
		US 101: Abbott St to Spence Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	61,006	0.950	E	4-Lane Freeway	14001	69,100	60,482	0.875	D
		US 101: Spence Rd to Chualar Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	61,745	0.962	E	4-Lane Freeway	14001	69,100	61,418	0.889	D
		SB Frontage Rd - US 101: Harris Rd to Chualar River Rd	-	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	443	0.030	C
		NB Frontage Rd - US 101: Harris Rd to Payson St	-	-	-	-	-	-	2-Lane Major Roadway	13001	14,600	253	0.017	C
8	US-101 South County Phase 2 (Harris Road Interchange)	Harris Rd: At Proposed Interchange	-	-	-	-	-	-	4-Lane Major Roadway	13003	30,900	11,787	0.381	C
		NB US 101 Off-Ramp	-	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	10,629	0.506	C
		NB US 101 On-Ramp	-	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	1,058	0.050	C
		SB US 101 Off-Ramp	-	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	1,041	0.050	C
		SB US 101 On-Ramp	-	-	-	-	-	-	1-Lane Freeway Ramp	15001	21,000	9,902	0.472	C
9	SR-68 Commuter Improvements	SR 68: Corral de Tierra to Portola Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	27,982	1.717	F	4-Lane Class I Two-Way State Arterial	12103	34,201	30,583	0.894	C
10	US 101 Widening from Airport Boulevard to Boronda Road	US 101: E Boronda Rd to W Laurel Dr	4-Lane Freeway	14001	69,100	69,540	1.006	F	6-Lane Freeway	14002	106,700	77,931	0.730	C
		US 101: W Laurel Dr to N Main St	4-Lane Freeway	14001	69,100	71,615	1.036	F	6-Lane Freeway	14002	106,700	78,150	0.732	C
		US 101: N Main St to E Market St	4-Lane Freeway	14001	69,100	84,261	1.219	F	6-Lane Freeway	14002	106,700	85,203	0.799	D
		US 101: E Market St to John St	4-Lane Freeway	14001	69,100	76,416	1.106	F	6-Lane Freeway	14002	106,700	79,865	0.749	C
		US 101: John St to S Sanborn Rd	4-Lane Freeway	14001	69,100	70,912	1.026	F	6-Lane Freeway	14002	106,700	71,599	0.671	C
		US 101: S Sanborn Rd to Airport Blvd	4-Lane Freeway	14001	69,100	60,873	0.881	D	6-Lane Freeway	14002	106,700	60,232	0.564	C

Table 5 (Continued). 2018 RDIF Improvement Projects Effects on Study Area LOS

#	Regional Improvement Project	Roadway Segment	Year 2035 No Build Conditions					Year 2035 Build Conditions						
			Roadway Classification	FC#	Roadway Capacity	ADT	V/C Ratio	LOS	Roadway Classification	FC#	Roadway Capacity	ADT	V/C Ratio	LOS
11	County Route G12 San Miguel Canyon Improvements	San Miguel Canyon Rd: Castroville Blvd to Strawberry Rd	2-Lane Major Roadway	13001	14,600	19,209	1.316	F	4-Lane Major Roadway	13003	30,900	22,319	0.722	D
		San Miguel Canyon Rd: Strawberry Rd to Hall Rd	2-Lane Major Roadway	13001	14,600	14,985	1.026	F	4-Lane Major Roadway	13003	30,900	18,095	0.586	D
		Hall Rd: San Miguel Canyon Rd to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	24,907	1.706	F	4-Lane Major Roadway	13003	30,900	28,498	0.922	D
12	Salinas Road Improvements	Salinas Rd: SR-1 to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	18,910	1.295	F	4-Lane Major Roadway	13003	30,900	21,488	0.695	D

benefits of the proposed regional improvement projects can be quantified by a traditional volume to capacity-based LOS analysis. Projects such as the SR-1 Corridor and Busway, and proposed new interchanges at SR-1 and US 101 have additional benefits, which may include safety improvements, encouraging multi-modal use, and providing better local access. Therefore, the improvement projects' benefits should not be evaluated based on LOS alone.

3.3 COST ESTIMATES

Planning level cost estimates for all 12 regional improvement projects were developed using current project descriptions, as defined by TAMC, and latest available unit costs based on Caltrans' Basic Engineering Estimate System (BEES). The planning-level costs of all improvements are summarized in **Table 4**. **The total updated cost estimate for these 12 projects is approximately \$710 million.** Planning level cost estimate technical worksheets for each of the 12 projects, including all engineering assumptions made during their development, are included in **Appendix F**. It is important to note that all cost estimates were done at a high level of detail, and should be regarded as being sufficient for planning purposes only.

4. FEE METHODOLOGY

4.1 BACKGROUND

Transportation Impact Fees are one-time fees typically paid by private development when a building permit is issued and imposed by the local municipality responsible for regulating land use (typically Cities and Counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the *Mitigation Fee Act* (Act) with *Assembly Bill 1600* (AB 1600) in 1987 and subsequent amendments. The Act, contained in *California Government Code* §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. These requirements also apply to regional planning jurisdictions and Joint Powers Authorities such as TAMC. The Act requires lead agencies to document the following four (4) findings when taking any action establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Purpose of Fee

For the first finding, the agency shall: *Identify the purpose of the fee.* (§66001(a)(1))

TAMC's policy is that new development will not burden existing development with the cost of public facilities, including transportation facilities, required to accommodate growth. The purpose of the RDIF is to implement this policy by enacting countywide fees to fund the fair-share cost burdens of regional transportation improvements required within the County to accommodate projected growth.

2. Use of Fee Revenues

For the second finding, the agency shall: *Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.* (§66001(a)(2))

The fees collected by the RDIF are intended to be used to fund the public facility improvements listed in **Table 4**. **Note that the RDIF may also be used by TAMC or local agency to reimburse a private developer for the actual cost of improvements funded by the developer that directly benefit new development within the County.**

3. Benefit Relationship

For the third finding, the agency shall: *Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.* (§66001(a)(3))

TAMC has determined that the improvements listed in the RDIF program are necessary to accommodate projected growth in regional traffic demand, including demand generated by land use growth within the County, on the County's transportation network. Transportation facilities funded by the RDIF fees will provide a regional network of facilities accessible to the residents and workers associated with new development in the County. Therefore, there is a reasonable benefit relationship between the use of fee revenues and the new development that will pay the fee.

4. Burden Relationship

For the fourth finding, the agency shall: *Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.* (§66001(a)(4))

Per the Institute of *Transportation Engineers Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012), new residential dwelling units and commercial/industrial building square footage correlate with new transportation trips and demand. AMBAG long-term land use forecasts, travel demand modeling, and standard trip generation rates are used to predict how many trips each land use type will generate, where those trips will go, and how they will get there (i.e. which facilities they will use). As additional dwelling units and building square footage are created, the occupants of these structures will place additional burdens on nearby regional transportation facilities. Thus, there is a reasonable burden relationship between the need for the planned regional improvements and developments that will pay the fee.

The Act also requires lead agencies to document the following one (1) additional finding when taking any action imposing a fee as a condition of approval of a development project:

5. Proportionality

For the fifth finding, the agency shall: *Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.* (§66001(b))

The total fee for a specific development is computed based on number of new dwelling units for residential development and building square footage for non-residential development. As part of the RDIF, a fee schedule is developed which defines how much each type of land use in each County benefit zone will pay per unit (dwelling units or square feet). The fee schedule is developed by attributing growth in trips to the planned new developments in each benefit zone using AMBAG's land use projections and RTDM, and to the need for the RDIF improvement projects. The fee rate schedule is used to convert the proposed units or square footage of a development project into a proportionate fee. Thus, the fee schedule ensures a reasonably proportional relationship between the amount of the fee for a specific development and the cost of improvements benefitting that development.

The steps taken to develop fees in accordance with the *Mitigation Fee Act* and California Government Code §66000-66025 (which are summarized above) are described in further detail in the following sections.

4.2 NEXUS EVALUATION

A nexus evaluation was completed in order to determine and quantify a “reasonable relationship” and “rough proportionality” between impact fees assessed on new development and the cost of the portion of regional improvement projects attributable to the new development. The following key steps were completed as part of the nexus evaluation:

- Update to the County’s benefit zone structure.
- Completion of “select-link” RTDM runs to determine overall planned new development’s share of cost for each 2018 RDIF regional transportation improvement project, as well as proportionate distribution of new development’s share of improvement costs by benefit zone.
- Identification of revenue sources outside of the RDIF program that may be used to fund regional transportation improvement cost shares not funded by the RDIF program.

The following sections describe in detail each of the above steps.

4.3 BENEFIT ZONES

The prior, *2013 RDIF Nexus Study Update* analyzed four benefit zones within Monterey County as follows:

1. North County
2. Greater Salinas
3. Peninsula and South Coast
4. South County

The *2013 RDIF Nexus Study Update* did not consider the Fort Ord Reuse Authority area as part of the benefit zone structure defined above. In the past, the FORA area network deficiencies, fee reallocation, and Capital Improvement Program (CIP) roadway projects were analyzed separately from the rest of the County. The most recent fee reallocation study prepared for the FORA area is the *Fort Ord Reuse Authority Fee Reallocation Study: Deficiency Analysis and Fee Reallocation – Fiscal Year 2016/2017* (Kimley Horn, April 27, 2017).

Based on direction from TAMC, the FORA area was included as a fifth benefit zone in the 2018 RDIF Nexus Study Update. The 2018 RDIF Nexus Study Update analyzes five benefit zones within Monterey County as follows:

1. North County
2. Greater Salinas
3. Peninsula and South Coast
4. South County
5. Fort Ord Reuse Authority

All regional improvements, and some off-site improvements that were considered to benefit regional traffic, included in the 2017 FORA Fee Reallocation Study, were also included in the 2018 RDIF Nexus Study Update. All FORA area network deficiencies and fees calculated in this 2018 RDIF Nexus Study Update were compared against values in the 2017 FORA Fee Reallocation Study to maintain consistency between the two documents. **Figure 8** shows the updated TAMC benefit Zone boundaries as defined in this 2018 RDIF Nexus Study Update.

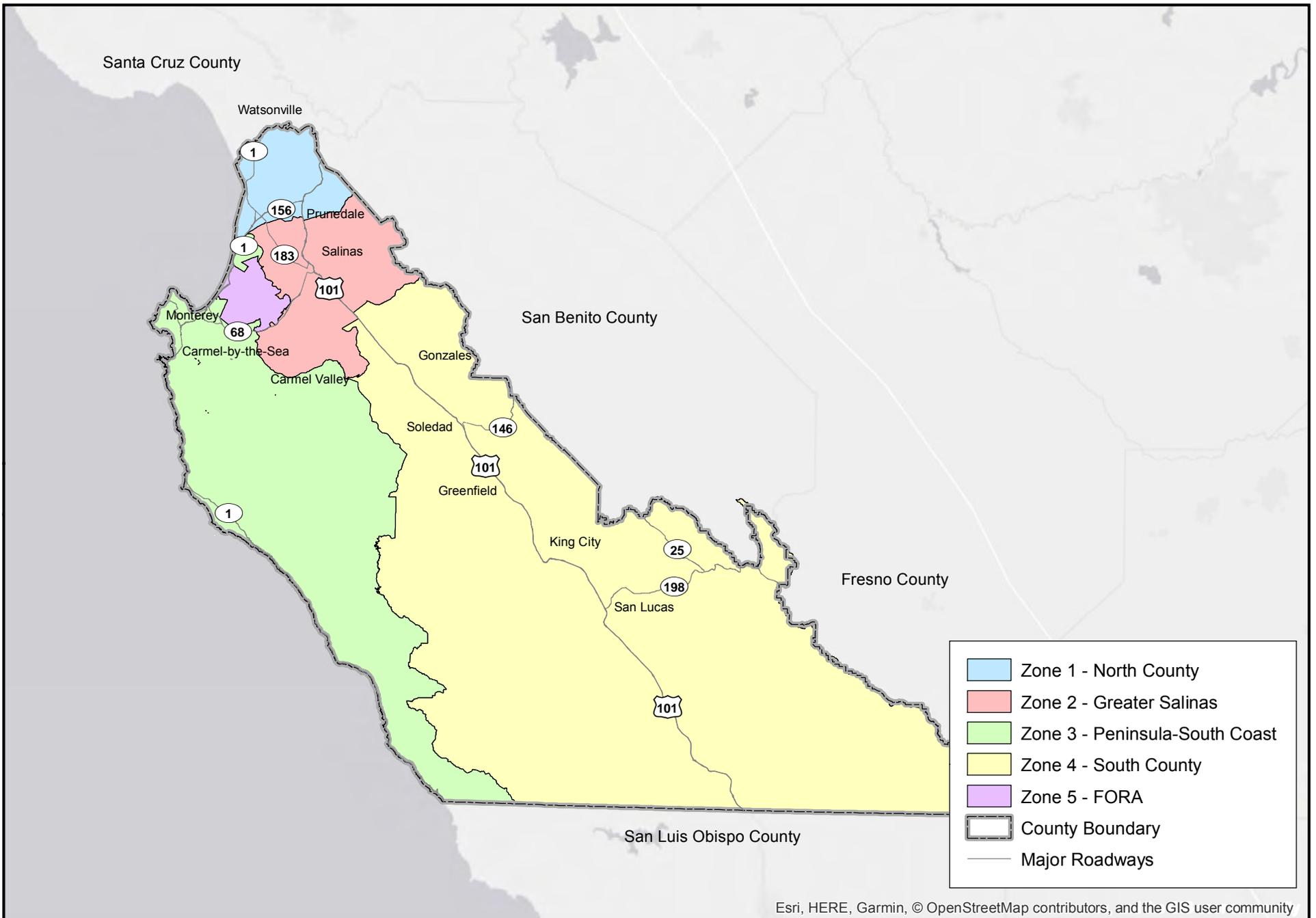


Figure 8 - Updated TAMC Benefit Zone Boundaries
 2018 Regional Development Impact Fee Nexus Study Update
 Monterey County, CA
 October 2018



4.4 SELECT LINK ANALYSIS AND NEW DEVELOPMENT SHARE OF PROJECT COSTS

This step involves determining the percentage of future-year 2035 average daily traffic (ADT) on the 2018 RIDF regional transportation improvement project facilities that could be reasonably attributed to planned new land development projected to occur between RDIF program base-year (2015) and horizon-year (2035). The ADT attributed to planned new land development is then further aggregated by benefit zone and by land use type. The following computational steps were undertaken:

4.4.1 SELECT LINK ANALYSIS

Year 2010 (which was determined to reasonably represent the 2015 base year) and Year 2035 AMBAG RTDM scenarios were both prepared with the 12 regional improvement projects coded as part of the model network. These updated model scenarios are regarded as “Base Year Build” and “Year 2035 Build” models, respectively, since they assume the regional improvement projects to be constructed. The “Base Year Build” and “Year 2035 Build” models were then run using a “select-link” procedure. The select-link modeling procedure tracks the origins and destinations of all trips that pass through certain user-specified “links” (i.e. roadway segments). For this study, the links of each of the 12 regional improvement projects were specified as 12 different select-link scenarios in order to have the models track where all trips that use each proposed improvement start and end. For each regional improvement project, all links that were anticipated to experience a significant benefit were specified in the select-link analysis. For example, the US 101 South County Phase 1 select-link scenario included both the links for the proposed frontage roads and the adjacent segments of US 101 mainline, since the mainline would also experience improved operations with construction of the proposed frontage roads.

Once the 12 select-link model runs had been completed for both “Base Year Build” and “Year 2035 Build” scenarios, origin-destination data for each regional improvement project was extracted. The RTDM provides origin-destination data by Traffic Analysis Zones (TAZs). TAZs are geographical areas typically used in transportation planning which contain socio-economic information such as number of houses, jobs, residents, etc., and are typically defined along major features such as roads, rivers, and jurisdictional boundaries. TAZ based origin-destination trip data was then aggregated into the five (5) benefit zones used in this 2018 RIDF Nexus Study Update.

4.4.2 OVERALL NEW DEVELOPMENT COST SHARE

In order to determine the percentage of future ADT on each RDIF improvement project attributable to overall new development (i.e. growth), the daily origin-destination trip data for each of the 12 regional improvement project scenarios was aggregated for both “Base Year Build” and “Year 2035 Build” conditions, and then differenced. The resulting new development daily trips for each regional improvement project were then divided by the corresponding “Year 2035 Build” daily trips to determine percentage of trips due to new development. “Base Year Build” trips were subtracted from “Year 2035 Build” trips because this results in growth due solely to changes in land uses, and therefore gives the best estimate of daily trips attributable to new development. Note that the methodology used extracts future ADT attributable to “new growth” only and therefore the portion of cost attributable to existing traffic is automatically excluded from impact fee consideration. New development cost share of each of the 12 regional improvement projects is shown in **Table 6**.

Table 6. New Development Share of Trips and Cost for Improvement Projects

#	2018 RDIF Regional Improvement Project	Base Year Raw Model Trips	Year 2035 Raw Model Trips	Growth in Project Trips	% of Project Trips from New Development	2018 Estimated Project Cost	New Development Share
1	SR-1 Corridor & Busway	92,604	104,977	12,373	11.8%	\$ 26,481,000	\$ 3,121,155
2	SR-156 Widening	33,161	42,792	9,631	22.5%	\$ 149,175,000	\$ 33,574,136
3	Marina-Salinas Corridor	42,590	56,324	13,734	24.4%	\$ 74,556,000	\$ 18,179,677
4	Davis Road North	27,576	33,826	6,250	18.5%	\$ 7,736,000	\$ 1,429,374
5	Davis Road South	4,465	10,970	6,505	59.3%	\$ 15,736,000	\$ 9,331,147
6	Del Monte Corridor Improvements	33,841	41,591	7,750	18.6%	\$ 49,616,000	\$ 9,245,366
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	52,079	69,526	17,447	25.1%	\$ 108,096,000	\$ 27,125,837
8	US-101 South County Phase 2 (Harris Road Interchange)	18,855	22,738	3,883	17.1%	\$ 59,850,000	\$ 10,220,669
9	SR-68 Commuter Improvements	60,658	64,148	3,490	5.4%	\$ 79,955,000	\$ 4,349,987
10	US 101 Widening from Airport Boulevard to Boronda Road	122,554	142,182	19,628	13.8%	\$ 57,863,000	\$ 7,987,896
11	County Route G12 San Miguel Canyon Improvements	40,326	47,340	7,014	14.8%	\$ 74,221,000	\$ 10,996,749
12	Salinas Road Improvements	22,047	26,009	3,962	15.2%	\$ 7,516,000	\$ 1,144,927
Total						\$ 710,801,000	\$ 136,706,920

4.4.3 NEW DEVELOPMENT COST SHARE BY BENEFIT ZONE

All new development considered in this study was divided into six (6) distinct zones: the five (5) Monterey County benefit zones defined above, and an “External” zone which represents all land use growth that occurs out-of-County but generates trips which travel to/from Monterey County. In order to determine the percentage of future ADT on each regional improvement project attributable to each zone, the daily origin-destination trip data for each of the 12 regional improvement project scenarios was aggregated at a benefit zone level for both “Base Year Build” and “Year 2035 Build” scenarios, and then differenced. The resulting new development daily trips for each regional improvement project and benefit zone were then divided by the total new development daily trips for each regional improvement project to determine percentage of daily trips due to new development for each benefit zone.

Using the percentage daily trips due to new development for each benefit zone, a portion of the planning-level cost estimate for each regional improvement project was allocated to each benefit zone and the “External” zone. The resulting zonal distribution for each of the regional improvement project costs is included in **Table 7**. This table also lists the cost of each regional improvement project, the total cost share of new development in the RDIF area (i.e. the sum of the five benefit zones) for each improvement project, and the total fee amounts to be funded by each benefit zone.

4.5 OTHER FUNDING SOURCES

The goal and purpose of this 2018 RDIF Nexus Study Update is solely to update the RDIF program and not to provide or ensure a mechanism for complete funding of all identified improvement projects. However, the following options were generally identified as potential additional funding sources that could be utilized for full funding of the 2018 RDIF regional improvement projects. These funding sources include (but are not limited to):

- Direct construction responsibilities conditioned on new private development (that may or may not be eligible for later reimbursement through lead public agency)
- Local agency (Cities and County) Transportation Impact Fee Programs
- Local agency (Cities and County) General Funds
- Accrued funds from pre-existing TAMC RDIF program
- Special-funded districts such as Community Financing Districts (CFD’s)
- Caltrans Funding through State Transportation Improvement Program (STIP) and/or State Highway Operational Improvements Program (SHOPP)
- Potential Gas Tax Measures / Bonds / Sales Tax (or other voter-approved) Measures
- Federal Funding
- Federal/State/Local Grant funds and miscellaneous programs

Note that the percentage contribution, if any, from the aforementioned funding sources are generally unknown or un-ascertainable at this time. Also note that travel demand management (TDM) programs (such as carpool/rideshare programs, incentives for use of alternative modes, smart-growth planning initiatives, etc.), while not considered fee sources, can be regarded as alternative impact mitigation strategies that either alleviate or postpone the need for capacity-enhancing transportation improvements.

Table 7. Benefit Zone Cost Share for RDIF Improvement Projects

#	2018 RIDF Regional Improvement Project	2018 Estimated Project Cost	New RDIF Development Percent Share ¹	New RDIF Development Cost Share ²	Benefit Zone 1 - North County		Benefit Zone 2 - Greater Salinas		Benefit Zone 3 - Peninsula and South Coast		Benefit Zone 4 - South County		Benefit Zone 5 - FORA		External	
					%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost
1	SR-1 Corridor & Busway	\$ 26,481,000	8.5%	\$ 2,238,907	0.0%	\$ -	0.0%	\$ 8,763	6.5%	\$ 1,722,142	0.0%	\$ 12,901	1.9%	\$ 495,101	3.3%	\$ 882,248
2	SR-156 Widening	\$ 149,175,000	12.7%	\$ 19,005,313	2.4%	\$ 3,508,084	0.2%	\$ 276,954	9.1%	\$ 13,551,584	0.0%	\$ -	1.1%	\$ 1,668,691	9.8%	\$ 14,568,824
3	Marina-Salinas Corridor	\$ 74,556,000	23.3%	\$ 17,377,545	0.3%	\$ 187,958	8.7%	\$ 6,495,153	5.1%	\$ 3,821,379	0.5%	\$ 399,081	8.7%	\$ 6,473,974	1.1%	\$ 802,132
4	Davis Road North	\$ 7,736,000	16.8%	\$ 1,296,946	0.4%	\$ 29,733	8.1%	\$ 622,914	3.5%	\$ 269,887	0.0%	\$ -	4.8%	\$ 374,412	1.7%	\$ 132,428
5	Davis Road South	\$ 15,736,000	54.9%	\$ 8,636,152	0.7%	\$ 107,584	23.7%	\$ 3,733,176	5.5%	\$ 861,392	0.9%	\$ 145,597	24.1%	\$ 3,788,403	4.4%	\$ 694,995
6	Del Monte Corridor Improvements	\$ 49,616,000	17.0%	\$ 8,440,668	0.1%	\$ 34,598	0.4%	\$ 190,288	14.9%	\$ 7,404,524	0.1%	\$ 30,422	1.6%	\$ 780,836	1.6%	\$ 804,697
7	US-101 South County Phase 1 (Frontage Roads - Salinas to Chualar)	\$ 108,096,000	16.6%	\$ 17,937,753	0.0%	\$ -	6.3%	\$ 6,829,956	1.8%	\$ 1,905,746	8.1%	\$ 8,800,106	0.4%	\$ 401,945	8.5%	\$ 9,188,084
8	US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,850,000	12.5%	\$ 7,463,476	0.0%	\$ -	3.0%	\$ 1,775,464	3.7%	\$ 2,201,053	4.9%	\$ 2,938,654	0.9%	\$ 548,305	4.6%	\$ 2,757,191
9	SR-68 Commuter Improvements	\$ 79,955,000	3.9%	\$ 3,100,668	0.0%	\$ -	0.7%	\$ 534,146	2.2%	\$ 1,776,319	0.5%	\$ 368,603	0.5%	\$ 421,600	1.6%	\$ 1,249,319
10	US-101 Widening from Airport Boulevard to Boronda Road	\$ 57,863,000	8.2%	\$ 4,773,297	0.0%	\$ -	5.8%	\$ 3,368,419	0.1%	\$ 35,310	2.1%	\$ 1,209,254	0.3%	\$ 160,314	5.6%	\$ 3,214,599
11	County Route G12 San Miguel Canyon Improvements	\$ 74,221,000	9.4%	\$ 6,971,847	6.6%	\$ 4,890,406	0.3%	\$ 200,696	0.5%	\$ 373,954	1.9%	\$ 1,426,042	0.1%	\$ 80,749	5.4%	\$ 4,024,903
12	Salinas Road Improvements	\$ 7,516,000	8.4%	\$ 628,280	5.2%	\$ 393,147	0.0%	\$ -	0.1%	\$ 4,988	3.0%	\$ 229,066	0.0%	\$ 1,079	6.9%	\$ 516,646
Total		\$ 710,801,000		\$ 97,870,852		\$ 9,151,510		\$ 24,035,929		\$ 33,928,278		\$ 15,559,726		\$ 15,195,409		\$ 38,836,066

¹Indicates total percentage of new trips from the RDIF study area that use the corresponding Improvement Project (i.e. sum of percentages of new trips from Benefit Zones 1-5).

²Indicates the total RDIF cost for each Improvement Project that will need to be collected from the RDIF study area (i.e. sum of costs from Benefit Zones 1-5).

5. FEE RATE SCHEDULE

5.1 TOTAL RDIF-FUNDED COSTS

The total cost assigned to each benefit zone includes an aggregate of three components: roadway impact costs, transit impact costs, and administrative costs. Using cost data summarized in **Table 2** and **Table 7**, the RDIF-funded cost components were summed to obtain total fees by benefit zone, and are shown in **Table 8**. As shown in **Table 8**, the updated RDIF program is expected to collect approximately \$109 million (in 2018 dollars).

Table 8. Year 2035 Fee by Benefit Zone

Zone #	Benefit Zone	Benefit Zone Contribution			
		2018 Estimated Projects Cost	Transit Component	Administrative Costs	Total Fee
1	North County	\$ 9,151,510	\$ 528,885	\$ 96,804	\$ 9,777,199
2	Greater Salinas	\$ 24,035,929	\$ 4,426,986	\$ 284,629	\$ 28,747,544
3	Peninsula and South Coast	\$ 33,928,278	\$ 4,097,352	\$ 380,256	\$ 38,405,887
4	South County	\$ 15,559,726	\$ 540,920	\$ 161,006	\$ 16,261,652
5	Fort Ord Reuse Authority	\$ 15,195,409	\$ 405,857	\$ 156,013	\$ 15,757,279
	Total	\$ 97,870,852	\$ 10,000,000	\$ 1,078,709	\$ 108,949,561

5.2 FEE COMPUTATION BY LAND USE AND BY TRIPS

To derive “fee per trip” and “fee per unit of land use” numbers for each benefit zone, the total number of new trips projected to be generated by each zone needed to be determined by land use type. For this purpose, the TAZ-level land use data/projections in the base-year 2010 and horizon-year 2035 AMBAG RTDM models were reviewed and aggregated at a benefit zone level. The RTDM uses several land use categories, including households, service, retail, government, industrial, construction, and farm. The latter three categories were compiled into an “other” category for the purposes of this analysis. The base-year and horizon-year RTDM land use data were then differenced to derive “net new growth” of each land use type by benefit zone.

In order to convert land uses to trips, *ITE Trip Generation Manual, 9th Edition* based trip generation rates were used. Representative land uses were selected for each of the model-based land use categories. For residential uses, a blend of single-family, apartment, and condominium rates were used. Applying these trip generation rates to the “net new growth” obtained from the AMBAG RTDM provided the total daily trip ends generated by each land use category for each benefit zone.

There are several advantages to using ITE-based trip estimates instead of RTDM based trip estimates. The outputs from the RTDM select-link runs do not provide the level of detail required as it is difficult to separate out RTDM trips by the land use type that generated them. It is also difficult to use the trip generation rates contained in the RTDM as the RTDM trip generation rates are variable and dependent on additional factors (such as vehicle ownership or zonal income level) which have been estimated for modeling purposes only. ITE trip generation rates provide consistent results between all proposed developments.

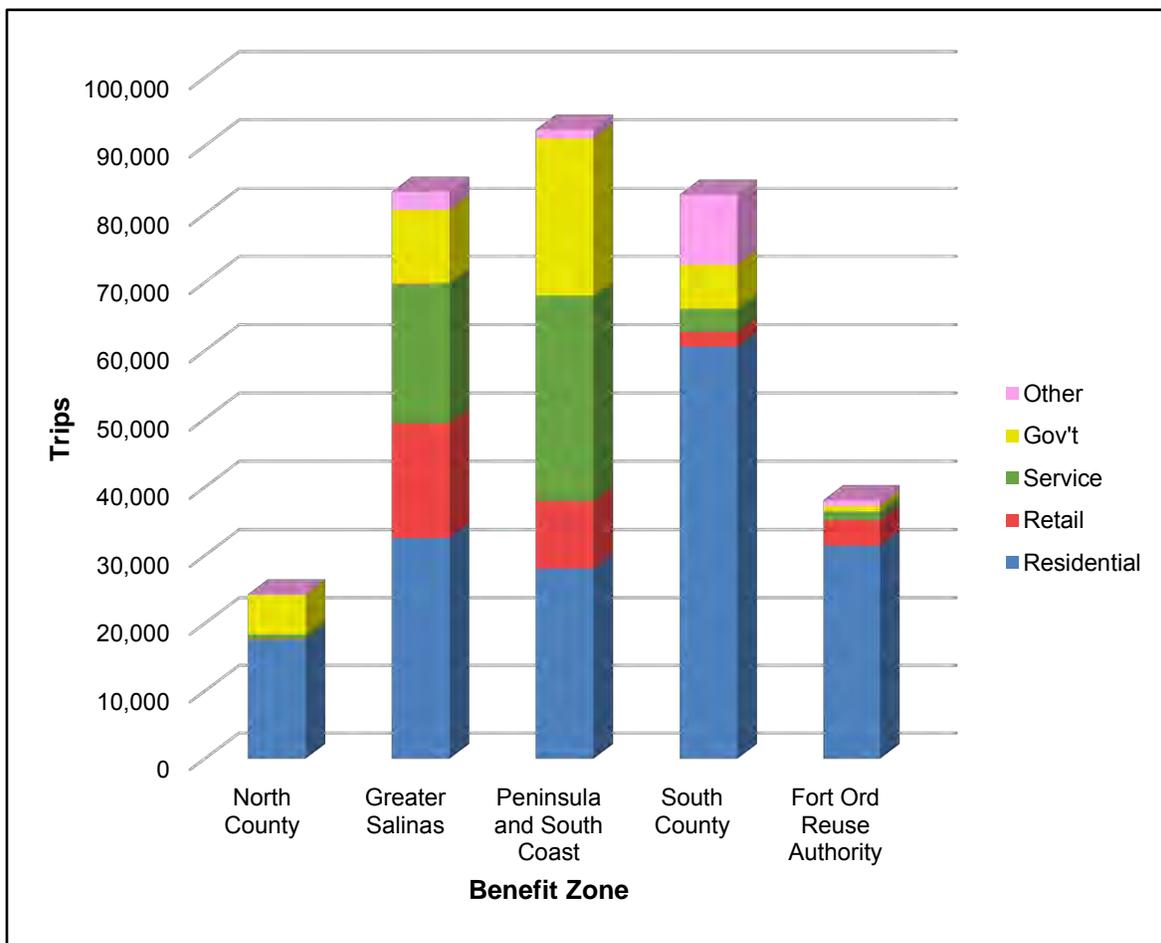
Consistent with the methodology of the *2013 RDIF Nexus Study Update*, half of the retail trip-ends were removed from the calculations since retail trips are generally of shorter distance and many are already on the roadway (otherwise known as “pass-by trips”). Many retail trips are linked or diverted trips between home, work, or school. Retail trips are also generally concentrated more on local roads

than regional routes. **Table 9** shows the projected new trips (growth) attributable to new development between base-year 2015 and horizon-year 2035 for each benefit zone by land use type. **Figure 9** illustrates the same data graphically.

Table 9. New Development (Base Year to 2035) Trip Generation by Benefit Zone

Zone #	Benefit Zone	Residential	Retail	Service	Gov't	Other	Total Trips
1	North County	17,537	100	750	5,823	100	24,310
2	Greater Salinas	32,563	16,800	20,484	10,783	2,658	83,289
3	Peninsula and South Coast	28,103	9,871	30,076	23,014	1,314	92,378
4	South County	60,607	2,146	3,390	6,428	10,301	82,870
5	Fort Ord Reuse Authority	31,444	3,755	1,268	777	869	38,113
Countywide		170,253	32,671	55,969	46,825	15,242	320,960

Figure 9. New Development Trips by Land Use and Benefit Zone



Using the total fee per benefit zone summarized in **Table 8**, and the total projected new development trips per benefit zone summarized in **Table 9**, a “fee per trip” was calculated for each benefit zone. The “fee per trips” numbers were then converted to “fee per unit of land use” using the ITE-based trip generation rates discussed above. The fees for residential land uses are expressed in “fees per dwelling unit”. For non-residential land uses, the fees were initially calculated as “fee per employee” since the AMBAG RTDM uses “employee” as the unit for all non-residential land use data. The “fee per employee” numbers were then converted into “fee per thousand square feet (KSF) gross floor

area” using typical ITE-based employee-to-floor-area conversion factors by use type, consistent with methods used in the 2013 RDIF Nexus Study Update. The resulting general fee rate schedule by benefit zone and by land use category is show in **Table 10**. **Table 11** breaks down the residential “fees per dwelling unit” down further into fee rates for various residential unit types. **Table 12** defines the fee rate schedule for specific industrial and lodging land use types, such as manufacturing and hotels.

Table 10. General Fee Rate Schedule by Benefit Zone and by Land Use Category

Zone #	Benefit Zone	Fee / Trip	Fee / DU ¹ Average Residential	Fee / KSF ² Retail	Fee / KSF ² Service	Fee / KSF ² Office - Government	Fee / KSF ² Other
1	North County	\$ 403	\$ 3,418	\$ 5,459	\$ 4,460	\$ 4,460	\$ 859
2	Greater Salinas	\$ 346	\$ 2,935	\$ 4,687	\$ 3,830	\$ 3,830	\$ 737
3	Peninsula and South Coast	\$ 416	\$ 3,528	\$ 5,635	\$ 4,604	\$ 4,604	\$ 887
4	South County	\$ 197	\$ 1,671	\$ 2,669	\$ 2,181	\$ 2,181	\$ 420
5	Fort Ord Reuse Authority	\$ 414	\$ 3,511	\$ 5,608	\$ 4,582	\$ 4,582	\$ 882

¹DU = Dwelling Unit
²KSF = 1,000 square feet gross floor area

Table 11. Fee Rate Schedule for Specific Residential Unit Types

Zone #	Benefit Zone	Fee / DU ¹ Average Residential	Fee / DU ¹ Single Family	Fee / DU ¹ Apartment	Fee / DU ¹ Condo- Townhouse	Fee / DU ¹ Multi-Family
1	North County	\$ 3,418	\$ 3,857	\$ 2,709	\$ 2,362	\$ 1,496
2	Greater Salinas	\$ 2,935	\$ 3,312	\$ 2,326	\$ 2,028	\$ 1,284
3	Peninsula and South Coast	\$ 3,528	\$ 3,982	\$ 2,796	\$ 2,438	\$ 1,544
4	South County	\$ 1,671	\$ 1,886	\$ 1,324	\$ 1,155	\$ 731
5	Fort Ord Reuse Authority	\$ 3,511	\$ 3,962	\$ 2,783	\$ 2,427	\$ 1,536

¹DU = Dwelling Unit

Table 12. Fee Rate Schedule for Industrial and Lodging Land Use Types

Zone #	Benefit Zone	Fee / KSF ¹ Industrial- Agricultural	Fee / KSF ¹ Light Industrial	Fee / KSF ¹ Heavy Industrial	Fee / KSF ¹ Warehouse	Fee / KSF ¹ Manufacturing	Fee / Room Hotel	Fee / Room Motel
1	North County	\$ 1,540	\$ 2,809	\$ 605	\$ 1,999	\$ 1,540	\$ 3,293	\$ 2,269
2	Greater Salinas	\$ 1,322	\$ 2,412	\$ 519	\$ 1,717	\$ 1,322	\$ 2,827	\$ 1,948
3	Peninsula and South Coast	\$ 1,590	\$ 2,900	\$ 624	\$ 2,064	\$ 1,590	\$ 3,399	\$ 2,343
4	South County	\$ 753	\$ 1,374	\$ 296	\$ 978	\$ 753	\$ 1,610	\$ 1,110
5	Fort Ord Reuse Authority	\$ 1,582	\$ 2,886	\$ 621	\$ 2,054	\$ 1,582	\$ 3,383	\$ 2,331

¹KSF = 1,000 square feet gross floor area

As shown in **Table 10**, the updated 2018 RDIF benefit zone fees range from \$416 per trip to \$197 per trip. The newly added FORA Benefit Zone (Zone 5) has a fee of \$414 per trip. As compared to the *2013 RDIF Nexus Study Update*, the draft 2018 regional fee schedule shows a minor increase in the fee per trip for the Greater Salinas zone, an increase of \$209 to the fee per trip for the Peninsula and South Coast zone (from \$207 to \$416), and a slight decrease in the fee per trip for the North County and South County zones. Part of the reason for the change in the fees is that this 2018 study used a newer version of the AMBAG model that forecasts slightly different travel patterns as well as fewer vehicle trips countywide from the version used in the 2013 study. In addition, the costs for several projects included in the 2018 study, such as the proposed improvements to State Routes 68 and 156, have increased significantly since the previous study. The share of the increased costs were weighted more towards the Greater Salinas and Peninsula and South Coast zones based on the distribution of new vehicle trips and locations of the proposed improvements around the County. This increase in the share of costs for the Greater Salinas and Peninsula and South Coast zones coupled with a decrease in the number of vehicle trips is the primary reason for the increases in the fee per trip for these zones. The fee per trip for the North County and South County zones decreased as the share of improvement project costs attributable to these zone decreased. The share of improvement project costs attributable to the North County and South County zones decreased as several improvement projects which were included in the *2013 RDIF Nexus Study Update* and primarily benefitted these zones, such as the G11 San Juan Road Improvements and several US 101 interchanges in Gonzales/Soledad/Greenfield, were removed from the 2018 RDIF Nexus Study Update. The fees shown in **Table 10**, **Table 11**, and **Table 12** would be applied to all new development projects that cause a net increase in trips. **Table 13** provides an updated revenue and expenditure summary by benefit zone for this 2018 RIDF Nexus Study Update.

Table 13. Revenue and Expenditure Summary by Benefit Zone

Revenues						
Zone #	Benefit Zone	Land Use Quantity	Unit	Fee/Unit	Revenue	%
1	North County					
	Residential	2,068	DU	\$3,418	\$ 7,068,424	6.47%
	Retail	8	KSF	\$5,459	\$ 43,672	0.04%
	Office/Government	594	KSF	\$4,460	\$ 2,649,240	2.43%
	Other	47	KSF	\$859	\$ 40,373	0.04%
	North County Revenue:				\$ 9,801,709	8.98%
2	Greater Salinas					
	Residential	3,840	DU	\$2,935	\$ 11,270,400	10.32%
	Retail	1,241	KSF	\$4,687	\$ 5,816,567	5.33%
	Office/Government	2,826	KSF	\$3,830	\$ 10,823,580	9.91%
	Other	1,248	KSF	\$737	\$ 919,776	0.84%
	Greater Salinas Revenue:				\$ 28,830,323	26.40%
3	Peninsula and South Coast					
	Residential	3,314	DU	\$3,528	\$ 11,691,792	10.71%
	Retail	729	KSF	\$5,635	\$ 4,107,915	3.76%
	Office/Government	4,798	KSF	\$4,604	\$ 22,089,992	20.23%
	Other	617	KSF	\$887	\$ 547,279	0.50%
	Peninsula and South Coast Revenue:				\$ 38,436,978	35.20%
4	South County					
	Residential	7,147	DU	\$1,671	\$ 11,942,637	10.94%
	Retail	159	KSF	\$2,669	\$ 424,371	0.39%
	Office/Government	888	KSF	\$2,181	\$ 1,936,728	1.77%
	Other	4,836	KSF	\$420	\$ 2,031,120	1.86%
	South County Revenue:				\$ 16,334,856	14.96%
5	FORA					
	Residential	3,708	DU	\$3,511	\$ 13,018,788	11.92%
	Retail	278	KSF	\$5,608	\$ 1,559,024	1.43%
	Office/Government	185	KSF	\$4,582	\$ 847,670	0.78%
	Other	408	KSF	\$882	\$ 359,856	0.33%
	FORA Revenue:				\$ 15,785,338	14.46%
	Countywide					
	Residential	20,077	DU	-	\$ 54,992,041	50.36%
	Retail	2,415	KSF	-	\$ 11,951,549	10.95%
	Office/Government	9,291	KSF	-	\$ 38,347,210	35.12%
	Other	7,156	KSF	-	\$ 3,898,404	3.57%
	Countywide Revenue:				\$ 109,189,204	100.00%
Expenditures						
Source					Expenditure	%
Improvement Projects					\$ 97,870,852	89.83%
Transit Projects					\$ 10,000,000	9.18%
Administrative Costs					\$ 1,078,709	0.99%
Total for all Projects Expenditures:					\$ 108,949,561	100.00%

APPENDIX

Appendix A

List of Long and Short-Term Transit Capital Projects

APPENDIX A

List of Long- and Short-Term Transit Capital Projects

Table D-1
Monterey-Salinas Transit
Unfunded Capital Projects

Project	Cost	Funded	Short / (Excess)
Funding 2008 - 2012			
Marina Transit Exchange	\$ 8,454,932	\$ 6,655,792	\$ 1,799,140
Monterey Transit Center	\$ 2,000,000		\$ 2,000,000
FJL Monterey Bay Operations Center	\$ 27,923,900	\$ 306,993	\$ 27,616,907
Renvue Collection Equipment	\$ 1,800,000		\$ 1,800,000
Bus Replacement - 46 buses	\$ 19,145,474	\$ 16,021,126	\$ 3,124,348
Security Upgrades - TDA/CJW	\$ 500,000		\$ 500,000
Bus Stop Shelters	\$ 1,500,000	\$ 470,000	\$ 1,030,000
Bus Stop Benches	\$ 400,000	\$ 217,500	\$ 182,500
Salinas Transit Center Improvements	\$ 500,000	\$ 621,719	\$ (121,719)
Bus Replacement - 31 buses	\$ 12,400,000	\$ 8,290,000	\$ 4,110,000
RIDES Minibus Replacement - 17 units	\$ 1,360,000	\$ 448,000	\$ 912,000
Support Vehicles Replacement - 32 units	\$ 960,000	\$ 546,000	\$ 414,000
Subtotal: Years 1 through 5	<u>\$ 75,984,306</u>	<u>\$ 33,031,130</u>	<u>\$ 43,367,176</u>
Funding 2013 - 2017			
Bus Stop ADA Compliance	\$ 6,500,000		\$ 6,500,000
Monterey Transit Plaza Upgrades	\$ 5,000,000		\$ 5,000,000
East Salinas Transit Center	\$ 12,000,000		\$ 12,000,000
Intermodal Transportation Center: Salinas	\$ 7,000,000		\$ 7,000,000
Intermodal Transportation Center: South Marina	\$ 7,000,000		\$ 7,000,000
Bus Stops	\$ 500,000		\$ 500,000
Shelters and Benches	\$ 1,500,000		\$ 1,500,000
Bus Replacement - 37 buses	\$ 14,800,000		\$ 14,800,000
RIDES Minibus Replacement - 23 units	\$ 1,840,000		\$ 1,840,000
Support Vehicles Replacement - 32 units	\$ 960,000		\$ 960,000
Subtotal: Years 6 through 10	<u>\$ 56,140,000</u>		<u>\$ 56,140,000</u>
Funding 2018 - 2027			
North Salinas Transit Center	\$ 12,000,000		\$ 12,000,000
Carmel Valley Transit Exchange	\$ 7,500,000		\$ 7,500,000
South County Transit Center	\$ 12,000,000		\$ 12,000,000
Bus Replacement - 61 units	\$ 21,520,000		\$ 21,520,000
Bus Stops	\$ 500,000		\$ 500,000
Shelters and Benches	\$ 1,500,000		\$ 1,500,000
Replace Automated Communications System	\$ 5,000,000		\$ 5,000,000
RIDES Minibus Replacement - 44 units	\$ 3,520,000		\$ 3,520,000
Support Vehicles Replacement - 57 units	\$ 1,710,000		\$ 1,710,000
Subtotal: Years 11 through 20	<u>\$ 63,540,000</u>		<u>\$ 63,540,000</u>
Total shortage			<u>\$ 163,047,176</u>

Source: Monterey-Salinas Transit

Appendix B

Existing (2015) Conditions Roadway Segment Level of Service Summary

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
US Highway 101							
San Benito/Monterey County Border to Crazy Horse Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,200	0.922	E	Caltrans 2015 Countbook
Crazy Horse Canyon Rd to San Miguel Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	55,700	0.868	D	Caltrans 2015 Countbook
San Miguel Canyon Rd to SR-156	4-Lane Uninterrupted Flow Highway	11003	64,200	84,000	1.308	F	Caltrans 2015 Countbook
SR-156 to Pesante Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	62,000	0.966	E	Caltrans 2015 Countbook
Pesante Rd to Espinosa Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	0.925	E	Caltrans 2015 Countbook
Espinosa Rd to E Boronda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	0.925	E	Caltrans 2015 Countbook
E Boronda Rd to W Laurel Dr	4-Lane Freeway	14001	69,100	59,100	0.855	D	Caltrans 2015 Countbook
W Laurel Dr to N Main St	4-Lane Freeway	14001	69,100	63,100	0.913	E	Caltrans 2015 Countbook
N Main St to E Market St	4-Lane Freeway	14001	69,100	74,200	1.074	F	Caltrans 2015 Countbook
E Market St to John St	4-Lane Freeway	14001	69,100	66,300	0.959	E	Caltrans 2015 Countbook
John St to S Sanborn Rd	4-Lane Freeway	14001	69,100	59,900	0.867	D	Caltrans 2015 Countbook
S Sanborn Rd to Airport Blvd	4-Lane Freeway	14001	69,100	49,100	0.711	C	Caltrans 2015 Countbook
Airport Blvd to Abbott St	4-Lane Freeway	14001	69,100	39,000	0.564	C	Caltrans 2015 Countbook
Abbott St to Spence Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	44,500	0.693	D	Caltrans 2015 Countbook
Spence Rd to Chualar Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	44,500	0.693	D	Caltrans 2015 Countbook
Chualar Rd to Old Stage Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	43,500	0.678	C	Caltrans 2015 Countbook
Old Stage Rd to 5th St	4-Lane Uninterrupted Flow Highway	11003	64,200	39,800	0.620	C	Caltrans 2015 Countbook
5th St to S Alta St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,700	0.587	C	Caltrans 2015 Countbook
S Alta St to Camphora Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	40,100	0.625	C	Caltrans 2015 Countbook
Camphora Rd to Moranda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	39,000	0.607	C	Caltrans 2015 Countbook
Moranda Rd to Front St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,200	0.579	C	Caltrans 2015 Countbook
Front St to Arroyo Seco Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	37,500	0.584	C	Caltrans 2015 Countbook
Arroyo Seco Rd to El Camino Real	4-Lane Uninterrupted Flow Highway	11003	64,200	34,700	0.540	C	Caltrans 2015 Countbook
El Camino Real to Oak Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	32,400	0.505	C	Caltrans 2015 Countbook
Oak Ave to Patricia Ln	4-Lane Uninterrupted Flow Highway	11003	64,200	24,100	0.375	B	Caltrans 2015 Countbook
Patricia Ln to Central Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	0.374	B	Caltrans 2015 Countbook
Central Ave to Jolon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	0.374	B	Caltrans 2015 Countbook
Jolon Rd to Broadway St	4-Lane Freeway	14001	69,100	14,400	0.208	A	Caltrans 2015 Countbook
Broadway St to S 1st St	4-Lane Freeway	14001	69,100	11,100	0.161	A	Caltrans 2015 Countbook
S 1st St to Wildhorse Rd	4-Lane Freeway	14001	69,100	17,300	0.250	A	Caltrans 2015 Countbook

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
Wildhorse Rd to SR-198	4-Lane Freeway	14001	69,100	17,500	0.253	A	Caltrans 2015 Countbook
SR-198 to Lockwood San Lucas Rd	4-Lane Freeway	14001	69,100	16,100	0.233	A	Caltrans 2015 Countbook
Lockwood San Lucas Rd to Cattlemen Rd	4-Lane Freeway	14001	69,100	15,800	0.229	A	Caltrans 2015 Countbook
Cattlemen Rd to Los Lobos Rd	4-Lane Freeway	14001	69,100	15,400	0.223	A	Caltrans 2015 Countbook
Los Lobos Rd to Alvarado Rd	4-Lane Freeway	14001	69,100	14,700	0.213	A	Caltrans 2015 Countbook
Alvarado Rd to Jolon Rd	4-Lane Freeway	14001	69,100	16,200	0.234	A	Caltrans 2015 Countbook
Jolon Rd to Bradley Rd (exit 251)	4-Lane Freeway	14001	69,100	18,100	0.262	A	Caltrans 2015 Countbook
Bradley Rd to Bradley Rd (exit 245)	4-Lane Freeway	14001	69,100	18,300	0.265	A	Caltrans 2015 Countbook
Bradley Rd to Monterey/SLO County Border	4-Lane Freeway	14001	69,100	18,600	0.269	A	Caltrans 2015 Countbook
SR-1							
Monterey/Santa Cruz County Border to Salinas Rd	3-Lane Uninterrupted Flow Highway	11002	44,550	35,000	0.786	D	Caltrans 2015 Countbook
Salinas Rd to Struve Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	34,800	1.398	F	Caltrans 2015 Countbook
Struve Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	37,000	1.486	F	Caltrans 2015 Countbook
Dolan Rd to Molera Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	31,000	1.245	F	Caltrans 2015 Countbook
Molera Rd to SR-183	2-Lane Uninterrupted Flow Highway	11001	24,900	28,700	1.153	F	Caltrans 2015 PeMS
SR-183 to SR-156	4-Lane Freeway	14001	69,100	17,600	0.255	A	Caltrans 2015 PeMS
SR-156 to Del Monte Blvd	4-Lane Freeway	14001	69,100	45,000	0.651	C	Caltrans 2015 Countbook
Del Monte Blvd to Reservation Rd	4-Lane Freeway	14001	69,100	42,400	0.614	C	Caltrans 2015 PeMS
Reservation Rd to Del Monte Blvd	4-Lane Freeway	14001	69,100	43,700	0.632	C	Caltrans 2015 Countbook
Del Monte Blvd to Imjin Pkwy	6-Lane Freeway	14002	106,700	64,900	0.608	C	Caltrans 2015 Countbook
Imjin Pkwy to Light Fighter Dr	6-Lane Freeway	14002	106,700	79,000	0.740	C	Caltrans 2015 Countbook
Light Fighter Dr to Fremont Blvd	6-Lane Freeway	14002	106,700	92,300	0.865	D	Caltrans 2015 PeMS
Fremont Blvd to Canyon del Rey Blvd	4-Lane Freeway	14001	69,100	71,000	1.027	F	Caltrans 2015 Countbook
Canyon del Rey Blvd to Del Monte Ave	4-Lane Freeway	14001	69,100	72,000	1.042	F	Caltrans 2015 Countbook
Del Monte Ave to N Fremont St	4-Lane Freeway	14001	69,100	62,800	0.909	E	Caltrans 2015 PeMS
N Fremont St to Aguajito Rd	4-Lane Freeway	14001	69,100	59,600	0.863	D	Caltrans 2015 PeMS
Aguajito Rd to Munras Ave	4-Lane Freeway	14001	69,100	50,000	0.724	C	Caltrans 2015 Countbook
Munras Ave to Holman Hwy	4-Lane Freeway	14001	69,100	52,000	0.753	C	Caltrans 2015 Countbook
Holman Hwy to Carpenter St	4-Lane Freeway	14001	69,100	46,100	0.667	C	Caltrans 2015 Countbook
Carpenter St to Ocean Ave	4-Lane Class I State Arterial	12103	34,201	43,000	1.257	F	Caltrans 2015 Countbook
Ocean Ave to Carmel Valley Rd	3-Lane Class I State Arterial	12101	16,300	34,800	2.135	F	Caltrans 2015 Countbook

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
Carmel Valley Rd to Riley Ranch Rd	2-Lane Class I State Arterial	12101	16,300	14,800	0.908	D	Caltrans 2015 Countbook
Riley Ranch Rd to Highlands Dr	2-Lane Class I State Arterial	12101	16,300	14,800	0.908	D	Caltrans 2015 Countbook
Highlands Dr to Spindrift Rd	2-Lane Class I State Arterial	12101	16,300	8,400	0.515	C	Caltrans 2015 Countbook
Spindrift Rd to Mal Paso Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Mal Paso Rd to Aurora del Mar	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Aurora del Mar to Weston Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Weston Ridge Rd to Palo Colorado Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Palo Colorado Canyon Rd to Coast Rd (North)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Coast Rd (North) to Coast Rd (South)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	0.205	B	Caltrans 2015 Countbook
Coast Rd (South) to Clear Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	0.181	B	Caltrans 2015 Countbook
Clear Ridge Rd to Sycamore Canyon Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	0.181	B	Caltrans 2015 Countbook
Sycamore Canyon Rd to Mule Canyon	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	0.181	B	Caltrans 2015 Countbook
Mule Canyon to Partington Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	0.116	B	Caltrans 2015 Countbook
Partington Ridge Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	0.116	B	Caltrans 2015 Countbook
Dolan Rd to Nacimiento-Fergusson Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	0.096	B	Caltrans 2015 Countbook
Nacimiento-Fergusson Rd to Plasket Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	0.096	B	Caltrans 2015 Countbook
Plasket Ridge Rd to Willow Creek-Los Burros Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	0.096	B	Caltrans 2015 Countbook
Willow Creek-Los Burros Rd to Monterey/SLO County Border	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	0.096	B	Caltrans 2015 Countbook
SR-25							
San Benito/Monterey County Border to SR-198	2-Lane Class I State Arterial	12101	16,300	95	0.006	B	Caltrans 2015 Countbook
SR-68 (Holman Highway)							
17 Mile Drive to Forest Ave	2-Lane Class I State Arterial	12101	16,300	15,400	0.945	D	Caltrans 2015 Countbook
Forest Ave to Skyline Forest Dr	2-Lane Class I State Arterial	12101	16,300	25,000	1.534	F	Caltrans 2015 Countbook
Skyline Forest Dr to CHOMP Dwy	2-Lane Class I State Arterial	12101	16,300	25,000	1.534	F	Caltrans 2015 Countbook
CHOMP Dwy to SR-1	2-Lane Class I State Arterial	12101	16,300	25,400	1.558	F	Caltrans 2015 Countbook
SR-68 (Monterey Salinas Highway)							
SR-1 to Olmsted Rd	2-Lane Class II State Arterial	12201	15,300	22,300	1.458	F	Caltrans 2015 Countbook
Olmsted Rd to Canyon del Rey Blvd	2-Lane Class II State Arterial	12201	15,300	22,300	1.458	F	Caltrans 2015 Countbook
Canyon del Rey Blvd to Bit Rd	2-Lane Class I State Arterial	12101	16,300	22,800	1.399	F	Caltrans 2015 Countbook
Bit Rd to Laureles Grade	2-Lane Class I State Arterial	12101	16,300	22,800	1.399	F	Caltrans 2015 Countbook
Laureles Grade to Corral de Tierra	2-Lane Class I State Arterial	12101	16,300	23,600	1.448	F	Caltrans 2015 Countbook

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
Corral de Tierra to Portola Dr	2-Lane Class I State Arterial	12101	16,300	25,700	1.577	F	Caltrans 2015 Countbook
Portola Dr to Reservation Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	25,700	0.400	B	Caltrans 2015 Countbook
Reservation Rd to Spreckels Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	29,800	0.464	B	Caltrans 2015 Countbook
Spreckels Blvd to E Blanco Rd	4-Lane Class I State Arterial	12103	34,201	28,300	0.827	C	Caltrans 2015 Countbook
SR-146							
US-101 to East St (on Front St)	2-Lane Class III State Arterial	12301	14,600	11,200	0.767	D	Calibrated AMBAG Model
Front St to Metz Rd (on East St)	2-Lane Class III State Arterial	12301	14,600	2,100	0.144	C	Calibrated AMBAG Model
East St to County Road G-15 (on Metz Rd)	2-Lane Class III State Arterial	12301	14,600	3,300	0.226	C	Calibrated AMBAG Model
County Road G-15 to Stonewall Canyon Rd	2-Lane Class III State Arterial	12301	14,600	500	0.034	C	Calibrated AMBAG Model
Stonewall Canyon Rd to San Benito/Monterey County Border	2-Lane Class III State Arterial	12301	14,600	280	0.019	C	Caltrans 2015 Countbook
SR-156							
SR-1 to SR-183	4-Lane Freeway	14001	69,100	30,000	0.434	B	Caltrans 2015 Countbook
SR-183 to Castroville Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	31,000	0.483	C	Caltrans 2015 Countbook
Castroville Blvd to US-101	2-Lane Class I State Arterial	12101	16,300	29,000	1.779	F	Caltrans 2015 Countbook
SR-183							
SR-1 to SR-156	2-Lane Class II State Arterial	12201	15,300	12,500	0.817	D	Caltrans 2015 Countbook
SR-156 to Espinosa Rd	2-Lane Class I State Arterial	12101	16,300	19,100	1.172	F	Caltrans 2015 Countbook
Espinosa Rd to Cooper Rd	2-Lane Class I State Arterial	12101	16,300	18,100	1.110	F	Caltrans 2015 Countbook
Cooper Rd to S Davis Rd	4-Lane Class I State Arterial	12103	34,201	18,100	0.529	B	Caltrans 2015 Countbook
SR-198							
US-101 to Cattlemen Rd	2-Lane Class III State Arterial	12301	14,600	2,200	0.151	C	Caltrans 2015 Countbook
Cattlemen Rd to Freeman Flat Rd	2-Lane Class III State Arterial	12301	14,600	2,200	0.151	C	Caltrans 2015 Countbook
Freeman Flat Rd to SR-25	2-Lane Class III State Arterial	12301	14,600	875	0.060	C	Caltrans 2015 Countbook
SR-25 to County Border	2-Lane Class III State Arterial	12301	14,600	700	0.048	C	Caltrans 2015 Countbook
SR-218 (Canyon del Rey Blvd)							
SR-1 to Del Monte Blvd	4-Lane Class III State Arterial	12303	30,800	23,000	0.747	D	Caltrans 2015 Countbook
Del Monte Blvd to Fremont Blvd	4-Lane Class III State Arterial	12303	30,800	12,500	0.406	D	Caltrans 2015 Countbook
Fremont Blvd to Carlton Dr	2-Lane Class III State Arterial	12301	14,600	19,100	1.308	F	Caltrans 2015 Countbook
Carlton Dr to SR-68	2-Lane Class III State Arterial	12301	14,600	14,600	1.000	F	Caltrans 2015 Countbook
County Road G11 (San Juan Rd)							
Salinas Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	10,600	0.726	D	Calibrated AMBAG Model

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Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
San Miguel Canyon Rd to Aromas Rd	2-Lane Major Roadway	13001	14,600	9,700	0.664	D	Calibrated AMBAG Model
Aromas Rd to Tarpey Rd	2-Lane Major Roadway	13001	14,600	8,500	0.582	D	Calibrated AMBAG Model
Tarpey Rd to Carpenteria Rd	2-Lane Major Roadway	13001	14,600	10,800	0.740	D	Calibrated AMBAG Model
Carpenteria Rd to US-101	2-Lane Major Roadway	13001	14,600	9,616	0.659	D	2015 TAMC Traffic Counts
County Road G12 (Elkhorn Rd/Hall Rd/San Miguel Canyon Rd)							
Werner Rd to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	25,300	1.733	F	Calibrated AMBAG Model
Elkhorn Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	22,400	1.534	F	Calibrated AMBAG Model
Hall Rd to Strawberry Rd	2-Lane Major Roadway	13001	14,600	12,739	0.873	D	2015 TAMC Traffic Counts
Strawberry Rd to Castroville Blvd	2-Lane Major Roadway	13001	14,600	17,000	1.164	F	Calibrated AMBAG Model
Castroville Blvd to US-101	2-Lane Major Roadway	13001	14,600	20,300	1.390	F	Calibrated AMBAG Model
County Road G16 (Carmel Valley Road)							
SR-1 to Carmel Rancho Blvd	4-Lane Major Roadway	13003	30,900	22,246	0.720	D	2015 TAMC Traffic Counts
Carmel Rancho Blvd to Valley Greens Dr	4-Lane Major Roadway	13003	30,900	23,059	0.746	D	2015 TAMC Traffic Counts
Valley Greens Dr to Robinson Canyon Rd	2-Lane Major Roadway	13001	14,600	16,311	1.117	F	2015 TAMC Traffic Counts
Robinson Canyon Rd to Laureles Grade	2-Lane Major Roadway	13001	14,600	20,927	1.433	F	2015 TAMC Traffic Counts
Laureles Grade to Ford Rd	2-Lane Major Roadway	13001	14,600	13,900	0.952	E	Calibrated AMBAG Model
Ford Rd to Holman Rd	2-Lane Major Roadway	13001	14,600	9,500	0.651	D	Calibrated AMBAG Model
Holman Rd to Cachagua Rd	2-Lane Major Roadway	13001	14,600	3,400	0.233	C	Calibrated AMBAG Model
Cachagua Rd to Tassajara Rd	2-Lane Major Roadway	13001	14,600	1,900	0.130	C	Calibrated AMBAG Model
Tassajara Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	600	0.041	C	Calibrated AMBAG Model
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	800	0.055	C	Calibrated AMBAG Model
Elm Ave to Central Ave	2-Lane Major Roadway	13001	14,600	500	0.034	C	Calibrated AMBAG Model
Central Ave to US-101	2-Lane Major Roadway	13001	14,600	1,200	0.082	C	Calibrated AMBAG Model
US-101 to Metz Rd	2-Lane Major Roadway	13001	14,600	1,500	0.103	C	Calibrated AMBAG Model
County Road G17 (Reservation Rd/River Rd)							
SR-1 to Beach Rd	4-Lane Major Roadway	13003	30,900	13,390	0.433	C	TAMC 2015 Traffic Counts
Beach Rd to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	8,800	0.285	C	Calibrated AMBAG Model
Del Monte Blvd to Bayer St	4-Lane Major Roadway	13003	30,900	17,869	0.578	D	TAMC 2015 Traffic Counts
Bayer St to Imjin Pkwy	4-Lane Major Roadway	13003	30,900	14,400	0.466	C	Calibrated AMBAG Model
Imjin Pkwy to Blanco Rd	4-Lane Major Roadway	13003	30,900	27,140	0.878	D	TAMC 2015 Traffic Counts
Blanco Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	6,071	0.416	C	TAMC 2015 Traffic Counts

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
S Davis Rd to SR-68	2-Lane Major Roadway	13001	14,600	4,400	0.301	C	Calibrated AMBAG Model
SR-68 to Las Palmas Pkwy	2-Lane Major Roadway	13001	14,600	8,900	0.610	D	Calibrated AMBAG Model
Las Palmas Pkwy to Laguna Rd	2-Lane Major Roadway	13001	14,600	3,200	0.219	C	Calibrated AMBAG Model
Laguna Rd to Chualar River Rd	2-Lane Major Roadway	13001	14,600	2,683	0.184	C	TAMC 2015 Traffic Counts
Chualar River Rd to Gonzales River Rd	2-Lane Major Roadway	13001	14,600	400	0.027	C	Calibrated AMBAG Model
Gonzalez River Rd to Foothill Rd	2-Lane Major Roadway	13001	14,600	500	0.034	C	Calibrated AMBAG Model
Foothill Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	1,600	0.110	C	Calibrated AMBAG Model
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	600	0.041	C	Calibrated AMBAG Model
County Road G20 (Laureles Grade)							
SR-68 to Camino Escondido Rd	2-Lane Major Roadway	13001	14,600	12,400	0.849	D	Calibrated AMBAG Model
Camino Escondido Rd to W Carmel Valley Rd	2-Lane Major Roadway	13001	14,600	4,979	0.341	C	TAMC 2015 Traffic Counts
Foam St							
David Ave to Prescott Ave	2-Lane Other Roadway	13006	12,000	10,700	0.892	E	Calibrated AMBAG Model
Prescott Ave to Drake Ave	2-Lane Other Roadway	13006	12,000	10,700	0.892	E	Calibrated AMBAG Model
Drake Ave to Lighthouse Ave	2-Lane Other Roadway	13006	12,000	14,410	1.201	F	TAMC 2015 Traffic Counts
Lighthouse Ave							
Asilomar Ave to 17 Mile Dr	4-Lane Major Roadway	13003	30,900	600	0.019	C	Calibrated AMBAG Model
17 Mile Dr to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	5,374	0.174	C	TAMC 2015 Traffic Counts
Del Monte Blvd to Pacific Ave	4-Lane Major Roadway	13003	30,900	4,100	0.133	C	Calibrated AMBAG Model
Pacific Ave to Forest Ave	4-Lane Major Roadway	13003	30,900	7,948	0.257	C	TAMC 2015 Traffic Counts
Forest Ave to Monterey Ave	4-Lane Major Roadway	13003	30,900	9,515	0.308	C	TAMC 2015 Traffic Counts
Monterey Ave to David Ave	4-Lane Major Roadway	13003	30,900	10,800	0.350	C	Calibrated AMBAG Model
David Ave to Prescott Ave	4-Lane Major Roadway	13003	30,900	20,300	0.657	D	Calibrated AMBAG Model
Prescott Ave to Private Bolio Rd	4-Lane Major Roadway	13003	30,900	40,710	1.317	F	TAMC 2015 Traffic Counts
Private Bolio Rd to Pacific St	4-Lane Major Roadway	13003	30,900	54,248	1.756	F	TAMC 2015 Traffic Counts
Pacific St to Washington St	4-Lane Major Roadway	13003	30,900	41,932	1.357	F	TAMC 2015 Traffic Counts
Del Monte Ave							
Washington St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	32,491	1.051	F	TAMC 2015 Traffic Counts
Camino Aguajito to Casa Verde Wy	4-Lane Major Roadway	13003	30,900	36,000	1.165	F	Calibrated AMBAG Model
Casa Verde Wy to SR-1	4-Lane Major Roadway	13003	30,900	27,513	0.890	D	TAMC 2015 Traffic Counts

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
Fremont St							
Abrego St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	33,937	1.098	F	TAMC 2015 Traffic Counts
Munras Ave/Abrego St							
Fremont St to Soledad Dr	4-Lane Other Roadway	13008	24,000	27,677	1.153	F	TAMC 2015 Traffic Counts
Soledad Dr to Via Zaragoza	4-Lane Other Roadway	13008	24,000	18,100	0.754	D	Calibrated AMBAG Model
Del Monte Blvd							
SR-1 to Canyon del Rey Blvd	4-Lane Major Roadway	13003	30,900	27,513	0.890	D	TAMC 2015 Traffic Counts
Canyon del Rey Blvd to Broadway Ave	4-Lane Major Roadway	13003	30,900	25,290	0.818	D	TAMC 2015 Traffic Counts
Broadway Ave to Playa Ave	4-Lane Major Roadway	13003	30,900	9,900	0.320	C	Calibrated AMBAG Model
Playa Ave to Fremont Blvd	4-Lane Major Roadway	13003	30,900	7,200	0.233	C	Calibrated AMBAG Model
Fremont Blvd							
N Del Monte Blvd to SR-1	4-Lane Major Roadway	13003	30,900	23,381	0.757	D	TAMC 2015 Traffic Counts
Del Monte Blvd							
SR-1 to Reindollar Ave	4-Lane Major Roadway	13003	30,900	27,317	0.884	D	TAMC 2015 Traffic Counts
Reindollar Ave to Reservation Rd	4-Lane Major Roadway	13003	30,900	26,200	0.848	D	Calibrated AMBAG Model
Sanborn Rd							
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	33,347	1.079	F	TAMC 2015 Traffic Counts
US-101 to Alisal St	4-Lane Major Roadway	13003	30,900	25,525	0.826	D	TAMC 2015 Traffic Counts
N Main St							
E Boronda Rd to San Juan Grade Rd	6-Lane Major Roadway	13005	46,400	16,640	0.359	C	TAMC 2015 Traffic Counts
San Juan Grade Rd to W Laurel Dr	5-Lane Major Roadway	13004	38,650	30,500	0.789	D	Calibrated AMBAG Model
W Laurel Dr to E Bernal Dr	4-Lane Major Roadway	13003	30,900	67,154	2.173	F	TAMC 2015 Traffic Counts
E Boronda Rd							
US-101 to N Main St	6-Lane Major Roadway	13005	46,400	35,058	0.756	D	TAMC 2015 Traffic Counts
S Main St (SR 68)							
John St to Romie Ln	4-Lane Other Roadway	13008	24,000	24,000	1.000	F	Calibrated AMBAG Model
Romie Ln to E Blanco Rd	4-Lane Other Roadway	13008	24,000	20,100	0.838	D	Calibrated AMBAG Model
John St							
S Main St to Abbott St	4-Lane Major Roadway	13003	30,900	13,716	0.444	C	TAMC 2015 Traffic Counts
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	20,395	0.660	D	TAMC 2015 Traffic Counts

APPENDIX B

Existing (2015) Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	V/C Ratio ⁴	LOS ⁵	Volume Source
Market St							
Davis Rd to N Main St	4-Lane Other Roadway	13008	24,000	25,700	1.071	F	Calibrated AMBAG Model
N Fremont St							
SR-1 to Casa Verde Wy	4-Lane Major Roadway	13003	30,900	18,666	0.604	D	TAMC 2015 Traffic Counts
Casa Verde Wy to SR-218	4-Lane Major Roadway	13003	30,900	26,020	0.842	D	TAMC 2015 Traffic Counts
Davis Rd							
W Laurel Dr to SR-183	4-Lane Major Roadway	13003	30,900	43,264	1.400	F	Calibrated AMBAG Model
SR-183 to W Blanco Rd	2-Lane Major Roadway	13001	14,600	27,478	1.882	F	Calibrated AMBAG Model
W Blanco Rd to Reservation Rd	2-Lane Major Roadway	13001	14,600	8,544	0.585	D	Calibrated AMBAG Model
Blanco Rd							
Reservation Rd to Cooper Rd	2-Lane Major Roadway	13001	14,600	27,164	1.861	F	TAMC 2015 Traffic Counts
Cooper Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	26,759	1.833	F	TAMC 2015 Traffic Counts
S Davis Rd to W Alisal St	4-Lane Major Roadway	13003	30,900	17,730	0.574	D	TAMC 2015 Traffic Counts
W Alisal St to SR-68	4-Lane Major Roadway	13003	30,900	21,248	0.688	D	TAMC 2015 Traffic Counts
SR-68 to Abbott St	4-Lane Major Roadway	13003	30,900	23,561	0.762	D	TAMC 2015 Traffic Counts
Imgin Pkway							
SR 1 to 2nd Ave	4-Lane Major Roadway	13003	30,900	28,128	0.910	D	TAMC 2015 Traffic Counts
2nd Ave to 4th Ave	4-Lane Major Roadway	13003	30,900	28,128	0.910	D	TAMC 2015 Traffic Counts
4th Ave to California Ave	4-Lane Major Roadway	13003	30,900	22,983	0.744	D	TAMC 2015 Traffic Counts
California Ave to Imgin Rd	4-Lane Major Roadway	13003	30,900	22,983	0.744	D	TAMC 2015 Traffic Counts
Imgin Rd to Abrams Dr	2-Lane Major Roadway	13001	14,600	21,212	1.453	F	TAMC 2015 Traffic Counts
Abrams Dr to Reservation Rd	2-Lane Major Roadway	13001	14,600	21,212	1.453	F	TAMC 2015 Traffic Counts
Salinas Rd							
SR-1 to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	16,300	1.116	F	Calibrated AMBAG Model

Notes:

¹Functional Classification of existing roadways based on the AMBAG Regional Travel Demand Model link classifications and aerial review of the study area.

²FC# = Functional Classification Number

³Existing ADT values were obtained from year 2015 counts available from Caltrans and TAMC databases. If data was not available for certain segments, the ADT was estimated using the calibrated base year (2010) AMBAG model and adjacent counts for adjacent roadway segments.

⁴V/C Ratio = Existing ADT / LOS E Capacity

⁵Orange and Red highlighted values indicate roadway segments operating at unacceptable LOS.

Appendix C

Annual Average Daily Traffic Level of Service Volume Thresholds

APPENDIX C

Annual Average Daily Traffic Level of Service Volume Thresholds							
Functional Classification	FC #	# Lanes	Level of Service Thresholds (AADT) ¹				
			A	B	C	D	E
Uninterrupted Flow Highway	11001	2	2,100	6,900	12,900	18,200	24,900
	11002	3	10,350	18,550	28,250	37,350	44,550
	11003	4	18,600	30,200	43,600	56,500	64,200
	11004	5	23,250	37,700	54,550	70,600	80,200
	11005	6	27,900	45,200	65,500	84,700	96,200
Class I State Arterial ²	12101	2	**	4,000	13,100	15,500	16,300
	12102	3	2,300	15,950	22,950	24,850	25,251
	12103	4	4,600	27,900	32,800	34,200	34,201
	12104	5	5,750	35,350	41,050	42,800	42,801
	12105	6	6,900	42,800	49,300	51,400	51,401
Class II State Arterial ³	12201	2	**	**	10,500	14,500	15,300
	12202	3	**	1,850	17,450	22,550	23,750
	12203	4	**	3,700	24,400	30,600	32,200
	12204	5	**	4,850	31,200	38,350	40,300
	12205	6	**	6,000	38,000	46,100	48,400
Class III State Arterial ⁴	12301	2	**	**	5,000	11,800	14,600
	12302	3	**	**	8,350	19,500	22,700
	12303	4	**	**	11,700	27,200	30,800
	12304	5	**	**	15,050	34,650	38,550
	12305	6	**	**	18,400	42,100	46,300
Major Roadway	13001	2	**	**	7,000	13,600	14,600
	13002	3	**	**	11,700	21,450	22,750
	13003	4	**	**	16,400	29,300	30,900
	13004	5	**	**	21,050	36,700	38,650
	13005	6	**	**	25,700	44,100	46,400
Other Roadway	13006	2	**	**	4,400	9,400	12,000
	13007	3	**	**	7,350	14,800	18,000
	13008	4	**	**	10,300	20,200	24,000
Freeway	14001	4	23,500	38,700	52,500	62,200	69,100
	14002	6	36,400	59,800	81,100	96,000	106,700
	14003	8	49,100	80,900	109,600	129,800	144,400
	14004	10	61,800	101,800	138,400	163,800	182,000

Notes:

¹All LOS thresholds were based on Florida Department of Transportation Level of Service Threshold Tables 4-1 through 4-3 from the *Florida Department of Transportation Quality/Level of Service Handbook*, dated February 22, 2002, which were derived using standard Highway Capacity Manual methodologies.

²A "Class I State Arterial" is defined as an arterial with 0 to 1.99 signalized intersections per mile.

³A "Class II State Arterial" is defined as an arterial with 2.00 to 4.50 signalized intersections per mile.

⁴A "Class III State Arterial" is defined as having more than 4.50 signalized intersections per mile.

**LOS cannot be achieved for corresponding facility.

Appendix D

“Year 2035 No Build” Conditions Roadway Segment Level of Service Summary

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
US Highway 101									
San Benito/Monterey County Border to Crazy Horse Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,200	81,462	22,262	38%	1.269	F
Crazy Horse Canyon Rd to San Miguel Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	55,700	74,742	19,042	34%	1.164	F
San Miguel Canyon Rd to SR-156	4-Lane Uninterrupted Flow Highway	11003	64,200	84,000	102,396	18,396	22%	1.595	F
SR-156 to Pesante Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	62,000	73,961	11,961	19%	1.152	F
Pesante Rd to Espinosa Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	71,935	12,535	21%	1.120	F
Espinosa Rd to E Boronda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	71,935	12,535	21%	1.120	F
E Boronda Rd to W Laurel Dr	4-Lane Freeway	14001	69,100	59,100	69,540	10,440	18%	1.006	F
W Laurel Dr to N Main St	4-Lane Freeway	14001	69,100	63,100	71,615	8,515	13%	1.036	F
N Main St to E Market St	4-Lane Freeway	14001	69,100	74,200	84,261	10,061	14%	1.219	F
E Market St to John St	4-Lane Freeway	14001	69,100	66,300	76,416	10,116	15%	1.106	F
John St to S Sanborn Rd	4-Lane Freeway	14001	69,100	59,900	70,912	11,012	18%	1.026	F
S Sanborn Rd to Airport Blvd	4-Lane Freeway	14001	69,100	49,100	60,873	11,773	24%	0.881	D
Airport Blvd to Abbott St	4-Lane Freeway	14001	69,100	39,000	50,573	11,573	30%	0.732	C
Abbott St to Spence Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	44,500	61,006	16,506	37%	0.950	E
Spence Rd to Chualar Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	44,500	61,745	17,245	39%	0.962	E
Chualar Rd to Old Stage Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	43,500	59,732	16,232	37%	0.930	E
Old Stage Rd to 5th St	4-Lane Uninterrupted Flow Highway	11003	64,200	39,800	52,769	12,969	33%	0.822	D
5th St to S Alta St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,700	49,200	11,500	31%	0.766	D
S Alta St to Camphora Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	40,100	52,259	12,159	30%	0.814	D
Camphora Rd to Moranda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	39,000	51,235	12,235	31%	0.798	D
Moranda Rd to Front St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,200	48,534	11,334	30%	0.756	D
Front St to Arroyo Seco Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	37,500	50,077	12,577	34%	0.780	D
Arroyo Seco Rd to El Camino Real	4-Lane Uninterrupted Flow Highway	11003	64,200	34,700	46,887	12,187	35%	0.730	D
El Camino Real to Oak Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	32,400	43,877	11,477	35%	0.683	D
Oak Ave to Patricia Ln	4-Lane Uninterrupted Flow Highway	11003	64,200	24,100	36,224	12,124	50%	0.564	C
Patricia Ln to Central Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	36,526	12,526	52%	0.569	C
Central Ave to Jolon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	36,582	12,582	52%	0.570	C
Jolon Rd to Broadway St	4-Lane Freeway	14001	69,100	14,400	27,149	12,749	89%	0.393	B
Broadway St to S 1st St	4-Lane Freeway	14001	69,100	11,100	22,336	11,236	101%	0.323	A
S 1st St to Wildhorse Rd	4-Lane Freeway	14001	69,100	17,300	29,180	11,880	69%	0.422	B

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Wildhorse Rd to SR-198	4-Lane Freeway	14001	69,100	17,500	29,478	11,978	68%	0.427	B
SR-198 to Lockwood San Lucas Rd	4-Lane Freeway	14001	69,100	16,100	27,870	11,770	73%	0.403	B
Lockwood San Lucas Rd to Cattlemen Rd	4-Lane Freeway	14001	69,100	15,800	27,544	11,744	74%	0.399	B
Cattlemen Rd to Los Lobos Rd	4-Lane Freeway	14001	69,100	15,400	27,486	12,086	78%	0.398	B
Los Lobos Rd to Alvarado Rd	4-Lane Freeway	14001	69,100	14,700	26,786	12,086	82%	0.388	B
Alvarado Rd to Jolon Rd	4-Lane Freeway	14001	69,100	16,200	28,286	12,086	75%	0.409	B
Jolon Rd to Bradley Rd (exit 251)	4-Lane Freeway	14001	69,100	18,100	30,368	12,268	68%	0.439	B
Bradley Rd to Bradley Rd (exit 245)	4-Lane Freeway	14001	69,100	18,300	30,596	12,296	67%	0.443	B
Bradley Rd to Monterey/SLO County Border	4-Lane Freeway	14001	69,100	18,600	30,905	12,305	66%	0.447	B
SR-1									
Monterey/Santa Cruz County Border to Salinas Rd	3-Lane Uninterrupted Flow Highway	11002	44,550	35,000	40,312	5,312	15%	0.905	E
Salinas Rd to Struve Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	34,800	37,939	3,139	9%	1.524	F
Struve Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	37,000	40,251	3,251	9%	1.617	F
Dolan Rd to Molera Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	31,000	34,811	3,811	12%	1.398	F
Molera Rd to SR-183	2-Lane Uninterrupted Flow Highway	11001	24,900	28,700	32,457	3,757	13%	1.304	F
SR-183 to SR-156	4-Lane Freeway	14001	69,100	17,600	21,538	3,938	22%	0.312	A
SR-156 to Del Monte Blvd	4-Lane Freeway	14001	69,100	45,000	57,280	12,280	27%	0.829	D
Del Monte Blvd to Reservation Rd	4-Lane Freeway	14001	69,100	42,400	54,479	12,079	28%	0.788	D
Reservation Rd to Del Monte Blvd	4-Lane Freeway	14001	69,100	43,700	52,995	9,295	21%	0.767	D
Del Monte Blvd to Imjin Pkwy	6-Lane Freeway	14002	106,700	64,900	79,403	14,503	22%	0.744	C
Imjin Pkwy to Light Fighter Dr	6-Lane Freeway	14002	106,700	79,000	93,618	14,618	19%	0.877	D
Light Fighter Dr to Fremont Blvd	6-Lane Freeway	14002	106,700	92,300	106,345	14,045	15%	0.997	E
Fremont Blvd to Canyon del Rey Blvd	4-Lane Freeway	14001	69,100	71,000	79,651	8,651	12%	1.153	F
Canyon del Rey Blvd to Del Monte Ave	4-Lane Freeway	14001	69,100	72,000	79,055	7,055	10%	1.144	F
Del Monte Ave to N Fremont St	4-Lane Freeway	14001	69,100	62,800	69,796	6,996	11%	1.010	F
N Fremont St to Aguajito Rd	4-Lane Freeway	14001	69,100	59,600	66,806	7,206	12%	0.967	E
Aguajito Rd to Munras Ave	4-Lane Freeway	14001	69,100	50,000	55,107	5,107	10%	0.797	D
Munras Ave to Holman Hwy	4-Lane Freeway	14001	69,100	52,000	56,443	4,443	9%	0.817	D
Holman Hwy to Carpenter St	4-Lane Freeway	14001	69,100	46,100	50,455	4,355	9%	0.730	C
Carpenter St to Ocean Ave	4-Lane Class I Two-Way State Arterial	12103	34,201	43,000	45,405	2,405	6%	1.328	F
Ocean Ave to Carmel Valley Rd	3-Lane Class I Two-Way State Arterial	12101	16,300	34,800	36,540	1,740	5%	2.242	F

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Carmel Valley Rd to Riley Ranch Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	14,800	16,305	1,505	10%	1.000	F
Riley Ranch Rd to Highlands Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	14,800	17,599	2,799	19%	1.080	F
Highlands Dr to Spindrift Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	8,400	10,870	2,470	29%	0.667	C
Spindrift Rd to Mal Paso Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,653	2,553	50%	0.307	C
Mal Paso Rd to Aurora del Mar	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,653	2,553	50%	0.307	C
Aurora del Mar to Weston Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,653	2,553	50%	0.307	C
Weston Ridge Rd to Palo Colorado Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,653	2,553	50%	0.307	C
Palo Colorado Canyon Rd to Coast Rd (North)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,445	2,345	46%	0.299	C
Coast Rd (North) to Coast Rd (South)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,445	2,345	46%	0.299	C
Coast Rd (South) to Clear Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	6,845	2,345	52%	0.275	B
Clear Ridge Rd to Sycamore Canyon Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	5,910	1,410	31%	0.237	B
Sycamore Canyon Rd to Mule Canyon	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	5,910	1,410	31%	0.237	B
Mule Canyon to Partington Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	4,215	1,315	45%	0.169	B
Partington Ridge Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	4,215	1,315	45%	0.169	B
Dolan Rd to Nacimiento-Fergusson Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,743	1,343	56%	0.150	B
Nacimiento-Fergusson Rd to Plasket Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,845	1,445	60%	0.154	B
Plasket Ridge Rd to Willow Creek-Los Burros Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,845	1,445	60%	0.154	B
Willow Creek-Los Burros Rd to Monterey/SLO County Border	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,845	1,445	60%	0.154	B
SR-25									
San Benito/Monterey County Border to SR-198	2-Lane Class I Two-Way State Arterial	12101	16,300	95	459	364	384%	0.028	B
SR-68 (Holman Highway)									
17 Mile Drive to Forest Ave	2-Lane Class I Two-Way State Arterial	12101	16,300	15,400	17,195	1,795	12%	1.055	F
Forest Ave to Skyline Forest Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	25,000	26,305	1,305	5%	1.614	F
Skyline Forest Dr to CHOMP Dwy	2-Lane Class I Two-Way State Arterial	12101	16,300	25,000	26,250	1,250	5%	1.610	F
CHOMP Dwy to SR-1	2-Lane Class I Two-Way State Arterial	12101	16,300	25,400	27,255	1,855	7%	1.672	F
SR-68 (Monterey Salinas Highway)									
SR-1 to Olmsted Rd	2-Lane Class II Two-Way State Arterial	12201	15,300	22,300	23,914	1,614	7%	1.563	F
Olmsted Rd to Canyon del Rey Blvd	2-Lane Class II Two-Way State Arterial	12201	15,300	22,300	23,665	1,365	6%	1.547	F
Canyon del Rey Blvd to Bit Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	22,800	25,167	2,367	10%	1.544	F
Bit Rd to Laureles Grade	2-Lane Class I Two-Way State Arterial	12101	16,300	22,800	24,554	1,754	8%	1.506	F
Laureles Grade to Corral de Tierra	2-Lane Class I Two-Way State Arterial	12101	16,300	23,600	25,570	1,970	8%	1.569	F

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Corral de Tierra to Portola Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	25,700	27,982	2,282	9%	1.717	F
Portola Dr to Reservation Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	25,700	28,337	2,637	10%	0.441	B
Reservation Rd to Spreckels Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	29,800	32,942	3,142	11%	0.513	C
Spreckels Blvd to E Blanco Rd	4-Lane Class I Two-Way State Arterial	12103	34,201	28,300	29,933	1,633	6%	0.875	C
SR-146									
US-101 to East St (on Front St)	2-Lane Class III Two-Way State Arterial	12301	14,600	11,200	14,835	3,635	32%	1.016	F
Front St to Metz Rd (on East St)	2-Lane Class III Two-Way State Arterial	12301	14,600	2,100	2,599	499	24%	0.178	C
East St to County Road G-15 (on Metz Rd)	2-Lane Class III Two-Way State Arterial	12301	14,600	3,300	5,011	1,711	52%	0.343	D
County Road G-15 to Stonewall Canyon Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	500	566	66	13%	0.039	C
Stonewall Canyon Rd to San Benito/Monterey County Border	2-Lane Class III Two-Way State Arterial	12301	14,600	280	294	14	5%	0.020	C
SR-156									
SR-1 to SR-183	4-Lane Freeway	14001	69,100	30,000	37,734	7,734	26%	0.546	B
SR-183 to Castroville Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	31,000	39,701	8,701	28%	0.618	C
Castroville Blvd to US-101	2-Lane Class I Two-Way State Arterial	12101	16,300	29,000	35,964	6,964	24%	2.206	F
SR-183									
SR-1 to SR-156	2-Lane Class II Two-Way State Arterial	12201	15,300	12,500	13,125	625	5%	0.858	D
SR-156 to Espinosa Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	19,100	21,055	1,955	10%	1.292	F
Espinosa Rd to Cooper Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	18,100	19,543	1,443	8%	1.199	F
Cooper Rd to S Davis Rd	4-Lane Class I Two-Way State Arterial	12103	34,201	18,100	19,005	905	5%	0.556	B
SR-198									
US-101 to Cattlemen Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	2,200	3,226	1,026	47%	0.221	C
Cattlemen Rd to Freeman Flat Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	2,200	3,044	844	38%	0.208	C
Freeman Flat Rd to SR-25	2-Lane Class III Two-Way State Arterial	12301	14,600	875	1,523	648	74%	0.104	C
SR-25 to County Border	2-Lane Class III Two-Way State Arterial	12301	14,600	700	1,009	309	44%	0.069	C
SR-218 (Canyon del Rey Blvd)									
SR-1 to Del Monte Blvd	4-Lane Class III Two-Way State Arterial	12303	30,800	23,000	24,851	1,851	8%	0.807	D
Del Monte Blvd to Fremont Blvd	4-Lane Class III Two-Way State Arterial	12303	30,800	12,500	15,832	3,332	27%	0.514	D
Fremont Blvd to Carlton Dr	2-Lane Class III Two-Way State Arterial	12301	14,600	19,100	22,226	3,126	16%	1.522	F
Carlton Dr to SR-68	2-Lane Class III Two-Way State Arterial	12301	14,600	14,600	15,698	1,098	8%	1.075	F
County Road G11 (San Juan Rd)									
Salinas Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	10,600	15,878	5,278	50%	1.088	F

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
San Miguel Canyon Rd to Aromas Rd	2-Lane Major Roadway	13001	14,600	9,700	14,317	4,617	48%	0.981	E
Aromas Rd to Tarpey Rd	2-Lane Major Roadway	13001	14,600	8,500	12,552	4,052	48%	0.860	D
Tarpey Rd to Carpenteria Rd	2-Lane Major Roadway	13001	14,600	10,800	15,283	4,483	42%	1.047	F
Carpenteria Rd to US-101	2-Lane Major Roadway	13001	14,600	9,616	14,102	4,487	47%	0.966	E
County Road G12 (Elkhorn Rd/Hall Rd/San Miguel Canyon Rd)									
Werner Rd to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	25,300	28,199	2,899	11%	1.931	F
Elkhorn Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	22,400	24,907	2,507	11%	1.706	F
Hall Rd to Strawberry Rd	2-Lane Major Roadway	13001	14,600	12,739	14,985	2,246	18%	1.026	F
Strawberry Rd to Castroville Blvd	2-Lane Major Roadway	13001	14,600	17,000	19,209	2,209	13%	1.316	F
Castroville Blvd to US-101	2-Lane Major Roadway	13001	14,600	20,300	22,380	2,080	10%	1.533	F
County Road G16 (Carmel Valley Road)									
SR-1 to Carmel Rancho Blvd	4-Lane Major Roadway	13003	30,900	22,246	23,358	1,112	5%	0.756	D
Carmel Rancho Blvd to Valley Greens Dr	4-Lane Major Roadway	13003	30,900	23,059	24,212	1,153	5%	0.784	D
Valley Greens Dr to Robinson Canyon Rd	2-Lane Major Roadway	13001	14,600	16,311	17,127	816	5%	1.173	F
Robinson Canyon Rd to Laureles Grade	2-Lane Major Roadway	13001	14,600	20,927	21,973	1,046	5%	1.505	F
Laureles Grade to Ford Rd	2-Lane Major Roadway	13001	14,600	13,900	14,595	695	5%	1.000	E
Ford Rd to Holman Rd	2-Lane Major Roadway	13001	14,600	9,500	9,975	475	5%	0.683	D
Holman Rd to Cachagua Rd	2-Lane Major Roadway	13001	14,600	3,400	3,570	170	5%	0.245	C
Cachagua Rd to Tassajara Rd	2-Lane Major Roadway	13001	14,600	1,900	1,995	95	5%	0.137	C
Tassajara Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	600	630	30	5%	0.043	C
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	800	882	82	10%	0.060	C
Elm Ave to Central Ave	2-Lane Major Roadway	13001	14,600	500	596	96	19%	0.041	C
Central Ave to US-101	2-Lane Major Roadway	13001	14,600	1,200	1,399	199	17%	0.096	C
US-101 to Metz Rd	2-Lane Major Roadway	13001	14,600	1,500	1,611	111	7%	0.110	C
County Road G17 (Reservation Rd/River Rd)									
SR-1 to Beach Rd	4-Lane Major Roadway	13003	30,900	13,390	16,309	2,919	22%	0.528	C
Beach Rd to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	8,800	11,693	2,893	33%	0.378	C
Del Monte Blvd to Bayer St	4-Lane Major Roadway	13003	30,900	17,869	23,975	6,106	34%	0.776	D
Bayer St to Imjin Pkwy	4-Lane Major Roadway	13003	30,900	14,400	19,402	5,002	35%	0.628	D
Imjin Pkwy to Blanco Rd	4-Lane Major Roadway	13003	30,900	27,140	32,587	5,447	20%	1.055	F
Blanco Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	6,071	9,060	2,990	49%	0.621	D

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
S Davis Rd to SR-68	2-Lane Major Roadway	13001	14,600	4,400	4,903	503	11%	0.336	C
SR-68 to Las Palmas Pkwy	2-Lane Major Roadway	13001	14,600	8,900	9,345	445	5%	0.640	D
Las Palmas Pkwy to Laguna Rd	2-Lane Major Roadway	13001	14,600	3,200	3,360	160	5%	0.230	C
Laguna Rd to Chualar River Rd	2-Lane Major Roadway	13001	14,600	2,683	2,869	186	7%	0.196	C
Chualar River Rd to Gonzales River Rd	2-Lane Major Roadway	13001	14,600	400	420	20	5%	0.029	C
Gonzalez River Rd to Foothill Rd	2-Lane Major Roadway	13001	14,600	500	588	88	18%	0.040	C
Foothill Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	1,600	1,876	276	17%	0.128	C
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	600	668	68	11%	0.046	C
County Road G20 (Laureles Grade)									
SR-68 to Camino Escondido Rd	2-Lane Major Roadway	13001	14,600	12,400	13,120	720	6%	0.899	D
Camino Escondido Rd to W Carmel Valley Rd	2-Lane Major Roadway	13001	14,600	4,979	5,649	670	13%	0.387	C
Foam St									
David Ave to Prescott Ave	2-Lane Other Roadway	13006	12,000	10,700	11,235	535	5%	0.936	E
Prescott Ave to Drake Ave	2-Lane Other Roadway	13006	12,000	10,700	11,235	535	5%	0.936	E
Drake Ave to Lighthouse Ave	2-Lane Other Roadway	13006	12,000	14,410	16,947	2,537	18%	1.412	F
Lighthouse Ave									
Asilomar Ave to 17 Mile Dr	4-Lane Major Roadway	13003	30,900	600	657	57	10%	0.021	C
17 Mile Dr to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	5,374	5,773	399	7%	0.187	C
Del Monte Blvd to Pacific Ave	4-Lane Major Roadway	13003	30,900	4,100	4,583	483	12%	0.148	C
Pacific Ave to Forest Ave	4-Lane Major Roadway	13003	30,900	7,948	8,345	397	5%	0.270	C
Forest Ave to Monterey Ave	4-Lane Major Roadway	13003	30,900	9,515	10,756	1,241	13%	0.348	C
Monterey Ave to David Ave	4-Lane Major Roadway	13003	30,900	10,800	12,437	1,637	15%	0.403	C
David Ave to Prescott Ave	4-Lane Major Roadway	13003	30,900	20,300	23,717	3,417	17%	0.768	D
Prescott Ave to Private Bolio Rd	4-Lane Major Roadway	13003	30,900	40,710	45,640	4,930	12%	1.477	F
Private Bolio Rd to Pacific St	4-Lane Major Roadway	13003	30,900	54,248	62,896	8,649	16%	2.035	F
Pacific St to Washington St	4-Lane Major Roadway	13003	30,900	41,932	48,642	6,710	16%	1.574	F
Del Monte Ave									
Washington St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	32,491	39,845	7,354	23%	1.289	F
Camino Aguajito to Casa Verde Wy	4-Lane Major Roadway	13003	30,900	36,000	44,260	8,260	23%	1.432	F
Casa Verde Wy to SR-1	4-Lane Major Roadway	13003	30,900	27,513	34,317	6,805	25%	1.111	F

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Fremont St									
Abrego St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	33,937	38,670	4,733	14%	1.251	F
Munras Ave/Abrego St									
Fremont St to Soledad Dr	4-Lane Other Roadway	13008	24,000	27,677	29,632	1,955	7%	1.235	F
Soledad Dr to Via Zaragoza	4-Lane Other Roadway	13008	24,000	18,100	19,438	1,338	7%	0.810	D
Del Monte Blvd									
SR-1 to Canyon del Rey Blvd	4-Lane Major Roadway	13003	30,900	27,513	35,100	7,587	28%	1.136	F
Canyon del Rey Blvd to Broadway Ave	4-Lane Major Roadway	13003	30,900	25,290	32,184	6,894	27%	1.042	F
Broadway Ave to Playa Ave	4-Lane Major Roadway	13003	30,900	9,900	14,416	4,516	46%	0.467	C
Playa Ave to Fremont Blvd	4-Lane Major Roadway	13003	30,900	7,200	10,900	3,700	51%	0.353	C
Fremont Blvd									
N Del Monte Blvd to SR-1	4-Lane Major Roadway	13003	30,900	23,381	26,223	2,842	12%	0.849	D
Del Monte Blvd									
SR-1 to Reindollar Ave	4-Lane Major Roadway	13003	30,900	27,317	32,524	5,208	19%	1.053	F
Reindollar Ave to Reservation Rd	4-Lane Major Roadway	13003	30,900	26,200	31,485	5,285	20%	1.019	F
Sanborn Rd									
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	33,347	37,454	4,107	12%	1.212	F
US-101 to Alisal St	4-Lane Major Roadway	13003	30,900	25,525	29,148	3,623	14%	0.943	D
N Main St									
E Boronda Rd to San Juan Grade Rd	6-Lane Major Roadway	13005	46,400	16,640	21,397	4,758	29%	0.461	C
San Juan Grade Rd to W Laurel Dr	5-Lane Major Roadway	13004	38,650	30,500	40,089	9,589	31%	1.037	F
W Laurel Dr to E Bernal Dr	4-Lane Major Roadway	13003	30,900	67,154	76,040	8,886	13%	2.461	F
E Boronda Rd									
US-101 to N Main St	6-Lane Major Roadway	13005	46,400	35,058	39,647	4,590	13%	0.854	D
S Main St (SR 68)									
John St to Romie Ln	4-Lane Other Roadway	13008	24,000	24,000	28,951	4,951	21%	1.206	F
Romie Ln to E Blanco Rd	4-Lane Other Roadway	13008	24,000	20,100	23,466	3,366	17%	0.978	E
John St									
S Main St to Abbott St	4-Lane Major Roadway	13003	30,900	13,716	16,746	3,030	22%	0.542	D
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	20,395	27,189	6,794	33%	0.880	D

APPENDIX D

"Year 2035 No Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Market St									
Davis Rd to N Main St	4-Lane Other Roadway	13008	24,000	25,700	26,985	1,285	5%	1.124	F
N Fremont St									
SR-1 to Casa Verde Wy	4-Lane Major Roadway	13003	30,900	18,666	19,730	1,064	6%	0.639	D
Casa Verde Wy to SR-218	4-Lane Major Roadway	13003	30,900	26,020	29,132	3,112	12%	0.943	D
Davis Rd									
W Laurel Dr to SR-183	4-Lane Major Roadway	13003	30,900	43,264	46,339	3,076	7%	1.500	F
SR-183 to W Blanco Rd	2-Lane Major Roadway	13001	14,600	27,478	30,208	2,731	10%	2.069	F
W Blanco Rd to Reservation Rd	2-Lane Major Roadway	13001	14,600	8,544	14,214	5,670	66%	0.974	E
Blanco Rd									
Reservation Rd to Cooper Rd	2-Lane Major Roadway	13001	14,600	27,164	30,374	3,210	12%	2.080	F
Cooper Rd to S Davis Rd	2-Lane Major Roadway	13001	14,600	26,759	29,916	3,158	12%	2.049	F
S Davis Rd to W Alisal St	4-Lane Major Roadway	13003	30,900	17,730	23,823	6,093	34%	0.771	D
W Alisal St to SR-68	4-Lane Major Roadway	13003	30,900	21,248	25,586	4,338	20%	0.828	D
SR-68 to Abbott St	4-Lane Major Roadway	13003	30,900	23,561	30,452	6,892	29%	0.986	E
Imjin Pkwy									
SR 1 to 2nd Ave	4-Lane Major Roadway	13003	30,900	28,128	32,013	3,885	14%	1.036	F
2nd Ave to 4th Ave	4-Lane Major Roadway	13003	30,900	28,128	29,803	1,675	6%	0.964	E
4th Ave to California Ave	4-Lane Major Roadway	13003	30,900	22,983	24,787	1,804	8%	0.802	D
California Ave to Imjin Rd	4-Lane Major Roadway	13003	30,900	22,983	24,187	1,204	5%	0.783	D
Imjin Rd to Abrams Dr	2-Lane Major Roadway	13001	14,600	21,212	22,273	1,061	5%	1.526	F
Abrams Dr to Reservation Rd	2-Lane Major Roadway	13001	14,600	21,212	22,644	1,432	7%	1.551	F
Salinas Rd									
SR-1 to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	16,300	18,910	2,610	16%	1.295	F

Notes:

¹Functional Classification of existing roadways based on the AMBAG Regional Travel Demand Model link classifications and aerial review of the study area. Under "Year 2035 No Build Conditions", all roadway functional classifications are assumed to be the same as Existing conditions.

²FC# = Functional Classification Number

³Existing ADT values were obtained from year 2015 counts available from Caltrans and TAMC databases. If data was not available for certain segments, the ADT was estimated using the calibrated base year (2010) AMBAG model and adjacent counts for adjacent roadway segments.

⁴2035 ADT = (2035 AMBAG TDM Volume - Calibrated 2010 AMBAG TDM Volume) + Existing ADT

⁵V/C Ratio = Existing ADT / LOS E Capacity

⁶Orange and Red highlighted values indicate roadway segments operating at unacceptable LOS.

Appendix E

“Year 2035 Build” Conditions Roadway Segment Level of Service Summary

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
US Highway 101									
San Benito/Monterey County Border to Crazy Horse Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,200	85,053	25,853	44%	1.325	F
Crazy Horse Canyon Rd to San Miguel Canyon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	55,700	79,236	23,536	42%	1.234	F
San Miguel Canyon Rd to SR-156	4-Lane Uninterrupted Flow Highway	11003	64,200	84,000	98,913	14,913	18%	1.541	F
SR-156 to Pesante Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	62,000	74,006	12,006	19%	1.153	F
Pesante Rd to Espinosa Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	72,998	13,598	23%	1.137	F
Espinosa Rd to E Boronda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	59,400	72,998	13,598	23%	1.137	F
E Boronda Rd to W Laurel Dr	6-Lane Freeway	14002	106,700	59,100	77,931	18,831	32%	0.730	C
W Laurel Dr to N Main St	6-Lane Freeway	14002	106,700	63,100	78,150	15,050	24%	0.732	C
N Main St to E Market St	6-Lane Freeway	14002	106,700	74,200	85,203	11,003	15%	0.799	D
E Market St to John St	6-Lane Freeway	14002	106,700	66,300	79,865	13,565	20%	0.749	C
John St to S Sanborn Rd	6-Lane Freeway	14002	106,700	59,900	71,599	11,699	20%	0.671	C
S Sanborn Rd to Airport Blvd	6-Lane Freeway	14002	106,700	49,100	60,232	11,132	23%	0.564	C
Airport Blvd to Abbott St	4-Lane Freeway	14001	69,100	39,000	50,030	11,030	28%	0.724	C
Abbott St to Spence Rd	4-Lane Freeway	14001	69,100	44,500	60,482	15,982	36%	0.875	D
Spence Rd to Chualar Rd	4-Lane Freeway	14001	69,100	44,500	61,418	16,918	38%	0.889	D
Chualar Rd to Old Stage Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	43,500	60,048	16,548	38%	0.935	E
Old Stage Rd to 5th St	4-Lane Uninterrupted Flow Highway	11003	64,200	39,800	52,941	13,141	33%	0.825	D
5th St to S Alta St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,700	49,570	11,870	31%	0.772	D
S Alta St to Camphora Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	40,100	52,711	12,611	31%	0.821	D
Camphora Rd to Moranda Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	39,000	51,719	12,719	33%	0.806	D
Moranda Rd to Front St	4-Lane Uninterrupted Flow Highway	11003	64,200	37,200	48,785	11,585	31%	0.760	D
Front St to Arroyo Seco Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	37,500	50,306	12,806	34%	0.784	D
Arroyo Seco Rd to El Camino Real	4-Lane Uninterrupted Flow Highway	11003	64,200	34,700	47,099	12,399	36%	0.734	D
El Camino Real to Oak Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	32,400	44,077	11,677	36%	0.687	D
Oak Ave to Patricia Ln	4-Lane Uninterrupted Flow Highway	11003	64,200	24,100	36,357	12,257	51%	0.566	C
Patricia Ln to Central Ave	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	36,637	12,637	53%	0.571	C
Central Ave to Jolon Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	24,000	36,692	12,692	53%	0.572	C
Jolon Rd to Broadway St	4-Lane Freeway	14001	69,100	14,400	27,255	12,855	89%	0.394	B
Broadway St to S 1st St	4-Lane Freeway	14001	69,100	11,100	22,573	11,473	103%	0.327	A
S 1st St to Wildhorse Rd	4-Lane Freeway	14001	69,100	17,300	29,218	11,918	69%	0.423	B

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Wildhorse Rd to SR-198	4-Lane Freeway	14001	69,100	17,500	29,514	12,014	69%	0.427	B
SR-198 to Lockwood San Lucas Rd	4-Lane Freeway	14001	69,100	16,100	27,871	11,771	73%	0.403	B
Lockwood San Lucas Rd to Cattlemen Rd	4-Lane Freeway	14001	69,100	15,800	27,547	11,747	74%	0.399	B
Cattlemen Rd to Los Lobos Rd	4-Lane Freeway	14001	69,100	15,400	27,491	12,091	79%	0.398	B
Los Lobos Rd to Alvarado Rd	4-Lane Freeway	14001	69,100	14,700	26,791	12,091	82%	0.388	B
Alvarado Rd to Jolon Rd	4-Lane Freeway	14001	69,100	16,200	28,291	12,091	75%	0.409	B
Jolon Rd to Bradley Rd (exit 251)	4-Lane Freeway	14001	69,100	18,100	30,369	12,269	68%	0.439	B
Bradley Rd to Bradley Rd (exit 245)	4-Lane Freeway	14001	69,100	18,300	30,596	12,296	67%	0.443	B
Bradley Rd to Monterey/SLO County Border	4-Lane Freeway	14001	69,100	18,600	30,905	12,305	66%	0.447	B
SR-1									
Monterey/Santa Cruz County Border to Salinas Rd	3-Lane Uninterrupted Flow Highway	11002	44,550	35,000	42,382	7,382	21%	0.951	E
Salinas Rd to Struve Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	34,800	37,183	2,383	7%	1.493	F
Struve Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	37,000	39,459	2,459	7%	1.585	F
Dolan Rd to Molera Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	31,000	34,576	3,576	12%	1.389	F
Molera Rd to SR-183	2-Lane Uninterrupted Flow Highway	11001	24,900	28,700	32,226	3,526	12%	1.294	F
SR-183 to SR-156	4-Lane Freeway	14001	69,100	17,600	20,851	3,251	18%	0.302	A
SR-156 to Del Monte Blvd	4-Lane Freeway	14001	69,100	45,000	58,495	13,495	30%	0.847	D
Del Monte Blvd to Reservation Rd	4-Lane Freeway	14001	69,100	42,400	55,617	13,217	31%	0.805	D
Reservation Rd to Del Monte Blvd	4-Lane Freeway	14001	69,100	43,700	53,481	9,781	22%	0.774	D
Del Monte Blvd to Imjin Pkwy	6-Lane Freeway	14002	106,700	64,900	77,581	12,681	20%	0.727	C
Imjin Pkwy to Light Fighter Dr	6-Lane Freeway	14002	106,700	79,000	95,401	16,401	21%	0.894	D
Light Fighter Dr to Fremont Blvd	6-Lane Freeway	14002	106,700	92,300	107,126	14,826	16%	1.004	F
Fremont Blvd to Canyon del Rey Blvd	4-Lane Freeway	14001	69,100	71,000	80,585	9,585	13%	1.166	F
Canyon del Rey Blvd to Del Monte Ave	4-Lane Freeway	14001	69,100	72,000	79,606	7,606	11%	1.152	F
Del Monte Ave to N Fremont St	4-Lane Freeway	14001	69,100	62,800	70,044	7,244	12%	1.014	F
N Fremont St to Aguajito Rd	4-Lane Freeway	14001	69,100	59,600	67,354	7,754	13%	0.975	E
Aguajito Rd to Munras Ave	4-Lane Freeway	14001	69,100	50,000	55,551	5,551	11%	0.804	D
Munras Ave to Holman Hwy	4-Lane Freeway	14001	69,100	52,000	56,746	4,746	9%	0.821	D
Holman Hwy to Carpenter St	4-Lane Freeway	14001	69,100	46,100	50,543	4,443	10%	0.731	C
Carpenter St to Ocean Ave	4-Lane Class I Two-Way State Arterial	12103	34,201	43,000	45,497	2,497	6%	1.330	F
Ocean Ave to Carmel Valley Rd	3-Lane Class I Two-Way State Arterial	12101	16,300	34,800	36,540	1,740	5%	2.242	F

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Carmel Valley Rd to Riley Ranch Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	14,800	16,740	1,940	13%	1.027	F
Riley Ranch Rd to Highlands Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	14,800	17,631	2,831	19%	1.082	F
Highlands Dr to Spindrift Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	8,400	10,886	2,486	30%	0.668	C
Spindrift Rd to Mal Paso Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,671	2,571	50%	0.308	C
Mal Paso Rd to Aurora del Mar	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,671	2,571	50%	0.308	C
Aurora del Mar to Weston Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,671	2,571	50%	0.308	C
Weston Ridge Rd to Palo Colorado Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,671	2,571	50%	0.308	C
Palo Colorado Canyon Rd to Coast Rd (North)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,453	2,353	46%	0.299	C
Coast Rd (North) to Coast Rd (South)	2-Lane Uninterrupted Flow Highway	11001	24,900	5,100	7,453	2,353	46%	0.299	C
Coast Rd (South) to Clear Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	6,853	2,353	52%	0.275	B
Clear Ridge Rd to Sycamore Canyon Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	5,925	1,425	32%	0.238	B
Sycamore Canyon Rd to Mule Canyon	2-Lane Uninterrupted Flow Highway	11001	24,900	4,500	5,925	1,425	32%	0.238	B
Mule Canyon to Partington Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	4,220	1,320	46%	0.169	B
Partington Ridge Rd to Dolan Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,900	4,220	1,320	46%	0.169	B
Dolan Rd to Nacimiento-Fergusson Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,746	1,346	56%	0.150	B
Nacimiento-Fergusson Rd to Plasket Ridge Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,846	1,446	60%	0.154	B
Plasket Ridge Rd to Willow Creek-Los Burros Rd	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,846	1,446	60%	0.154	B
Willow Creek-Los Burros Rd to Monterey/SLO County Border	2-Lane Uninterrupted Flow Highway	11001	24,900	2,400	3,846	1,446	60%	0.154	B
SR-25									
San Benito/Monterey County Border to SR-198	2-Lane Class I Two-Way State Arterial	12101	16,300	95	425	330	347%	0.026	B
SR-68 (Holman Highway)									
17 Mile Drive to Forest Ave	2-Lane Class I Two-Way State Arterial	12101	16,300	15,400	17,266	1,866	12%	1.059	F
Forest Ave to Skyline Forest Dr	2-Lane Class I Two-Way State Arterial	12101	16,300	25,000	26,525	1,525	6%	1.627	F
Skyline Forest Dr to CHOMP Dwy	2-Lane Class I Two-Way State Arterial	12101	16,300	25,000	26,250	1,250	5%	1.610	F
CHOMP Dwy to SR-1	2-Lane Class I Two-Way State Arterial	12101	16,300	25,400	27,795	2,395	9%	1.705	F
SR-68 (Monterey Salinas Highway)									
SR-1 to Olmsted Rd	2-Lane Class II Two-Way State Arterial	12201	15,300	22,300	23,852	1,552	7%	1.559	F
Olmsted Rd to Canyon del Rey Blvd	2-Lane Class II Two-Way State Arterial	12201	15,300	22,300	23,600	1,300	6%	1.542	F
Canyon del Rey Blvd to Bit Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	22,800	25,025	2,225	10%	1.535	F
Bit Rd to Laureles Grade	2-Lane Class I Two-Way State Arterial	12101	16,300	22,800	24,860	2,060	9%	1.525	F
Laureles Grade to Corral de Tierra	2-Lane Class I Two-Way State Arterial	12101	16,300	23,600	27,533	3,933	17%	1.689	F

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Corral de Tierra to Portola Dr	4-Lane Class I Two-Way State Arterial	12103	34,201	25,700	30,583	4,883	19%	0.894	C
Portola Dr to Reservation Rd	4-Lane Uninterrupted Flow Highway	11003	64,200	25,700	31,108	5,408	21%	0.485	C
Reservation Rd to Spreckels Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	29,800	33,649	3,849	13%	0.524	C
Spreckels Blvd to E Blanco Rd	4-Lane Class I Two-Way State Arterial	12103	34,201	28,300	30,092	1,792	6%	0.880	C
SR-146									
US-101 to East St (on Front St)	2-Lane Class III Two-Way State Arterial	12301	14,600	11,200	13,647	2,447	22%	0.935	E
Front St to Metz Rd (on East St)	2-Lane Class III Two-Way State Arterial	12301	14,600	2,100	2,975	875	42%	0.204	C
East St to County Road G-15 (on Metz Rd)	2-Lane Class III Two-Way State Arterial	12301	14,600	3,300	5,171	1,871	57%	0.354	D
County Road G-15 to Stonewall Canyon Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	500	563	63	13%	0.039	C
Stonewall Canyon Rd to San Benito/Monterey County Border	2-Lane Class III Two-Way State Arterial	12301	14,600	280	294	14	5%	0.020	C
SR-156									
SR-1 to SR-183	4-Lane Freeway	14001	69,100	30,000	39,623	9,623	32%	0.573	C
SR-183 to Castroville Blvd	4-Lane Uninterrupted Flow Highway	11003	64,200	31,000	41,832	10,832	35%	0.652	C
Castroville Blvd to US-101	4-Lane Freeway	14001	69,100	29,000	35,977	6,977	24%	0.521	B
SR-183									
SR-1 to SR-156	2-Lane Class II Two-Way State Arterial	12201	15,300	12,500	13,125	625	5%	0.858	D
SR-156 to Espinosa Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	19,100	21,233	2,133	11%	1.303	F
Espinosa Rd to Cooper Rd	2-Lane Class I Two-Way State Arterial	12101	16,300	18,100	19,941	1,841	10%	1.223	F
Cooper Rd to S Davis Rd	4-Lane Class I Two-Way State Arterial	12103	34,201	18,100	19,366	1,266	7%	0.566	B
SR-198									
US-101 to Cattlemen Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	2,200	3,191	991	45%	0.219	C
Cattlemen Rd to Freeman Flat Rd	2-Lane Class III Two-Way State Arterial	12301	14,600	2,200	3,010	810	37%	0.206	C
Freeman Flat Rd to SR-25	2-Lane Class III Two-Way State Arterial	12301	14,600	875	1,489	614	70%	0.102	C
SR-25 to County Border	2-Lane Class III Two-Way State Arterial	12301	14,600	700	1,009	309	44%	0.069	C
SR-218 (Canyon del Rey Blvd)									
SR-1 to Del Monte Blvd	4-Lane Class III Two-Way State Arterial	12303	30,800	23,000	25,306	2,306	10%	0.822	D
Del Monte Blvd to Fremont Blvd	4-Lane Class III Two-Way State Arterial	12303	30,800	12,500	15,890	3,390	27%	0.516	D
Fremont Blvd to Carlton Dr	2-Lane Class III Two-Way State Arterial	12301	14,600	19,100	22,163	3,063	16%	1.518	F
Carlton Dr to SR-68	2-Lane Class III Two-Way State Arterial	12301	14,600	14,600	15,565	965	7%	1.066	F
County Road G11 (San Juan Rd)									
Salinas Rd to San Miguel Canyon Rd	2-Lane Major Roadway	13001	14,600	10,600	14,877	4,277	40%	1.019	F

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
San Miguel Canyon Rd to Aromas Rd	2-Lane Major Roadway	13001	14,600	9,700	13,683	3,983	41%	0.937	E
Aromas Rd to Tarpey Rd	2-Lane Major Roadway	13001	14,600	8,500	11,240	2,740	32%	0.770	D
Tarpey Rd to Carpenteria Rd	2-Lane Major Roadway	13001	14,600	10,800	14,700	3,900	36%	1.007	F
Carpenteria Rd to US-101	2-Lane Major Roadway	13001	14,600	9,616	13,535	3,920	41%	0.927	D
County Road G12 (Elkhorn Rd/Hall Rd/San Miguel Canyon Rd)									
Werner Rd to Elkhorn Rd	2-Lane Major Roadway	13001	14,600	25,300	31,538	6,238	25%	2.160	F
Elkhorn Rd to San Miguel Canyon Rd	4-Lane Major Roadway	13003	30,900	22,400	28,498	6,098	27%	0.922	D
Hall Rd to Strawberry Rd	4-Lane Major Roadway	13003	30,900	12,739	18,095	5,356	42%	0.586	D
Strawberry Rd to Castroville Blvd	4-Lane Major Roadway	13003	30,900	17,000	22,319	5,319	31%	0.722	D
Castroville Blvd to US-101	2-Lane Major Roadway	13001	14,600	20,300	23,521	3,221	16%	1.611	F
County Road G16 (Carmel Valley Road)									
SR-1 to Carmel Rancho Blvd	4-Lane Major Roadway	13003	30,900	22,246	23,358	1,112	5%	0.756	D
Carmel Rancho Blvd to Valley Greens Dr	4-Lane Major Roadway	13003	30,900	23,059	24,212	1,153	5%	0.784	D
Valley Greens Dr to Robinson Canyon Rd	2-Lane Major Roadway	13001	14,600	16,311	17,127	816	5%	1.173	F
Robinson Canyon Rd to Laureles Grade	2-Lane Major Roadway	13001	14,600	20,927	21,973	1,046	5%	1.505	F
Laureles Grade to Ford Rd	2-Lane Major Roadway	13001	14,600	13,900	14,595	695	5%	1.000	E
Ford Rd to Holman Rd	2-Lane Major Roadway	13001	14,600	9,500	9,975	475	5%	0.683	D
Holman Rd to Cachagua Rd	2-Lane Major Roadway	13001	14,600	3,400	3,570	170	5%	0.245	C
Cachagua Rd to Tassajara Rd	2-Lane Major Roadway	13001	14,600	1,900	1,995	95	5%	0.137	C
Tassajara Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	600	630	30	5%	0.043	C
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	800	881	81	10%	0.060	C
Elm Ave to Central Ave	2-Lane Major Roadway	13001	14,600	500	593	93	19%	0.041	C
Central Ave to US-101	2-Lane Major Roadway	13001	14,600	1,200	1,394	194	16%	0.095	C
US-101 to Metz Rd	2-Lane Major Roadway	13001	14,600	1,500	1,608	108	7%	0.110	C
County Road G17 (Reservation Rd/River Rd)									
SR-1 to Beach Rd	4-Lane Major Roadway	13003	30,900	13,390	16,382	2,992	22%	0.530	C
Beach Rd to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	8,800	11,407	2,607	30%	0.369	C
Del Monte Blvd to Bayer St	4-Lane Major Roadway	13003	30,900	17,869	23,936	6,067	34%	0.775	D
Bayer St to Imjin Pkwy	4-Lane Major Roadway	13003	30,900	14,400	19,858	5,458	38%	0.643	D
Imjin Pkwy to Blanco Rd	4-Lane Major Roadway	13003	30,900	27,140	39,635	12,495	46%	1.283	F
Blanco Rd to S Davis Rd	4-Lane Major Roadway	13003	30,900	6,071	17,620	11,550	190%	0.570	D

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
S Davis Rd to SR-68	2-Lane Major Roadway	13001	14,600	4,400	6,520	2,120	48%	0.447	C
SR-68 to Las Palmas Pkwy	2-Lane Major Roadway	13001	14,600	8,900	9,345	445	5%	0.640	D
Las Palmas Pkwy to Laguna Rd	2-Lane Major Roadway	13001	14,600	3,200	3,360	160	5%	0.230	C
Laguna Rd to Chualar River Rd	2-Lane Major Roadway	13001	14,600	2,683	2,868	185	7%	0.196	C
Chualar River Rd to Gonzales River Rd	2-Lane Major Roadway	13001	14,600	400	420	20	5%	0.029	C
Gonzalez River Rd to Foothill Rd	2-Lane Major Roadway	13001	14,600	500	583	83	17%	0.040	C
Foothill Rd to Arroyo Seco Rd	2-Lane Major Roadway	13001	14,600	1,600	1,883	283	18%	0.129	C
Arroyo Seco Rd to Elm Ave	2-Lane Major Roadway	13001	14,600	600	671	71	12%	0.046	C
County Road G20 (Laureles Grade)									
SR-68 to Camino Escondido Rd	2-Lane Major Roadway	13001	14,600	12,400	13,417	1,017	8%	0.919	D
Camino Escondido Rd to W Carmel Valley Rd	2-Lane Major Roadway	13001	14,600	4,979	6,088	1,109	22%	0.417	C
Foam St									
David Ave to Prescott Ave	2-Lane Other Roadway	13006	12,000	10,700	11,235	535	5%	0.936	E
Prescott Ave to Drake Ave	2-Lane Other Roadway	13006	12,000	10,700	11,235	535	5%	0.936	E
Drake Ave to Lighthouse Ave	2-Lane Other Roadway	13006	12,000	14,410	17,001	2,591	18%	1.417	F
Lighthouse Ave									
Asilomar Ave to 17 Mile Dr	4-Lane Major Roadway	13003	30,900	600	656	56	9%	0.021	C
17 Mile Dr to Del Monte Blvd	4-Lane Major Roadway	13003	30,900	5,374	5,772	398	7%	0.187	C
Del Monte Blvd to Pacific Ave	4-Lane Major Roadway	13003	30,900	4,100	4,585	485	12%	0.148	C
Pacific Ave to Forest Ave	4-Lane Major Roadway	13003	30,900	7,948	8,345	397	5%	0.270	C
Forest Ave to Monterey Ave	4-Lane Major Roadway	13003	30,900	9,515	10,779	1,265	13%	0.349	C
Monterey Ave to David Ave	4-Lane Major Roadway	13003	30,900	10,800	12,472	1,672	15%	0.404	C
David Ave to Prescott Ave	4-Lane Major Roadway	13003	30,900	20,300	23,771	3,471	17%	0.769	D
Prescott Ave to Private Bolio Rd	4-Lane Major Roadway	13003	30,900	40,710	45,684	4,974	12%	1.478	F
Private Bolio Rd to Pacific St	4-Lane Major Roadway	13003	30,900	54,248	63,000	8,752	16%	2.039	F
Pacific St to Washington St	4-Lane Major Roadway	13003	30,900	41,932	48,710	6,778	16%	1.576	F
Del Monte Ave									
Washington St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	32,491	40,289	7,798	24%	1.304	F
Camino Aguajito to Casa Verde Wy	5-Lane Major Roadway	13004	38,650	36,000	45,081	9,081	25%	1.166	F
Casa Verde Wy to SR-1	4-Lane Major Roadway	13003	30,900	27,513	34,936	7,423	27%	1.131	F

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Fremont St									
Abrego St to Camino Aguajito	4-Lane Major Roadway	13003	30,900	33,937	38,335	4,398	13%	1.241	F
Munras Ave/Abrego St									
Fremont St to Soledad Dr	4-Lane Other Roadway	13008	24,000	27,677	29,616	1,939	7%	1.234	F
Soledad Dr to Via Zaragoza	4-Lane Other Roadway	13008	24,000	18,100	19,398	1,298	7%	0.808	D
Del Monte Blvd									
SR-1 to Canyon del Rey Blvd	4-Lane Major Roadway	13003	30,900	27,513	35,140	7,628	28%	1.137	F
Canyon del Rey Blvd to Broadway Ave	4-Lane Major Roadway	13003	30,900	25,290	32,013	6,723	27%	1.036	F
Broadway Ave to Playa Ave	4-Lane Major Roadway	13003	30,900	9,900	14,350	4,450	45%	0.464	C
Playa Ave to Fremont Blvd	4-Lane Major Roadway	13003	30,900	7,200	11,060	3,860	54%	0.358	C
Fremont Blvd									
N Del Monte Blvd to SR-1	4-Lane Major Roadway	13003	30,900	23,381	26,581	3,200	14%	0.860	D
Del Monte Blvd									
SR-1 to Reindollar Ave	4-Lane Major Roadway	13003	30,900	27,317	30,217	2,900	11%	0.978	E
Reindollar Ave to Reservation Rd	4-Lane Major Roadway	13003	30,900	26,200	31,541	5,341	20%	1.021	F
Sanborn Rd									
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	33,347	36,313	2,966	9%	1.175	F
US-101 to Alisal St	4-Lane Major Roadway	13003	30,900	25,525	28,092	2,567	10%	0.909	D
N Main St									
E Boronda Rd to San Juan Grade Rd	6-Lane Major Roadway	13005	46,400	16,640	22,562	5,923	36%	0.486	C
San Juan Grade Rd to W Laurel Dr	5-Lane Major Roadway	13004	38,650	30,500	37,016	6,516	21%	0.958	E
W Laurel Dr to E Bernal Dr	4-Lane Major Roadway	13003	30,900	67,154	74,015	6,861	10%	2.395	F
E Boronda Rd									
US-101 to N Main St	6-Lane Major Roadway	13005	46,400	35,058	42,580	7,522	21%	0.918	D
S Main St (SR 68)									
John St to Romie Ln	4-Lane Other Roadway	13008	24,000	24,000	28,651	4,651	19%	1.194	F
Romie Ln to E Blanco Rd	4-Lane Other Roadway	13008	24,000	20,100	23,276	3,176	16%	0.970	E
John St									
S Main St to Abbott St	4-Lane Major Roadway	13003	30,900	13,716	15,733	2,017	15%	0.509	C
Abbott St to US-101	4-Lane Major Roadway	13003	30,900	20,395	26,732	6,337	31%	0.865	D

APPENDIX E

"Year 2035 Build" Conditions Roadway Segment Level of Service Summary

Roadway Segment	Functional Classification ¹	FC# ²	Roadway Capacity	Existing ADT ³	2035 ADT ⁴	Growth (ADT)	Percent Growth	V/C Ratio ⁵	LOS ⁶
Market St									
Davis Rd to N Main St	4-Lane Other Roadway	13008	24,000	25,700	26,985	1,285	5%	1.124	F
N Fremont St									
SR-1 to Casa Verde Wy	4-Lane Major Roadway	13003	30,900	18,666	19,746	1,080	6%	0.639	D
Casa Verde Wy to SR-218	4-Lane Major Roadway	13003	30,900	26,020	29,056	3,037	12%	0.940	D
Davis Rd									
W Laurel Dr to SR-183	4-Lane Major Roadway	13003	30,900	43,264	48,440	5,176	12%	1.568	F
SR-183 to W Blanco Rd	4-Lane Major Roadway	13003	30,900	27,478	37,948	10,470	38%	1.228	F
W Blanco Rd to Reservation Rd	4-Lane Major Roadway	13003	30,900	8,544	22,004	13,460	158%	0.712	D
Blanco Rd									
Reservation Rd to Cooper Rd	4-Lane Major Roadway	13003	30,900	27,164	28,894	1,730	6%	0.935	D
Cooper Rd to S Davis Rd	4-Lane Major Roadway	13003	30,900	26,759	28,414	1,655	6%	0.920	D
S Davis Rd to W Alisal St	4-Lane Major Roadway	13003	30,900	17,730	24,144	6,414	36%	0.781	D
W Alisal St to SR-68	4-Lane Major Roadway	13003	30,900	21,248	27,036	5,788	27%	0.875	D
SR-68 to Abbott St	4-Lane Major Roadway	13003	30,900	23,561	31,296	7,736	33%	1.013	F
Imjin Pkwy									
SR 1 to 2nd Ave	4-Lane Major Roadway	13003	30,900	28,128	31,457	3,330	12%	1.018	F
2nd Ave to 4th Ave	4-Lane Major Roadway	13003	30,900	28,128	32,743	4,615	16%	1.060	F
4th Ave to California Ave	4-Lane Major Roadway	13003	30,900	22,983	27,629	4,647	20%	0.894	D
California Ave to Imjin Rd	4-Lane Major Roadway	13003	30,900	22,983	27,642	4,659	20%	0.895	D
Imjin Rd to Abrams Dr	4-Lane Major Roadway	13003	30,900	21,212	28,690	7,478	35%	0.928	D
Abrams Dr to Reservation Rd	4-Lane Major Roadway	13003	30,900	21,212	29,023	7,811	37%	0.939	D
Salinas Rd									
SR-1 to Elkhorn Rd	4-Lane Major Roadway	13003	30,900	16,300	21,488	5,188	32%	0.695	D

Notes:

¹Functional Classification of existing roadways based on the AMBAG Regional Travel Demand Model link classifications, aerial review of the study area, and TAMC RDIF Improvement Project descriptions.

²FC# = Functional Classification Number

³Existing ADT values were obtained from year 2015 counts available from Caltrans and TAMC databases. If data was not available for certain segments, the ADT was estimated using the calibrated base year (2010) AMBAG model and adjacent counts for adjacent roadway segments.

⁴2035 ADT = (2035 AMBAG TDM Volume - Calibrated 2010 AMBAG TDM Volume) + Existing ADT

⁵V/C Ratio = Existing ADT / LOS E Capacity

⁶Orange and Red highlighted values indicate roadway segments operating at unacceptable LOS.

Appendix F

Improvement Project Planning-Level Cost Estimate Worksheets

APPENDIX F

Project #1

SR 1 Corridor and Busway

Description	Quantity			Total Quantity	Unit Cost	Unit	Total Cost	
Length	7,300			7,300	-	LF	-	
Grading/Excavation	13,000			13,000	\$15.00	CY	\$195,000.00	
Clearing/Grubbing	175,200			175,200	\$0.50	SF	\$88,000.00	
Asphalt Concrete	6,800			6,800	\$100.00	TON	\$680,000.00	
Aggregate Base	9,730			9,730	\$50.00	CY	\$487,000.00	
Striping	29,200			29,200	\$1.25	LF	\$37,000.00	
Signing	146			146	\$500.00	EA	\$73,000.00	
Pavement Marking	1,970			1,970	\$8.00	SF	\$16,000.00	
Drainage	7,300			7,300	\$50.00	LF	\$365,000.00	
Median Barrier	7,300			7,300	\$200.00	LF	\$1,460,000.00	
Freemont Boulevard Interchange	1			1	\$5,000,000.00	LS	\$5,000,000.00	
Canyon Del Rey Boulevard Interchange	1			1	\$5,000,000.00	LS	\$5,000,000.00	
Bridge Widening	2			2	\$1,000,000.00	EA	\$2,000,000.00	
Staging	1			1	\$500,000.00	LS	\$500,000.00	
Utility Relocation	1			1	\$500,000.00	LS	\$500,000.00	
Environmental Mitigation	1			1	\$500,000.00	LS	\$500,000.00	
Right-of-Way Acquisition	14,600			14,600	\$20.00	SF	\$292,000.00	
Construction Subtotal								\$17,193,000.00
Project Development Support								
Construction Support					10%	LS	\$1,720,000.00	
Engineering Design					8%	LS	\$1,376,000.00	
Environmental					5%	LS	\$860,000.00	
Right-of-Way Support					12%	LS	\$36,000.00	
						Subtotal	\$21,185,000.00	
Contingency						25%	LS	\$5,296,000.00
Total								\$26,481,000.00

ASSUMPTIONS

- Add one 12' lane in each direction on SR 1 for busway between Freemont Boulevard interchange and Canyon Del Rey Boulevard interchange
- Make improvements to Freemont Boulevard interchange and Canyon Del Rey Boulevard interchange
- Assume 12' widening of two bridges on SR 1 over Monterey Peninsula Recreation Trail
- Assume 6" AC, 1.5" AB structural section for new pavement
- Assume installing median barrier as part of SR 1 widening
- Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
- Assume the project will pay utility relocation costs at the interchanges

APPENDIX F

Project #2 SR 156 Widening

Description	Quantity	Total Quantity	Unit Cost	Unit	Total Cost
Length	16,000	16,000	-	LF	-
Grading/Excavation	426,700	426,700	\$15.00	CY	\$6,401,000.00
Clearing/Grubbing	1,920,000	1,920,000	\$0.50	SF	\$960,000.00
Asphalt Concrete	49,600	49,600	\$95.00	TON	\$4,712,000.00
Aggregate Base	71,110	71,110	\$45.00	CY	\$3,200,000.00
Striping	96,000	96,000	\$1.30	LF	\$125,000.00
Signing	320	320	\$500.00	EA	\$160,000.00
Pavement Marking	2,060	2,060	\$8.00	SF	\$16,000.00
Drainage	16,000	16,000	\$50.00	LF	\$800,000.00
Castroville Boulevard Interchange	1	1	\$22,500,000.00	LS	\$22,500,000.00
Bridge	2	2	\$3,000,000.00	EA	\$6,000,000.00
Staging	1	1	\$2,000,000.00	LS	\$2,000,000.00
Utility Relocation	1	1	\$5,000,000.00	LS	\$5,000,000.00
Environmental Mitigation	1	1	\$3,000,000.00	LS	\$3,000,000.00
Right-of-Way Acquisition	1,920,000	1,920,000	\$20.00	SF	\$38,400,000.00
Construction Subtotal					\$93,274,000.00
Project Development Support					
Construction Support			10%	LS	\$9,328,000.00
Engineering Design			8%	LS	\$7,462,000.00
Environmental			5%	LS	\$4,664,000.00
Right-of-Way Support			12%	LS	\$4,608,000.00
			Subtotal		\$119,336,000.00
Contingency			25%	LS	\$29,839,000.00
Total					\$149,175,000.00

ASSUMPTIONS

Costs for interchanges based on recent cost estimates prepared by Caltrans.
 Assume constructing new 4-lane expressway south of existing SR 156. Existing SR 156 becomes frontage road
 Assume 2 new bridges built east of Castroville Boulevard
 Assume 6" AC, 1.5" AB structural section for new pavement
 Assume acquiring right of way for entire width and length of 4-lane expressway
 Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
 Assume right of way acquisition will cost \$20 per square foot due to acquisition being a combination of open farmland, open space, and developed land.
 Assume the project will pay the utility relocation costs

APPENDIX F

Project #3 Marina-Salinas Corridor

Description	Reservation Road	Imjin Parkway	Blanco Road	Total Quantity	Unit Cost	Unit	Total Cost	
Length	11,000	8,000	22,700	41,700	-	LF	-	
Grading/Excavation	97,800	14,200	50,400	162,400	\$15.00	CY	\$2,436,000.00	
Clearing/Grubbing	440,000	192,000	681,000	1,313,000	\$0.50	SF	\$657,000.00	
Overlay (2" A.C.)	5,800	5,060	11,960	22,820	\$100.00	TON	\$2,282,000.00	
Asphalt Concrete	17,100	7,400	26,400	50,900	\$100.00	TON	\$5,090,000.00	
Aggregate Base	24,440	10,670	37,830	72,940	\$50.00	CY	\$3,647,000.00	
Striping	66,000	56,000	113,500	235,500	\$1.25	LF	\$294,000.00	
Signing	44	32	91	167	\$500.00	EA	\$83,000.00	
Pavement Marking	2,010	1,980	2,130	6,120	\$8.00	SF	\$49,000.00	
Traffic Signal Modification	1	2	0	3	\$200,000.00	EA	\$600,000.00	
Drainage	11,000	8,000	22,700	41,700	\$100.00	LF	\$4,170,000.00	
Existing Bridge Widening	0	0	1	1	\$5,000,000.00	LF	\$5,000,000.00	
Staging	1	1	1	1	\$1,200,000.00	LS	\$1,200,000.00	
Utility Relocation	1	1	1	1	\$1,200,000.00	LS	\$1,200,000.00	
Environmental Mitigation	1	1	1	1	\$2,000,000.00	LS	\$2,000,000.00	
Right-of-Way Acquisition	440,000	320,000	908,000	1,668,000	\$10.00	LS	\$16,680,000.00	
Construction Subtotal								\$45,388,000.00
Project Development Support								
Construction Support					12%	LS	\$5,447,000.00	
Engineering Design					10%	LS	\$4,539,000.00	
Environmental					5%	LS	\$2,269,000.00	
Right-of-Way Support					12%	LS	\$2,002,000.00	
					Subtotal		\$59,645,000.00	
Contingency								
					25%	LS	\$14,911,000.00	
Total								\$74,556,000.00

ASSUMPTIONS

Reservation Road will be widened by 40' from E. Garrison Drive to S Davis Road
 Imjin Parkway will be widened by 24' from Imjin Road to Reservation Road
 Blanco Road will be widened by 30' from Research Drive to S Davis Road
 Assume 6" AC, 1.5" AB structural section for new pavement
 Assume Salinas River Bridge on Blanco Road will be widened
 Assume modifying Reservation Road/S Davis Road intersection traffic signal
 Assume modifying Imjin Parkway/Abrams Drive and Imjin Parkway/Reservation Road intersections traffic signals
 Assume 40' wide right of way acquisition for each roadway
 Assume existing roadway will be overlaid
 Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
 Assume right of way acquisition will cost \$10 per square foot due to acquisition being a combination of open farmland and open space
 Assume projects will pay a portion of the utility relocation costs

APPENDIX F

Project #4

Davis Road North

Description	Quantity		Total Quantity	Unit Cost	Unit	Total Cost
Length	7,000		7,000	-	LF	-
Grading/Excavation	16,600		16,600	\$15.00	CY	\$249,000.00
Clearing/Grubbing	224,000		224,000	\$0.50	SF	\$112,000.00
Overlay (2" A.C.)	2,210		2,210	\$100.00	TON	\$221,000.00
Asphalt Concrete	8,700		8,700	\$100.00	TON	\$870,000.00
Aggregate Base	12,440		12,440	\$50.00	CY	\$622,000.00
Striping	42,000		42,000	\$1.25	LF	\$53,000.00
Signing	28		28	\$500.00	EA	\$14,000.00
Pavement Marking	1,970		1,970	\$8.00	SF	\$16,000.00
Traffic Signal Modification	1		1	\$200,000.00	EA	\$200,000.00
Drainage	7,000		7,000	\$50.00	LF	\$350,000.00
Staging	1		1	\$200,000.00	LS	\$200,000.00
Utility Relocation	1		1	\$1,000,000.00	LS	\$1,000,000.00
Environmental Mitigation	1		1	\$200,000.00	LS	\$200,000.00
Right-of-Way Acquisition	140,000		140,000	\$5.00	LS	\$700,000.00
Construction Subtotal						\$4,807,000.00
Project Development Support						
Construction Support				12%	LS	\$577,000.00
Engineering Design				10%	LS	\$481,000.00
Environmental				5%	LS	\$240,000.00
Right-of-Way Support				12%	LS	\$84,000.00
				Subtotal		\$6,189,000.00
Contingency				25%	LS	\$1,547,000.00
Total						\$7,736,000.00

ASSUMPTIONS

S Davis Road will be widened by 32' between Blanco Road and SR 183

Assume 6" AC, 1.5" AB structural section for new pavement

Assume modifying S Davis Road/Blanco Road intersection traffic signal

Assume 20' wide right of way acquisition

Assume existing roadway will be overlaid

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.

Assume right of way acquisition will cost \$5 per square foot due to acquisition being open farmland

Assume project will pay utility relocation costs

APPENDIX F

Project #5

Davis Road South

Description	Quantity	Unit	Total Quantity	Unit Cost	Unit	Total Cost
Length	11,000		11,000	-	LF	-
Grading/Excavation	26,100		26,100	\$15.00	CY	\$392,000.00
Clearing/Grubbing	352,000		352,000	\$0.50	SF	\$176,000.00
Overlay (2" A.C.)	3,480		3,480	\$100.00	TON	\$348,000.00
Asphalt Concrete	13,600		13,600	\$100.00	TON	\$1,360,000.00
Aggregate Base	19,560		19,560	\$50.00	CY	\$978,000.00
Striping	55,000		55,000	\$1.25	LF	\$69,000.00
Signing	44		44	\$500.00	EA	\$22,000.00
Pavement Marking	2,010		2,010	\$8.00	SF	\$16,000.00
Traffic Signal Modification	2		2	\$200,000.00	EA	\$400,000.00
Drainage	11,000		11,000	\$50.00	LF	\$550,000.00
Existing Bridge Widening	1		1	\$3,000,000.00	LS	\$3,000,000.00
Staging	1		1	\$500,000.00	LS	\$500,000.00
Utility Relocation	1		1	\$1,000,000.00	LS	\$1,000,000.00
Environmental Mitigation	1		1	\$500,000.00	LS	\$500,000.00
Right-of-Way Acquisition	110,000		110,000	\$5.00	LS	\$550,000.00
Construction Subtotal						\$9,861,000.00
Project Development Support						
Construction Support				12%	LS	\$1,183,000.00
Engineering Design				10%	LS	\$986,000.00
Environmental				5%	LS	\$493,000.00
Right-of-Way Support				12%	LS	\$66,000.00
				Subtotal		\$12,589,000.00
Contingency				25%	LS	\$3,147,000.00
Total						\$15,736,000.00

ASSUMPTIONS

S Davis Road will be widened by 32' between Reservation Road and Blanco Road

Assume 6" AC, 1.5" AB structural section for new pavement

Assume modifying S Davis Road/Reservation Road intersection and S Davis Road/Blanco Road intersection traffic signals

Assume 10' wide right of way acquisition

Assume existing roadway will be overlaid

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.

Assume right of way acquisition will cost \$5 per square foot due to acquisition being open farmland

Assume project will pay utility relocation costs

APPENDIX F

Project #6

Del Monte Corridor Improvements

Description	Quantity		Total Quantity	Unit Cost	Unit	Total Cost
Length	4,000		4,000	-	LF	-
Grading/Excavation	11,900		11,900	\$15.00	CY	\$179,000.00
Clearing/Grubbing	160,000		160,000	\$0.50	SF	\$80,000.00
Overlay (2" A.C.)	3,160		3,160	\$100.00	TON	\$316,000.00
Asphalt Concrete	1,900		1,900	\$100.00	TON	\$190,000.00
Aggregate Base	2,670		2,670	\$50.00	CY	\$134,000.00
Concrete	4,340		4,340	\$50.00	CY	\$217,000.00
Striping	20,000		20,000	\$1.25	LF	\$25,000.00
Signing	160		160	\$500.00	EA	\$80,000.00
Pavement Marking	890		890	\$8.00	SF	\$7,000.00
Traffic Signal Modification	3		3	\$200,000.00	EA	\$600,000.00
Drainage	4,000		4,000	\$100.00	LF	\$400,000.00
Staging	1		1	\$200,000.00	LS	\$200,000.00
Utility Relocation	1		1	\$3,000,000.00	LS	\$3,000,000.00
Environmental Mitigation	1		1	\$500,000.00	LS	\$500,000.00
Right-of-Way Acquisition	16,000		16,000	\$1,500.00	SF	\$24,000,000.00
Construction Subtotal						\$29,928,000.00
Project Development Support						
Construction Support				10%	LS	\$2,993,000.00
Engineering Design				8%	LS	\$2,395,000.00
Environmental				5%	LS	\$1,497,000.00
Right-of-Way Support				12%	LS	\$2,880,000.00
				Subtotal		\$9,765,000.00
Contingency				25%	LS	\$9,923,000.00
Total						\$49,616,000.00

ASSUMPTIONS

Del Monte Avenue will be widened by 12' between Camino El Estero and Sloat Avenue

Assume 6" AC, 1.5" AB structural section for new pavement

Assume modifying Del Monte Avenue/Camino El Estero intersection, Del Monte Avenue/Camino Aguajito intersection, and Del Monte Avenue/Sloat Avenue intersection traffic signals

Assume existing roadway will be overlaid

Assume 12' wide right of way acquisition, 1300' long. Remainder of needed right of way is owned by City of Monterey.

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.

Assume right of way acquisition will cost \$1500 per square foot due to acquisition being developed urban environment

Assume project will pay utility relocation costs

APPENDIX F

Project #7

US 101 - South County Phase 1 (Frontage Roads: Salinas to Chualar)

Description	Quantity		Total Quantity	Unit Cost	Unit	Total Cost
Length	94,600		94,600	-	LF	-
Grading/Excavation	299,500		299,500	\$15.00	CY	\$4,493,000.00
Clearing/Grubbing	3,784,000		3,784,000	\$0.50	SF	\$1,892,000.00
Asphalt Concrete	124,700		124,700	\$100.00	TON	\$12,470,000.00
Aggregate Base	240,500		240,500	\$50.00	CY	\$12,025,000.00
Striping	283,800		283,800	\$1.25	LF	\$355,000.00
Signing	380		380	\$500.00	EA	\$190,000.00
Pavement Marking	1,840		1,840	\$8.00	SF	\$15,000.00
Drainage	94,600		94,600	\$10.00	LF	\$946,000.00
Box Culvert	8		8	\$200,000.00	EA	\$1,600,000.00
Bridge Structure at Creek	1		1	\$1,000,000.00	EA	\$1,000,000.00
Spence Road Overcrossing	1		1	\$3,200,000.00	EA	\$3,200,000.00
Abbott Street Interchange Removal	1		1	\$2,000,000.00	EA	\$2,000,000.00
Staging	1		1	\$1,200,000.00	LS	\$1,200,000.00
Utility Relocation	1		1	\$3,000,000.00	LS	\$3,000,000.00
Environmental Mitigation	1		1	\$1,000,000.00	LS	\$1,000,000.00
Right-of-Way Acquisition	5,676,000		5,676,000	\$4.00	SF	\$22,704,000.00
Construction Subtotal						\$68,090,000.00
Project Development Support						
Construction Support				10%	LS	\$6,809,000.00
Engineering Design				8%	LS	\$5,448,000.00
Environmental				5%	LS	\$3,405,000.00
Right-of-Way Support				12%	LS	\$2,725,000.00
				Subtotal		\$86,477,000.00
Contingency				25%	LS	\$21,619,000.00
Total						\$108,096,000.00

ASSUMPTIONS

Frontage roads will be built from Harris Road to Chualar
Proposed frontage roads 40 foot wide (2-12' travel lanes, 2-8' shoulder/bike lane)
Drainage assumes culvert crossing every 500 LF
Assume 6" AC, 1.5" AB structural section for new pavement
Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
Assume right of way acquisition will cost \$4 per square foot due to acquisition being open farmland
Assume project will pay utility relocation costs

APPENDIX F

Project #8

US 101 - South County Phase 2 (Harris Road Interchange)

Description	Quantity			Total Quantity	Unit Cost	Unit	Total Cost
Length				0	-	LF	-
Grading/Excavation				0	\$15.00	CY	\$0.00
Clearing/Grubbing				0	\$0.50	SF	\$0.00
Asphalt Concrete				0	\$100.00	TON	\$0.00
Aggregate Base				0	\$50.00	CY	\$0.00
Striping				0	\$1.25	LF	\$0.00
Signing				0	\$500.00	EA	\$0.00
Pavement Marking				0	\$8.00	SF	\$0.00
Drainage				0	\$10.00	LF	\$0.00
Harris Road Interchange	1			1	\$36,000,000.00	EA	\$36,000,000.00
Staging	1			1	\$500,000.00	LS	\$500,000.00
Utility Relocation	1			1	\$500,000.00	LS	\$500,000.00
Environmental Mitigation	1			1	\$500,000.00	LS	\$500,000.00
Right-of-Way Acquisition	260,000			260,000	\$5.00	SF	\$1,300,000.00
Construction Subtotal							\$38,800,000.00
Project Development Support							
Construction Support					10%	LS	\$3,880,000.00
Engineering Design					8%	LS	\$3,104,000.00
Environmental					5%	LS	\$1,940,000.00
Right-of-Way Support					12%	LS	\$156,000.00
					Subtotal		\$47,880,000.00
Contingency					25%	LS	\$11,970,000.00
Total							\$59,850,000.00

ASSUMPTIONS

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
 Assume right of way acquisition will cost \$5 per square foot due to acquisition being open farmland
 Assume project will pay utility relocation costs

APPENDIX F

Project #9

State Route 68 Commuter Improvements

Description	Quantity			Total Quantity	Unit Cost	Unit	Total Cost	
Length	7,000			7,000	-	LF	-	
Grading/Excavation	20,700			20,700	\$15.00	CY	\$311,000.00	
Clearing/Grubbing	280,000			280,000	\$5.00	SF	\$1,400,000.00	
Overlay (2" A.C.)	3,690			3,690	\$100.00	TON	\$369,000.00	
Asphalt Concrete	10,900			10,900	\$100.00	TON	\$1,090,000.00	
Aggregate Base	15,560			15,560	\$50.00	CY	\$778,000.00	
Striping	42,000			42,000	\$1.25	LF	\$53,000.00	
Signing	28			28	\$500.00	EA	\$14,000.00	
Pavement Marking	1,970			1,970	\$8.00	SF	\$16,000.00	
Roundabout	11			11	\$3,000,000.00	EA	\$33,000,000.00	
Drainage	7,000			7,000	\$15.00	LF	\$105,000.00	
Box Culvert	3			3	\$200,000.00	LS	\$600,000.00	
Staging	1			1	\$500,000.00	LS	\$500,000.00	
Utility Relocation	1			1	\$3,000,000.00	LS	\$3,000,000.00	
Environmental Mitigation	1			1	\$3,000,000.00	LS	\$3,000,000.00	
Right-of-Way Acquisition	280,000			280,000	\$20.00	LS	\$5,600,000.00	
Construction Subtotal							\$49,836,000.00	
Project Development Support								
Construction Support					12%	LS	\$5,980,000.00	
Engineering Design					10%	LS	\$4,984,000.00	
Environmental					5%	LS	\$2,492,000.00	
Right-of-Way Support					12%	LS	\$672,000.00	
Subtotal							\$63,964,000.00	
Contingency					25%	LS	\$15,991,000.00	
Total							\$79,955,000.00	

ASSUMPTIONS

SR 68 will be widened to 4 lanes east of Toro Creek Road

Assume 6" AC, 1.5" AB structural section for new pavement

Assume existing roadway will be overlaid at 4-lane widening section

Assume roundabouts at: Olmsted Road, SR 218, New Torero Drive, Corral de Tierra, San Benancio, Josselyn Canyon Road, York Road, Pasadera Drive, Laureles Grade, Business Park Driveway

Assume 3 new box culverts for wildlife crossings

Cost of a roundabout varies by many factors such as size and terrain. Assume average cost of \$3,000,000

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.

Assume right of way acquisition will cost \$20 per square foot due to acquisition being developed rural environment

Assume project will pay utility relocation costs

APPENDIX F

Project #10

US 101 Widening From Airport Boulevard to Boronda Road

Description	Quantity		Total Quantity	Unit Cost	Unit	Total Cost
Length	29,000		29,000	-	LF	-
Grading/Excavation	85,900		85,900	\$15.00	CY	\$1,289,000.00
Clearing/Grubbing	1,160,000		1,160,000	\$1.00	SF	\$1,160,000.00
Asphalt Concrete	45,000		45,000	\$100.00	TON	\$4,500,000.00
Aggregate Base	64,400		64,400	\$50.00	CY	\$3,220,000.00
Striping	116,000		116,000	\$1.25	LF	\$145,000.00
Signing	120		120	\$500.00	EA	\$60,000.00
Pavement Marking	1,150		1,150	\$8.00	SF	\$9,000.00
Drainage	29,000		29,000	\$50.00	LF	\$1,450,000.00
Median Barrier	29,000		29,000	\$200.00	LF	\$5,800,000.00
Retaining Wall	50,000		50,000	\$100.00	SF	\$5,000,000.00
Overhead Signs	1		1	\$5,000,000.00	LS	\$5,000,000.00
Staging	1		1	\$3,000,000.00	LS	\$3,000,000.00
Bridge Widening	3		3	\$1,500,000.00	EA	\$4,500,000.00
Utility Relocation	1		1	\$500,000.00	LS	\$500,000.00
Environmental Mitigation	1		1	\$2,000,000.00	LS	\$2,000,000.00
Right-of-Way Acquisition	0		0	\$5.00	SF	\$0.00
Construction Subtotal						\$37,633,000.00
Project Development Support						
Construction Support				10%	LS	\$3,764,000.00
Engineering Design				8%	LS	\$3,011,000.00
Environmental				5%	LS	\$1,882,000.00
Right-of-Way Support				12%	LS	\$0.00
				Subtotal		\$46,290,000.00
Contingency				25%	LS	\$11,573,000.00
Total						\$57,863,000.00

ASSUMPTIONS

US 101 pavement will be widened by 40' (2 travel lanes, shoulders, and median) between Airport Boulevard and Boronda Road

Assume 6" AC, 1.5" AB structural section for new pavement

Assume installing median barrier as part of widening

Assume widening bridges at Sanborn Road, Alisal Street, and E Market Street

Assume widening can occur in center of US 101 so no new right of way required

APPENDIX F

Project #11

G12 San Miguel Canyon Improvements

Description	Quantity			Total Quantity	Unit Cost	Unit	Total Cost	
Length	50,000			50,000	-	LF	-	
Grading/Excavation	133,300			133,300	\$15.00	CY	\$2,000,000.00	
Clearing/Grubbing	1,800,000			1,800,000	\$1.00	SF	\$1,800,000.00	
Asphalt Concrete	46,500			46,500	\$100.00	TON	\$4,650,000.00	
Aggregate Base	66,700			66,700	\$50.00	CY	\$3,335,000.00	
Striping	300,000			300,000	\$1.25	LF	\$375,000.00	
Signing	500			500	\$500.00	EA	\$250,000.00	
Pavement Marking	1,370			1,370	\$8.00	SF	\$11,000.00	
Drainage	50,000			50,000	\$50.00	LF	\$2,500,000.00	
Staging	1			1	\$3,000,000.00	LS	\$3,000,000.00	
Traffic Signal	5			5	\$300,000.00	EA	\$1,500,000.00	
Traffic Signal Modification	2			2	\$200,000.00	EA	\$400,000.00	
Bridge Widening	1			1	\$1,500,000.00	EA	\$1,500,000.00	
Utility Relocation	1			1	\$3,000,000.00	LS	\$3,000,000.00	
Environmental Mitigation	1			1	\$2,000,000.00	LS	\$2,000,000.00	
Right-of-Way Acquisition	1,000,000			1,000,000	\$20.00	SF	\$20,000,000.00	
Construction Subtotal								\$46,321,000.00
Project Development Support								
Construction Support					10%	LS	\$4,633,000.00	
Engineering Design					8%	LS	\$3,706,000.00	
Environmental					5%	LS	\$2,317,000.00	
Right-of-Way Support					12%	LS	\$2,400,000.00	
					Subtotal		\$59,377,000.00	
Contingency					25%	LS	\$14,844,000.00	
Total								\$74,221,000.00

ASSUMPTIONS

Assumes San Miguel Canyon Road will be widened by 36' between Castroville Boulevard and Hall Road for turn lanes and bike lanes
 Assumes Hall Road will be widened by 36' between San Miguel Canyon Road and Elkhorn Road for turn lanes and bike lanes
 Assumes Elkhorn Road will be widened by 36' between Hall Road and Salinas Road for turn lanes and bike lanes
 Assumes Salinas Road will be widened by 36' between Elkhorn Road and San Juan Road for turn lanes and bike lanes
 Assume 6" AC, 1.5" AB structural section for new pavement
 Assume modifying Hall Road/Las Lomas Drive intersection and Hall Road/San Miguel Canyon Road intersection traffic signals
 Assume new traffic signals at Castroville Boulevard, Johnson Road, Sill Road, Willow Road, and Elkhorn Road intersections
 Assume widening Elkhorn Road bridge over railroad tracks
 Assume 20' wide right of way acquisition
 Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.
 Assume right of way acquisition will cost \$20 per square foot due to acquisition being a combination of open farmland, open space, and developed land.
 Assume project will pay utility relocation costs

APPENDIX F

Project #12

Salinas Road Improvements

Description	Quantity		Total Quantity	Unit Cost	Unit	Total Cost
Length	3,300		3,300	-	LF	-
Grading/Excavation	14,700		14,700	\$15.00	CY	\$221,000.00
Clearing/Grubbing	198,000		198,000	\$1.00	SF	\$198,000.00
Asphalt Concrete	2,300		2,300	\$100.00	TON	\$230,000.00
Aggregate Base	3,300		3,300	\$50.00	CY	\$165,000.00
Striping	19,800		19,800	\$1.25	LF	\$25,000.00
Signing	40		40	\$500.00	EA	\$20,000.00
Pavement Marking	880		880	\$8.00	SF	\$7,000.00
Drainage	3,300		3,300	\$50.00	LF	\$165,000.00
Staging	1		1	\$500,000.00	LS	\$500,000.00
Traffic Signal	2		2	\$300,000.00	EA	\$600,000.00
Utility Relocation	1		1	\$500,000.00	LS	\$500,000.00
Environmental Mitigation	1		1	\$500,000.00	LS	\$500,000.00
Right-of-Way Acquisition	80,000		80,000	\$20.00	SF	\$1,600,000.00
Construction Subtotal						\$4,731,000.00
Project Development Support						
Construction Support				10%	LS	\$474,000.00
Engineering Design				8%	LS	\$379,000.00
Environmental				5%	LS	\$237,000.00
Right-of-Way Support				12%	LS	\$192,000.00
Subtotal						\$6,013,000.00
Contingency						
25%						\$1,503,000.00
Total						\$7,516,000.00

ASSUMPTIONS

Assume realigning Salinas Road between Werner Road and Elkhorn Road

Assumes Salinas Road will be 60' wide

Assume 6" AC, 1.5" AB structural section for new pavement

Assume new traffic signals at Salinas Road/Elkhorn Road intersection and at Salinas Road/Werner Road intersection

Assume 80' wide right of way acquisition

Right-of-Way support includes obtaining temporary construction easements, Title Reports, etc.

Assume right of way acquisition will cost \$20 per square foot due to acquisition being a combination of open farmland, open space, and developed land.

Assume project will pay utility relocation costs



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2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Final Environmental Impact Report

SCH#2015121080

prepared by

Association of Monterey Bay Area Governments

24580 Silver Cloud Court

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June 2018

Executive Summary

Project Summary

The 2040 Association of Monterey Bay Area Governments (AMBAG) ~~Draft~~ Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is a long-range planning document required by both State and Federal law that is an update of the 2035 AMBAG MTP/SCS. Reference to the 2040 MTP/SCS throughout this ~~Draft~~ EIR Environmental Impact Report (EIR) refers to the ~~Draft~~ 2040 MTP/SCS. It contains a compilation of the projects proposed in the ~~Draft~~ Regional Transportation Plans (RTPs) prepared by the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz Counties, respectively. Transportation system improvement projects identified in the 2040 MTP/SCS include: active transportation projects, highway and local roadway projects, transportation demand management (TDM) projects, transit projects and other projects, such as airport operations, wildlife corridor crossing and administration and planning. A full list of transportation projects is provided in Appendix B. A copy of the ~~Draft~~ 2040 MTP/SCS is available for review at AMBAG offices (24580 Silver Cloud Court, Monterey, California, 93940), the TAMC offices (55 Plaza Circle B, Salinas, California 93901), the SBtCOG offices (330 Tres Pinos Road, Suite C7, Hollister, California 95023), the SCCRTC offices (1523 Pacific Avenue, Santa Cruz, California 95060), and on the AMBAG website: <http://www.ambag.org/>.

AMBAG is also responsible for preparing a Sustainable Communities Strategy (SCS) as part of the MTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008 (discussed further below). The SCS, included in the 2040 MTP/SCS, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

Alternatives

This Environmental Impact Report (EIR) examines three alternatives to the proposed 2040 MTP/SCS:

- **Alternative 1: No Project Alternative.** The No Project Alternative is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short range Metropolitan Transportation Improvement Program (MTIP).
- **Alternative 2: Livable Communities Alternative.** The Livable Communities Alternative includes a land use pattern that further concentrates forecasted population and employment growth in urban areas with a focus on infill, mixed use and transit oriented development (TOD) in and around commercial corridors. The transportation network under this alternative includes transit investments in addition to other alternative modes of transportation to serve a more concentrated growth pattern. Specifically, active transportation investments such as bicycle

facilities, sidewalks, traffic calming measures and intersection safety improvements would be prioritized in this alternative. A greater level of investment would be focused on closing transit gaps by expanding local transit, rather than interregional or long distance services.

- **Alternative 3: Maintained Mobility Alternative.** The Maintained Mobility Alternative includes a land use pattern comprised of existing land use plans and a transportation network that includes more transportation projects focused on mobility, rehabilitation and safety. A greater level of investment is focused on local street and road projects combined with investment in long distance transit service such as rail to increase mobility within the region. Operations and maintenance projects are included to improve safety on the region's local streets and roads and transit system also are given a higher priority.

Each alternative is described in greater detail and analyzed in Section 7.0, *Alternatives*, to determine whether environmental impacts would be similar to, less than, or greater than those of the preferred scenario in the 2040 MTP/SCS (i.e., EIR proposed project).

Areas of Controversy

Section 15123 of the CEQA Guidelines requires that an EIR identify areas of controversy which are known to the Lead Agency, including issues raised by other agencies and the public. Areas of controversy associated with the proposed Plan are made known through comments received during the Notice of Preparation (NOP) process, as well as input solicited during public scoping meetings and an understanding of the community issues in the study area. Public comments received during the NOP scoping period are summarized in Table 1.

Issues to Resolve

CEQA Guidelines Section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects. Issues to be resolved include:

- How to address impacts from the SCS land use scenario that must be mitigated by the local land use authority, given that AMBAG and the RTPAs do not have jurisdiction over land use regulations.
- How best to require mitigation measures that can be enacted by implementing agencies in a manner to ensure CEQA streamlining for qualifying projects, per SB 375 and other laws, can occur.
- Whether to approve the ~~Draft~~ 2040 MTP/SCS or an alternative.

Table 1 NOP Comments and EIR Response

Commenter	Comment/Request	How and Where it was Addressed
Agency Comments		
Ohlone/Costanoan-Esselen Nation (OCEN)	<p>Objects to all excavation in known cultural lands, even when they are described as previously disturbed and of no significant archaeological value.</p> <p>Requests that all sacred burial items be left on burial site or where they are discovered.</p> <p>Requests that all cultural items be returned to OCEN.</p> <p>Requests to be provided with archaeological reports and surveys, including subsurface testing and presence/absence testing.</p> <p>Requests to be included in mitigation and recovery programs, reburial of any ancestral remains, placement of all cultural items, and that a Native American Monitor of OCEN, approved by the OCEN Tribal Council, be used within OCEN aboriginal territory.</p> <p>Requests consultation on projects affecting OCEN aboriginal homelands.</p>	Refer to Sections 4.5, Cultural and Historic Resources and 4.13, Tribal Cultural Resources.
Monterey Bay Unified Air Pollution Control District (MBUAPCD, now the Monterey Bay Air Resources Board [MBARD])	<p>Encourages construction of roundabouts to reduce congestion as well as criteria and GHG emissions whenever feasible. Funding is available through the District's AB 2766 program.</p> <p>Encourages signal coordination systems that respond to real-time traffic conditions and thereby reduce congestion as well as criteria pollutants and GHGs. Funding is available through the District's AB 2766 program.</p> <p>Encourages the replacement of fossil fueled vehicles with either plug-in electric (PEV) or fuel cell vehicles to support the Governor's Executive Order B-16-2012 to put 1.5 million zero-emission vehicles in the fleet by 2025.</p> <p>Encourages municipalities and project developers to support the implementation of electric vehicle charging infrastructure. The Monterey Bay PEV Readiness Plan should be consulted as a guide to the installation and permitting processes for EV charging infrastructure.</p> <p>Encourages cities and counties to adopt Climate Action Plans (CAP) that help achieve the 2035 (5 percent) regional target established for our area under SB 375. Also, develop a model CAP for jurisdictions. Consistency with the applicable CAP alleviates the need for lead agencies to adopt quantitative GHG thresholds for their areas of jurisdiction.</p> <p>Supports land use policies that improve jobs/housing balance so people work in the community where they live rather than traveling great distances.</p> <p>Requests prioritization of reducing congestion and toxic emissions along congested highway corridors which are bordered by high density residential</p>	<p>The comments primarily pertain to the project list included in the 2040 MTP/SCS and not the program-level analysis of environmental effects of the 2040 MTP/SCS. Many of these suggestions, including electric vehicle infrastructure, are accounted for in the analysis (see Modeling Methodology and Off-Model Adjustments in Appendix F). Refer to Section 4.2, <i>Air Quality and Health Impacts/Risks</i> and 4.8, <i>Greenhouse Gas Emissions/Climate Change</i>, for an analysis of air quality and GHG related impacts of the proposed 2040 MTP/SCS.</p> <p>A discussion of regional and local Climate Action Plans, and consistency or conflicts of the 2040 MTP/SCS with these plans is provided in Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i>.</p> <p>The 2040 MTP/SCS is designed to maintain and foster the balance between jobs and housing within the AMBAG region and provides a strategy to allocate growth in such a way as to achieve a more balanced jobs/housing ratio and to optimize transportation investments that support those land uses. Section 4.14, <i>Transportation and Circulation</i>, provides an analysis of traffic impacts based on the strategy of a more</p>

Commenter	Comment/Request	How and Where it was Addressed
	developments and discourages development adjacent to congested highways. Highlights AMBAG’s Commute Alternatives Program, which serves to reduce VMT, congestion and GHG emission from motor vehicles thereby helping to achieve the goals of SB 375 and the SCS.	balanced job to housing ratio. Section 4.2, <i>Air Quality and Health Impacts/Risks</i> , evaluates the potential health risks associated with toxic air emissions.
Public Comments		
Dana Bagshaw	Requested consideration of impacts from the environment on the project. Specifically, the EIR needs to evaluate impacts such as rising sea levels on fixed rail trains in the flood zone.	Impacts from the environment on the project are identified as appropriate throughout Section 4.0 based on Appendix G to the State CEQA Guidelines. Refer to Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i> , for a discussion of climate change adaptation impacts and Section 4.10, <i>Hydrology and Water Quality</i> , for a discussion of flooding-related impacts.

Summary of Impacts and Mitigation Measures

Table 2 includes a brief description of the identified environmental impacts, proposed mitigation measures and the level of significance after mitigation. Specific 2040 MTP/SCS projects that may contribute to the impacts described below are listed in the tables at the end of individual impact sections (4.1 through 4.14).

This document is a Program EIR. Section 15168(a) of the CEQA Guidelines states that:

A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

As a programmatic document, this EIR presents a regional assessment of the impacts of the proposed 2040 MTP/SCS and the RTPs prepared by the Monterey, San Benito and Santa Cruz Regional Transportation Planning Agencies (RTPAs). Analysis of site-specific impacts of individual projects is not the intended use of a program EIR. Many specific projects are not currently defined to the level that would allow for such an analysis. Individual project specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. This program EIR serves as a first-tier environmental document under CEQA supporting second-tier environmental documents for:

- Transportation projects developed during the engineering design process; and
- Land use and development projects, including residential or mixed use projects and transit priority projects consistent with the SCS.

This EIR evaluates impacts against existing conditions, which are generally conditions existing at the time of the release of the NOP (December 2015). It was determined that a comparison to current,

existing baseline conditions would provide the most relevant information for the public, responsible agencies, and AMBAG decision-makers. For some issue areas, this EIR also includes consideration of impacts against a forecast future baseline condition in addition to the current, existing (2015) baseline conditions, controlling for impacts caused by population growth and other factors that would occur whether or not the 2040 MTP/SCS or the RTPs prepared by the Monterey, San Benito and Santa Cruz RTPAs are adopted. This future baseline analysis is provided for informational purposes only. For certain issue areas (including air quality, greenhouse gas emissions/climate change, energy, noise and transportation/circulation), impacts would occur as a result of background population growth, urbanization and volume of average daily traffic increases in the region that would occur by 2040, with or without implementation of the 2040 MTP/SCS. Thus, for these issue areas, a comparison to a future 2040 baseline is provided for informational purposes. However, all impact determinations are based on a comparison to existing 2015 baseline conditions.

Mitigation identified in this EIR, as listed in Table 2, shall be implemented by the Transportation Agency for Monterey County (TAMC), San Benito County Council of Governments (SBtCOG) and Santa Cruz County Regional Transportation Commission (SCCRTC) for transportation projects under their jurisdiction. Transportation project implementing agencies can and should implement these measures. For land use projects implementing the 2040 MTP/SCS, cities and counties in the AMBAG region can and should implement these measures, where relevant. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

Table 2 Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

Impact	Mitigation Measure(s)	Significance After Mitigation
Aesthetics/Visual Resources		
<p>Impact AES-1. Proposed transportation improvement projects and land use projects envisioned by the 2040 MTP/SCS may affect public views of scenic vistas and along designated scenic corridors, including state scenic highways. This would be a significant and unavoidable impact.</p>	<p>AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Implementing agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.</p> <p>AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. The implementing agency of a particular 2040 MTP/SCS project shall replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact AES-2. Proposed transportation improvement projects and land use projects envisioned by the 2040 MTP/SCS may substantially degrade existing visual character in the AMBAG region. This would be a significant and unavoidable impact.</p>	<p>AES-2 Design Measures for Visual Compatibility. The implementing agency shall require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include:</p> <ul style="list-style-type: none"> ▪ Siting or designing projects to minimize their intrusion into important viewsheds; ▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; ▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade; ▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); ▪ Protecting or replacing trees in the project area; ▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and ▪ Designing new structures to be compatible in scale, mass, character and architecture with existing structures. 	<p>Significant and unavoidable</p>
<p>Impact AES-3. Transportation projects envisioned in the 2040 MTP/SCS would result in increased lighting from security lighting, landscape and structure lighting and lights on vehicles. Land use projects envisioned in the 2040 MTP/SCS would also introduce new or intensified sources of lighting. This lighting may adversely affect views in the area and would be a significant but mitigable impact.</p>	<p>AES-3(a) Roadway Lighting. Roadway lighting shall be minimized to the extent possible, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.</p> <p>AES-3(b) Lighting Design Measures. As part of planning, design and engineering for projects, implementing agencies shall ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used. ▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site. ▪ Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes. ▪ Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. <p>AES-3(c) Glare Reduction Measures. Implementing agencies shall minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:</p> <ul style="list-style-type: none"> ▪ Planting trees along transportation corridors to reduce glare from the sun; ▪ Creating tree wells in existing sidewalks; ▪ Adding trees in new curb extensions and traffic circles; ▪ Adding trees to public parks and greenways; ▪ Landscaping off-street parking areas, loading areas and service areas; ▪ Limiting the use of reflective materials, such as metal; ▪ Using non-reflective material, such as paint, vegetative screening, matte finish 	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
	coatings and masonry; <ul style="list-style-type: none"> ▪ Screening parking areas by using vegetation or trees; ▪ Using low-reflective glass; and ▪ Complying with applicable general plan policies or local controls related to glare ▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning. 	
Agriculture and Forestry Resources		
Impact AG-1. Proposed transportation improvements and land use projects envisioned by the 2040 MTP/SCS could result in the conversion of Important Farmland to nonagricultural use, or conflict with existing zoning for agriculture, or a Williamson Act contract. This would be a significant and unavoidable impact.	AG-1 Impact Avoidance and Minimization. Implementing agencies shall implement measures, where feasible based on project-and site-specific considerations that include, but are not limited to those identified below. <ul style="list-style-type: none"> ▪ Require project relocation or corridor realignment, where feasible, to avoid Important Farmland, agriculturally-zoned land and/or Williamson Act contract; ▪ Compensatory mitigation at a minimum 1:1 (impacted:replaced) acreage ratio with Important Farmland of equivalent or better quality; ▪ Require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of Important Farmland; and/or ▪ Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.). 	Significant and unavoidable
Air Quality		
Impact AQ-1. Since the 2040 MTP/SCS would not conflict with the regional population forecast, and would reduce emissions of ozone precursors below 2015 baseline levels, it would not conflict with or obstruct implementation of the AQMP. Therefore, impacts would be less than significant.	None required.	Less than significant
Impact AQ-2. Construction activities associated with transportation projects under the 2040 MTP/SCS, as well as the land use projects envisioned by the 2040 MTP/SCS, would create fugitive dust and ozone precursor emissions and could violate air quality standards,	AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2040 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used. <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposure. ▪ Prohibit all grading activities during periods of high wind (over 15 mph). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut 	Significant and unavoidable

2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>contribute substantially to existing or projected air quality violations, or result in a cumulatively considerable net increases in PM₁₀ or ozone precursor emissions. This impact would be significant and unavoidable.</p>	<p>and fill operations and hydro seed area.</p> <ul style="list-style-type: none"> ▪ Haul trucks shall maintain at least 2'0" of freeboard. ▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Install wheel washers at the entrance to construction sites for all exiting trucks. ▪ Pave all roads on construction sites. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Limit the area under construction at any one time. ▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance). <p>AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.</p> <p>AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.</p>	
<p>Impact AQ-3. Implementation of the 2040 MTP/SCS would reduce ozone precursors compared to 2015 existing conditions. However, implementation of the 2040 MTP/SCS would increase PM₁₀ emissions compared to 2015 existing conditions, which could contribute substantially to a projected air quality violation. long-term operational impacts related to PM₁₀ emissions would be significant and unavoidable.</p>	<p>AQ-3 Project-Level PM₁₀ Emissions Reduction. Implementing agencies shall evaluate PM₁₀ emissions as part of project-specific CEQA review and discretionary approval decisions for land use projects in the NCCAB. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce PM₁₀ emissions below MBARD standards to the extent feasible. PM₁₀ emissions reduction measures may include:</p> <ul style="list-style-type: none"> ▪ Require new residential and commercial construction to apply dust suppressants, including water and non-toxic surfactants, and to comply with the maximum feasible dust and emissions control measures recommended by MBARD, to reduce particulate matter emissions from construction areas. ▪ Require new construction projects to use the newest available (Tier 3 or better) construction equipment, which generate lower emissions of diesel particulate matter when operating. ▪ Require new development to contribute mitigation fees to the MBARD Carl Moyer grant incentive programs that provide funding for regional PM10-reduction measures, including replacement of diesel engines in buses and other vehicles that reduce emissions of diesel particulate matter in the District. 	<p>Significant and unavoidable</p>

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<p>Impact AQ-4. Implementation of the 2040 MTP/SCS would not result in a significant regional increase in toxic air emissions or odorous compounds when compared to 2015 existing conditions. However, future growth and development facilitated by the 2040 MTP/SCS land use scenario could expose sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors. Impacts would be significant and unavoidable.</p>	<p>AQ-4 Health Risk Reduction Measures. Transportation implementing agencies shall implement the following measures:</p> <ul style="list-style-type: none"> ▪ <u>During project-specific design and CEQA review, the potential localized particulate (PM₁₀ and PM_{2.5}) impacts and their health risks shall be evaluated for the project using procedures and guidelines consistent with U.S. EPA 2015's <i>Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas</i>. If required based on the project-level hotspot analysis, project-specific mitigation shall be added to the project design concept or scope to ensure that local particulate (PM₁₀ and PM_{2.5}) emissions would not reach a concentration at any location that would cause estimated cancer risk to exceed the 2015 Office of Environmental Health Hazard Assessment (OEHHA) threshold of 10 in one million. Per the U.S. EPA guidance (2015), potential mitigation measures to be considered may include but shall not be limited to: providing a retrofit program for older higher emitting vehicles, anti-idling requirements or policies, controlling fugitive dust, routing traffic away from populated zones and replacing older buses with cleaner buses. These measures can and should be implemented to reduce localized particulate impacts as needed.</u> ▪ Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby residents to TAC concentrations. ▪ If impacts result in increased risks to sensitive receptors above significance thresholds, Plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed. <p>In addition, consistent with the general guidance contained in CARB's Air Quality and Land Use Handbook (April 2005) and Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways (April 2017), for land use projects, appropriate and feasible measures shall be incorporated into project building design for residential, school and other sensitive uses located within 500 feet, or other distance as determined by the lead agency, of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter, including roadways experiencing significant vehicle delays (CARB 2005). The appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual sites and project circumstances. These measures may include:</p> <ul style="list-style-type: none"> ▪ Avoid siting new sensitive land uses within 500 feet of a freeway or railway. ▪ Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate and maintain in good working order a central heating and 	<p>Significant and unavoidable</p>

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	<p>ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters should be used. Ongoing maintenance should occur.</p> <ul style="list-style-type: none"> ▪ Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least 4 air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions. ▪ Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems. 	
<p>Impact AQ-5. Re-entrained dust has the potential to increase airborne PM₁₀ and PM_{2.5} levels in Monterey, San Benito and Santa Cruz Counties. The increase in growth expected through the 2040 MTP/SCS planning horizon would result in additional vehicle miles traveled compared to baseline conditions, which would add to the particulate emissions levels in the area. However, total re-entrained dust levels would be lower with implementation of the 2040 MTP/SCS than 2015 existing conditions. Implementation of MBARD control measures would further reduce such emissions. Therefore, impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

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Biological Resources		
<p>Impact B-1. Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may have substantial adverse impacts on special status plant and animal species, either directly or through habitat modifications. Impacts would be significant and unavoidable.</p>	<p>B-1(a) Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The biological resources assessment shall evaluate the potential for impacts to all biological resources including, but not limited to: special status species, nesting birds, wildlife movement, sensitive plant communities, critical habitat, Essential Fish Habitat, and other resources judged to be sensitive by local, state and/or federal agencies. Depending on the results of the biological resources assessment, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state and federal agencies may be required. The following mitigation measures [B-1(b) through B-1(j)] shall be incorporated only as applicable into the biological resources assessment for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the biological resources assessment where suitable habitat is present. The results of the biological resources screening and assessment shall be provided to the implementing agency for review and approval.</p> <p>B-1(b) Special Status Plant Species Surveys. If completion of the project-specific biological resources assessment determines that special status plant species have potential to occur on-site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally-timed to coincide with the target species identified in the project-specific biological resources assessment. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years prior to project implementation (annual grassland habitats may require yearly surveys). All special status plant species identified on-site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special status plant species are identified, mitigation measure B-1(c) shall apply.</p> <p>B-1(c) Special Status Plant Species Avoidance, Minimization and Mitigation. If state- or federally listed and/or CRPR 1 and 2 species are found during special status plant surveys [pursuant to mitigation measure B-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.</p> <p>If special status plants species cannot be avoided and would be impacted by a project implemented under the 2040 MTP/SCS, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.</p> <p>B-1(d) Endangered/Threatened Species Habitat Assessment and Protocol Surveys. Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened animal species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any</p>	<p>Significant and unavoidable</p>

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	<p>construction permits/project approvals.</p> <p>Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.</p> <p>If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure B-1(e) shall apply.</p> <p>B-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall re-design the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the maximum extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or establish conservation easements or funds for acquisition of conservation easements as compensatory mitigation to offset impacts to federal and/or state listed species habitat.</p> <p>Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.</p> <p>If on and/or off site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.</p> <p>B-1(f) Endangered/Threatened Species Avoidance and Compensatory Mitigation. The following measures shall be applied to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence, and the results of the biological resources screening and assessment (measure B-1(a)).</p> <ul style="list-style-type: none"> ▪ Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the appropriate measures in the BO or Habitat Conservation Plan (HCP)/Incidental Take Permit (ITP) issued by the USFWS/NMFS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) shall be implemented; or if such guidance is not in place for the activity, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction. ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction Environmental Sensitive Area fencing installed 	

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	<p>between said area and the limits of disturbance.</p> <ul style="list-style-type: none"> ▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed <u>during the dry season, typically</u> between April 1 and October 31, to avoid impacts to sensitive aquatic species. ▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented. ▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS. ▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system. ▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. Alternatively, the appropriate measures shall be implemented in accordance with the BO or HCP/ITP issued by the USFWS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) and work can then continue as guided by those documents and the agencies as appropriate. ▪ All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill kit shall be available at each work location near riparian habitat or water bodies. ▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel <u>other than equipment necessary to conduct approved dewatering activities required for project construction.</u> ▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. ▪ At the end of each work day, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. <p>B-1(g) Non-Listed Special Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the following measures shall be selected from among the following to reduce the potential for impacts to non-listed special status animal species:</p> <ul style="list-style-type: none"> ▪ Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer, and shall identify all special status animal species that may occur on-site. All non-listed special status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction. ▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species 	

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	<p>unearthed by construction activities.</p> <ul style="list-style-type: none"> ▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project. ▪ If special status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step. <ul style="list-style-type: none"> □ If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately. □ If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW. □ If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site. <p>B-1(h) Preconstruction Surveys for Nesting Birds. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act, and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 30 days prior to vegetation removal activities.</p> <p>A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles, shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.</p> <p>If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 300 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. The objective of the buffer shall be to reduce disturbance of nesting birds. All buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the young have fledged from the nest or the nest fails.</p> <p>For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use.</p> <p>A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.</p> <p>B-1(i) Worker Environmental Awareness Program (WEAP). Prior to initiation of</p>	

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	<p>construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them.</p>	
<p>Impact B-2. Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may result in substantial adverse impacts on sensitive habitats, including federally protected wetlands. This impact would be significant and unavoidable.</p>	<p>B-2(a) Jurisdictional Delineation. If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC, a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a jurisdictional delineation report that shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the maximum extent feasible. The delineation shall serve as the basis to identify jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure B-2(f).</p> <p>B-2(b) Wetlands, Drainages and Riparian Habitat Restoration. Impacts to jurisdictional drainages, wetlands and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and submitted to the agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.</p> <p>B-2(c) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.</p> <p>B-2(d) Sensitive Vegetation Community Avoidance and Mitigation. If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS would impact sensitive vegetation communities, impacts to sensitive communities shall be avoided through final project design modifications.</p> <p>If the implementing agency determines that sensitive communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the agency overseeing the project for approval.</p> <p>B-2(e) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and</p>	<p>Significant and unavoidable</p>

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	<p>eradication.</p> <p>The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:</p> <ul style="list-style-type: none"> ▪ During construction, the project shall make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species. ▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall: stockpile topsoil and redeposit the stockpiled soil after construction, or transport the topsoil to a permitted landfill for disposal. ▪ The erosion control/ restoration plans for the project must emphasize the use of sensitive species that are expected to occur in the area and that are considered suitable for use at the project site. ▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. ▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project. ▪ All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan. <p>B-2(f) Wetlands, Drainages and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required for development within or adjacent to wetlands, drainages, or riparian habitat:</p> <ul style="list-style-type: none"> ▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas. ▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project. ▪ Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies. ▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. ▪ All project-generated debris, building materials and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them. ▪ Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat. ▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur. 	

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact B-3. Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may substantially interfere with wildlife movement, including fish migration, and/or impede the use of a native wildlife nursery. This impact would be significant and unavoidable.</p>	<p>B-3(a) Project Design for Wildlife Connectivity. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing or other project components shall not block wildlife movement through riparian or other natural habitat. Where fencing or other project components that may disrupt wildlife movement is required for public safety concerns, they shall be designed to permit wildlife movement by incorporating design features such as:</p> <ul style="list-style-type: none">▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; and▪ If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level.▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate.▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements). <p>B-3(b) Maintain Connectivity in Drainages. No permanent structures shall be placed within any drainage or river that would impede wildlife movement (i.e., no hardened caps or other structures in the stream channel perpendicular to stream flow be left exposed or at depth with moderate to high risk for exposure as a result of natural bed scour during high flow events and thereby potentially create impediments to passage).</p> <p>In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.</p> <p>If water is to be diverted around work sites, a diversion plan shall be submitted to AMBAG, RTPA and/or local jurisdiction 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.</p> <p>B-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans in order to minimize temporary disruption of wildlife, which could hinder wildlife movement:</p> <ul style="list-style-type: none">▪ Designation of a 20 mile per hour speed limit in all construction areas.▪ <u>Whenever feasible, Daily</u> construction work schedules shall be limited to daylight hours only.▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.▪ No pets are permitted on project site during construction.	<p>Significant and unavoidable</p>

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Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact B-4. Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact B-5. Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.</p>	<p>None required.</p>	<p>No impact</p>
<p>Cultural and Historical Resources</p>		
<p>Impact CR-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known or unknown historical resources as defined in CEQA Guidelines Section 15064.5. Impacts to historical resources would be significant and unavoidable.</p>	<p>CR-1 Historical Resources Impact Minimization. Prior to individual project permit issuance, the implementing agency of a 2040 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> ▪ Realign or redesign projects to avoid impacts on known historic resources where possible. ▪ If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings. 	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact CR-2. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known and unknown archeological resources as defined in CEQA Guidelines Section 15064.5. Impacts to archaeological resources would be significant and unavoidable.</p>	<ul style="list-style-type: none"> ▪ Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources. <p>CR-2 Archaeological Resources Impact Minimization. Before construction activities, implementing agencies shall retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations.</p> <p>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.</p> <p>Implementing agencies shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</p>	<p>Significant and unavoidable</p>
<p>Impact CR-3. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources as defined in CEQA Guidelines Section 15064.5. Impacts to paleontological resources would be significant and unavoidable.</p>	<p>CR-3 Paleontological Resources Impact Minimization. The implementing agency of a 2040 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work, and other excavations) shall retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources, the following measures shall apply:</p> <ul style="list-style-type: none"> ▪ <i>Paleontological Mitigation and Monitoring Program.</i> A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications. 	<p>Significant and unavoidable.</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
	<ul style="list-style-type: none"> ▪ <i>Paleontological Worker Environmental Awareness Program (WEAP).</i> Prior to the start of ground disturbance activity greater than two feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ▪ <i>Paleontological Monitoring.</i> Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. ▪ <i>Salvage of Fossils.</i> If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. ▪ <i>Preparation and Curation of Recovered Fossils.</i> Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps. ▪ <i>Final Paleontological Mitigation and Monitoring Report.</i> Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils and the scientific significance of those fossils, and where fossils were curated. 	
<p>Impact CR-4. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could result in damage to or destruction of human burials. Impacts to human burials would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
Energy		
<p>Impact E-1. Future transportation improvement projects and implementation of the land use scenario envisioned by the 2040 MTP/SCS would increase demand for energy beyond existing conditions. However, the 2040 MTP/SCS would not result in inefficient, unnecessary, or wasteful direct or indirect consumption of energy, and would be consistent with applicable federal, state, and local energy conservation policies. As such, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact E-2. Implementation of the 2040 MTP/SCS would generate energy demand that may require construction of new energy facilities or the expansion of such facilities. Impacts would be significant and unavoidable.</p>	<p>E-2(a) Mitigate Impacts of New or Expanded Energy Facilities. During the planning, design and project-level CEQA review process, apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion shall be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions shall include those necessary to avoid or reduce environmental impacts associated with, but not limited to: air quality, noise, traffic, biological resources, cultural resources, GHG emissions, hydrology and water quality and others that apply to specific construction or expansion of natural gas and electric facilities projects.</p> <p>E-2(b) Develop Energy Demand Calculations and Reduce Energy Demand. During the planning, design and project-level CEQA review process for individual development projects, develop electricity and natural gas demand calculations for any project anticipated to require substantial energy consumption. Implementing agencies shall implement design and mitigation measures that reduce energy consumption and promote the use of on-site renewable energy. This may include, but would not be limited to: installing energy-reducing shading mechanisms for windows, porches, patios, etc.; installing energy-reducing day lighting systems (e.g., skylights); use of low-energy interior and street lighting; and/or installation of solar photovoltaic (PV) panels or other on-site renewable energy that generates a minimum of 30 percent of the project’s total energy demand.</p>	<p>Significant and unavoidable</p>

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Impact	Mitigation Measure(s)	Significance After Mitigation
Geology and Soils		
<p>Impact GEO-1. Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2040 MTP/SCS could be subject to seismic hazards, including fault rupture, ground-shaking, liquefaction and landslides, that could expose people or structures to substantial adverse effects. Impacts would be significant but mitigable.</p>	<p>GEO-1 Geotechnical Design. If a 2040 MTP/SCS project is located in a zone of high potential ground-shaking intensity, implementing agencies can and should complete a site specific geotechnical report conducted by a qualified geotechnical expert. Any investigations shall comply with the California Geological Survey’s Guidelines for Evaluating and Mitigating Seismic Hazards in California and projects shall comply with the recommendations stated in the geotechnical analysis (California Geological Survey 2008). Recommendations may include, but are not limited to, the following: fill placement and compaction, isolated and continuous footing, site specific pipe bedding and site specific seismic design criteria.</p>	<p>Less than significant</p>
<p>Impact GEO-2. Grading associated with transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could cause soil erosion and loss of top soil. However, compliance with applicable regulations would ensure that impacts would remain less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact GEO-3. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could be located on potentially unstable soils or in areas of lateral spreading, subsidence, or high liquefaction potential. Impacts would be significant but mitigable.</p>	<p>GEO-3(a) Geotechnical Analysis. If a 2040 MTP/SCS project is located in an area of moderate to high liquefaction, lateral spreading, and/or subsidence potential or in underground areas located in an area of high groundwater potential, the RTPAs shall ensure and sponsor agencies can and should ensure that these structures are designed based upon site specific geology, soils, and earthquake engineering studies conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible design measures include, but would not be limited to: deep foundations, removal of liquefiable materials, and dewatering.</p> <p>GEO-3(b) Hillside Stability Evaluation. If a 2040 MTP/SCS project requires cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the implementing agency shall ensure that hillside stability evaluations and/or specific slope stabilization studies are conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible stabilization methods include buttresses, retaining walls and soldier piles. <u>In addition, to sustain a functional long-term transportation system along the coast, the strategies identified in Caltrans’ 2004 Big Sur Coast Highway Management Plan shall be implemented where appropriate and when feasible. Applicable Big Sur Coast Highway Management Plan measures may include, but are not limited to:</u></p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
	<p><u>adaptation to the fluid landform; separation of the highway from the moving landform; and, temporary or permanent rockfall catchments.</u></p> <p>GEO-3(c) Site Specific Geotechnical Evaluation. If a 2040 MTP/SCS project is located in an area of highly expansive soils, the RTPAs shall and sponsors agencies can and should ensure that a site-specific geotechnical investigation is conducted. The investigation shall identify hazardous conditions and recommend appropriate design factors to minimize hazards. Such measures could include concrete slabs on grade with increased steel reinforcement, removal of highly expansive material and replacement with non-expansive import fill material, or chemical treatment with hydrated lime to reduce the expansion characteristics of the soils.</p>	
Greenhouse Gas Emissions/Climate Change		
<p>Impact GHG-1. Construction of the transportation improvement projects and development within future land use projects envisioned by the 2040 MTP/SCS would generate temporary short-term GHG emissions that may have a significant effect. Impacts would be significant but mitigable.</p>	<p>GHG-1 Construction GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing diesel particulate and NO_x emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. Current GHG-reducing measures include the following:</p> <ul style="list-style-type: none"> ▪ Use of diesel construction equipment meeting CARB's Tier 24 certified engines <u>wherever feasible for or cleaner</u> off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation. <u>Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where Tier 3 engines are not feasible, Tier 2 certified engines shall be used;</u> ▪ Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; ▪ All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit; ▪ Use of electric powered equipment in place of diesel powered equipment when feasible; ▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and ▪ Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel powered equipment for 15 percent of the fleet; and Use of materials sources from local suppliers; and ▪ Recycling of at least 50 percent of construction waste materials. 	<p>Less than significant</p>
<p>Impact GHG-2. Implementation of the 2040 MTP/SCS would not result in a significant increase in total GHG emissions from mobile and land use sources compared to 2015 baseline conditions. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

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Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact GHG-3. Implementation of the 2040 MTP/SCS would not Conflict with regional SB 375 per capita passenger vehicle CO₂ emission reduction targets. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact GHG-4. Implementation of the 2040 MTP/SCS would not interfere with climate action plans for the Cities of Monterey, Capitola, Santa Cruz, Gonzales and Watsonville, as well as Monterey County and Santa Cruz County. However, the 2040 MTP/SCS would conflict with the state’s ability to achieve the AB 32, SB 32 and EO-S-3-05 GHG reduction goals. Impacts would be significant and unavoidable.</p>	<p>GHG-4 Project-Level Energy Consumption and Water Use Reduction. Implementing agencies shall evaluate energy consumption and water use as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce energy consumption and water use below local standards, or, in the absence of local standards, below MBARD-recommended standards. Examples of energy- and water-saving measures include:</p> <ul style="list-style-type: none"> ▪ Require new residential and commercial construction to install solar energy systems or be solar-ready. ▪ Require new residential and commercial development to install low-flow water fixtures. ▪ Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch. ▪ Require new development to exceed the applicable Title 24 energy-efficiency requirements. 	<p>Significant and unavoidable</p>
<p>Impact GHG-5. Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2040 MTP/SCS could be subject to coastal flooding and sea level rise. Impacts would be significant and unavoidable.</p>	<p>Mitigation Measures W-4(a) and W-4(b) from <u>As described in Section 4.10, Hydrology and Water Quality, existing federal, state and local programs and ordinances would require flood prevention measures in new development, including requiring structures to be elevated above the 100-year flood zone and tsunami inundation zones, would partially reduce impacts, as they would require structures to be elevated one foot above the 100-year flood zone and 10 feet above the ground elevation in areas subject to tsunami.</u> Because sea level rise inundation areas are geographically similar to coastal flood and tsunami hazard areas, these regulations <u>measures</u> would serve to minimize impacts to some extent.</p> <p>In addition, for all transportation projects under their jurisdiction, TAMC and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects located within a potential sea level rise inundation area. Coastal cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p> <p>GHG-5 Sea Level Rise Adaptation. For projects located within a potential sea level rise inundation area, the implementing agency shall incorporate appropriate adaptation strategies to minimize hazards associated with sea level rise, such that project structures and other critical facilities would be located outside of an identified sea level rise inundation area. Appropriate adaptation strategies will depend on project- and site-specific considerations, including proximity to the coastline, elevation and type of structure or facility proposed. Adaptation strategies may include, but would not be limited to:</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
<ul style="list-style-type: none"> ▪ Project redesign to place structures and critical facilities outside of the potential sea level rise inundation area; ▪ Structural measures including drainage improvements, raising road surfaces or first floor elevations above the expected sea level rise inundation level, or strengthening structures to improve resiliency; ▪ Designing facilities to withstand periodic inundation and continue to function (i.e., waterproofing); ▪ Building a new levee or raising the elevation of an existing levee to protect the proposed building or structure, or construct engineered shoreline protection structures such as revetment and bulkheads; and/or ▪ Replenishment of sand from off-site locations to preserve beaches that are subject to erosion and land loss from rising sea levels (beach nourishment). 		
Hazards and Hazardous Materials		
<p>Impact HAZ-1. Proposed transportation improvement projects and land use projects included in the 2040 MTP/SCS would facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions. Mandatory compliance with existing regulations and programs would minimize the risk associated with these activities or accident conditions. Thus, hazards to the public or environment would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact HAZ-2. Proposed transportation improvement projects and land use projects included in the 2040 MTP/SCS would facilitate hazardous emissions or handling of acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Existing regulations and programs would reduce the risk to</p>	<p>None required.</p>	<p>Less than significant</p>

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Impact	Mitigation Measure(s)	Significance After Mitigation
<p>schools to acceptable levels. Impacts would be less than significant.</p>		
<p>Impact HAZ-3. The 2040 MTP/SCS includes land use projects and transportation projects that could occur on previously unknown hazardous material sites or sites on the list compiled by Government Code Section 65962.5. Thus, construction of these projects could create a hazard to the public or environment. Impacts would be significant but mitigable.</p>	<p>HAZ-3 Site Remediation. If an individual project included in the 2040 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.</p>	<p>Less than significant</p>
<p>Impact HAZ-4. Transportation improvement projects and land use development included in the proposed 2040 MTP/SCS may be located near a public use airport or private airstrip. Existing regulations and regulatory oversight would reduce the inherent hazard of development near airports to safe levels, and impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact HAZ-5. Land use development and transportation projects included in the 2040 MTP/SCS could interfere with existing emergency and evacuation. However, required regular updates to emergency response and evacuation plans would account for development and projects. Impacts related to interference or impairment of an adopted emergency</p>	<p>None required.</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>response plan or emergency evacuation plan would be less than significant.</p>		
<p>Impact HAZ-6. The 2040 MTP/SCS includes land development and transportation projects within areas of moderate, high, and very high fire hazard. Infill development emphasized in the 2040 MTP/SCS and existing regulations and programs would reduce the vulnerability of people and structures to wildland fire. However, the risk of loss, injury or death from wildland fire would be possible given the fire hazard across much of the AMBAG region. Impacts would be significant and unavoidable.</p>	<p>HAZ-6 Wildland Fire Risk Reduction. If an individual project included in the 2040 MTP/SCS is located within the wildland-urban interface or areas favorable for wildland fires such that project-specific CEQA analysis finds a significant risk of loss, injury or death from fire, 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:</p> <ul style="list-style-type: none"> ▪ <u>Avoid introducing new or expanded development such as residential subdivisions, schools and hospitals into fire-prone, fire-controlled ecologies (e.g., indigenous Monterey pine forest, Santa Cruz sand hills/knobcone pine forest, coastal maritime chaparral).</u> ▪ Require adherence to the local hazards mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach, and service standards for fire departments. ▪ Encourage the use of fire-resistant vegetation native to the AMBAG region and/or the local microclimate of the project site, and discourage the use of fire-prone species especially non-native, invasive species such as pampas grass or giant reed. ▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. ▪ Prohibit certain project construction activities with potential to ignite wildland fires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. ▪ Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher. 	<p>Significant and unavoidable</p>
<p>Hydrology and Water Quality</p>		
<p>Impact W-1. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could result in substantial eroded sediments and contaminants in runoff, as well as changes in drainage patterns that could degrade surface and ground water quality. However, compliance with federal, state,</p>	<p>None required.</p>	<p>Less than significant</p>

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Impact	Mitigation Measure(s)	Significance After Mitigation
<p>and local regulations would reduce impacts to water quality. Impacts would be less than significant.</p>		
<p>Impact W-2. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS would increase water demand in the AMBAG region. This demand may potentially require new or expanded water supplies, entitlements, or facilities. Impacts would be significant and unavoidable.</p>	<p>W-2(a) Construction Dust Suppression. The RTPAs shall and sponsor agencies can and should ensure that all 2040 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.</p> <p>W-2(b) Landscape Watering. In jurisdictions that do not already have an appropriate local regulatory program related to landscape watering, 2040 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.</p> <p>W-2(c) Porous Pavement. In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, the sponsor of a 2040 MTP/SCS project that involves streetscaping, parking, transit and land use improvements shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.</p> <p>W-2(d) Water Infrastructure Improvements. The sponsor of 2040 MTP/SCS projects that would require potable water service shall coordinate with water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the implementing agency.</p> <p>W-2(e) Bioswale Installation. The sponsor of a 2040 MTP/SCS project, such as new roads or roadway extensions, that would substantially increase impervious surfaces shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdictions local regulatory programs.</p>	<p>Significant and unavoidable</p>
<p>Impact W-3. implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS would incrementally increase stormwater flows in the AMBAG region. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact W-4. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040</p>	<p>None required.</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>MTP/SCS could be subject to flood hazards, dam failure, or tsunami. However, pursuant to compliance with existing regulations, the 2040 MTP/SCS would not expose people or structures to a significant risk of loss, injury, or death associated with these hazards. Impacts would be less than significant.</p>		
<p>Land Use</p>		
<p>Impact LU-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS would not physically divide an established community. This is impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact LU-2. The 2040 MTP/SCS may not be consistent with every applicable adopted State and local land use policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects. This impact would be significant and unavoidable.</p>	<p>None available.</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
Noise		
<p>Impact N-1. Construction activities associated with transportation projects and land use projects under the 2040 MTP/SCS would create temporary noise and vibration level increases in discrete locations throughout the AMBAG region. Impacts would be significant and unavoidable.</p>	<p>N-1(a) Measures to Ensure Compliance with Local Construction Noise and Vibration Regulations. Implementing agencies of 2040 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise and vibration. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.</p> <p>N-1(b) Pile Driving. For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.</p> <p>N-1(c) Construction Equipment Noise and Vibration Control. Implementing agencies of 2040 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds.</p> <p>N-1(d) Impact Equipment Noise Control. Implementing agencies of 2040 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.</p> <p>N-1(e) Construction Activity Timing Restrictions. The following timing restrictions shall apply to MTP/SCS project construction activities located within 2,500 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies.</p> <p>Construction activities shall be limited to:</p> <ul style="list-style-type: none"> ▪ Monday through Friday: 7 a.m. to 6 p.m. ▪ Saturday: 9 a.m. to 5 p.m. <p>N-1(f) Placement of Stationary Noise and Vibration Sources. Implementing agencies of 2040 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.</p> <p>N-1(g) Physical Impacts Due to Vibration. Implementing agencies of 2040 MTP/SCS projects utilizing heavy construction equipment shall estimate vibration levels generated by construction activities and use the Caltrans vibration damage potential threshold criteria to screen for potential damage to buildings located on or off-site. If construction equipment would generate vibration levels exceeding the threshold criteria, a structural engineer or other appropriate professional shall be retained to ensure vibration levels do not exceed the thresholds during project construction. The structural engineer shall perform the following tasks, at minimum:</p> <ul style="list-style-type: none"> ▪ Review the project’s demolition and construction plans ▪ Survey the project site and vulnerable buildings, including geological testing, if necessary ▪ Prepare and submit a report to the lead agency or other appropriate party containing the following, at minimum: <ul style="list-style-type: none"> ▪ Any information obtained from the surveys identified above ▪ Any modifications to the estimated vibration thresholds based on building 	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
	<p>conditions, soil conditions, and planned demolition and construction methods to ensure that vibration levels would remain below levels potentially damaging to vulnerable buildings</p> <ul style="list-style-type: none"> ▪ Specific mitigation measures to be applied during construction to ensure vibration thresholds (or Caltrans guidelines, in lieu of specific limits) are not exceeded, including modeling to demonstrate the ability of mitigation measures to reduce vibration levels below set limits ▪ A monitoring plan to be implemented during demolition and construction that includes post-demolition and post-construction surveys of the vulnerable building(s) and documentation demonstrating that the mitigation measures identified in the report have been applied <p>Examples of mitigation that may be applied during demolition or construction include:</p> <ul style="list-style-type: none"> ▪ Prohibiting of certain types of construction equipment ▪ Specifying lower-impact methods for demolition and construction, such as sawing concrete during demolition ▪ Phasing operations to avoid simultaneous vibration sources ▪ Installing vibration measure devices to guide decision-making <p>The implementing agency shall be responsible for implementing all the mitigation measures recommended in the report as detailed in the report’s monitoring plan.</p>	
<p>Impact N-2. Implementation of the 2040 MTP/SCS would potentially expose existing and future sensitive receptors to significant mobile source noise levels. Impacts would be significant and unavoidable.</p>	<p>N-2 Noise Assessment and Control for Mobile and Point Sources. Sponsor agencies of 2040 MTP/SCS projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receptors. The implementing agency shall ensure that a noise survey is conducted that, at minimum:</p> <ul style="list-style-type: none"> ▪ Determines existing and projected noise levels ▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards ▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas ▪ If warranted, recommends methods for mitigating noise impacts, including: ▪ Appropriate setbacks ▪ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials ▪ Use of sound barriers (earthen berms, sound walls, or some combination of the two) <p>Where new or expanded roadways, rail, or transit projects are found to expose receptors to noise exceeding normally acceptable levels, the implementing agency shall implement techniques as recommended in the project-specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms.</p>	<p>Significant and unavoidable</p>

2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact N-3. The proposed 2040 MTP/SCS land use scenario would encourage infill development near transit and other transportation facilities, which may place sensitive receptors in areas with unacceptable noise levels. Impacts would be significant and unavoidable.</p>	<p>N-3 Noise Mitigation for Land Uses. If a 2040 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency shall ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project’s individual environmental review.</p>	<p>Significant and unavoidable</p>
<p>Impact N-4. The proposed 2040 MTP/SCS would result in new truck, bus, and train traffic that could expose sensitive receptors and fragile buildings to excessive vibration levels. Impacts would be significant and unavoidable.</p>	<p>N-4 Vibration Mitigation for Transportation Projects. Implementing agencies of 2040 MTP/SCS projects shall comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with guidance provided by the FTA in Transit Noise and Vibration Impact Assessment (FTA 2006) to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that can be implemented to reduce vibration and groundborne noise impacts include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Rail Traffic <ul style="list-style-type: none"> □ Maximizing the distance between tracks and sensitive uses □ Conducting rail grinding on a regular basis to keep tracks smooth □ Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats □ Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats; □ Implementing operational changes such as limiting train speed and reducing nighttime operations. ▪ Bus and Truck Traffic <ul style="list-style-type: none"> □ Constructing of noise barriers □ Use noise reducing tires and wheel construction on bus wheels □ Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels 	<p>Significant and unavoidable</p>
<p>Population and Housing</p>		
<p>Impact PH-1. The 2040 MTP/SCS would result in substantial population growth in the AMBAG region. This impact is significant and unavoidable.</p>	<p>Mitigation of the 2040 MTP/SCS impacts on population growth would be infeasible. A moratorium on building permits, for example, would restrict housing and business development, which would cause potential residents or companies to be located outside of major population centers within the AMBAG region. However, a regionwide moratorium would be difficult to implement, if not completely infeasible, for economic, political, and legal reasons, especially over an extended period of time. Additionally, a moratorium would cause potential residents to reside in neighboring regions and commute into the region, which would increase GHG emissions and counter sustainability goals included in the 2040 MTP/SCS. A regionwide restriction on public services and utilities would also serve to limit population growth, but would be difficult, if not completely infeasible, to implement for the reasons described above.</p> <p>Additionally, failing to accommodate the forecasted population growth would be inconsistent with a fundamental objective of the 2040 MTP/SCS. Moreover, Government Code Section 65080(b)(2)(B)(ii) requires that the MTP/SCS must house all the population of the region, including all economic segments of the population, over the course of the planning horizon of the MTP/SCS. The MTP/SCS itself does</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
	not control local land use decisions. A building moratorium would impede the ability of local jurisdictions to construct a sufficient housing supply for the forecasted population growth. As a result, no mitigation measures to reduce this impact to less-than-significant levels are feasible.	
Impact PH-2. Land use development included in the 2040 MTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, this displacement would be temporary and would be offset by a significant net increase in housing units by 2040. Impacts would be less than significant.	None required.	Less than significant
Transportation and Circulation		
Impact T-1. Daily hours of vehicle delay and total peak period CVMT in the AMBAG region would increase between baseline 2015 conditions and 2040 conditions with implementation of the 2040 MTP/SCS. The percent of commuter trips that are 30 minutes or less would decrease in single- and high occupancy vehicles, but would increase for transit trips. Impacts would be significant and unavoidable.	The 2040 MTP/SCS already includes policies, alternative transportation projects, and transportation demand management projects, which would encourage the use of transportation modes other than passenger vehicles. Nonetheless, the daily hours of vehicle delay, total peak period CVMT, and the percentage of commuter work trips exceeding 30 minutes in passenger vehicles would still increase in 2040 compared to the existing 2015 conditions. No feasible additional mitigation measures have been identified that would further reduce these metrics. Refer to Section 7, Alternatives, for a discussion of 2040 MTP/SCS alternatives that examine land use and transportation scenarios that incorporate different assumptions regarding the combinations of future land uses and transportation system improvements.	Significant and unavoidable
Impact T-2. The 2040 MTP/SCS would increase the percent of jobs within 0.5 mile of a high quality transit stop compared to existing 2015 conditions. This would be a beneficial impact.	None required.	Beneficial

2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Impact	Mitigation Measure(s)	Significance After Mitigation
<p>Impact T-3. The 2040 MTP/SCS includes transit projects that would improve and expand transit services in the region. The 2040 MTP/SCS would increase the percentage of jobs within proximity to transit stops and the percent of transit trips less than 30 minutes during peak period. Thus, the 2040 MTP/SCS would not substantially disrupt transit service and impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact T-4. The 2040 MTP/SCS would improve conditions for bicycle and pedestrian travel in the AMBAG region, and bicycle and pedestrian facilities would not be substantially disrupted. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact T-5. Daily VMT would increase between the baseline 2015 conditions and 2040 conditions. Thus, impacts from implementation of the 2040 MTP/SCS would be significant and unavoidable.</p>	<p>T-5 Project-Level VMT Analysis and Reduction. <u>Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project-level increases are found to be potentially significant, implementing agencies shall identify and implement measures that reduce VMT</u> Examples of measures that reduce the VMT associated with increases in roadway capacity include tolling new lanes to encourage carpools and fund transit improvements; converting existing general purpose lanes to high occupancy vehicle lanes; and implementing or funding off-site travel demand management.</p> <p>Implementing agencies shall evaluate VMT as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measure(s)	Significance After Mitigation
Tribal Cultural Resources		
Impact TCR-1. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS have the potential to impact tribal cultural resources. Impacts would be less than significant with mitigation incorporated.	TCR-1 Tribal Cultural Resources Impact Minimization. Implementing agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts: <ul style="list-style-type: none">▪ Avoidance and preservation of the resources in place, including, but not limited to: planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.▪ 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:<ul style="list-style-type: none">□ Protecting the cultural character and integrity of the resource□ Protecting the traditional use of the resource□ Protecting the confidentiality of the resource.▪ 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.▪ Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources.▪ If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) must be contacted immediately to evaluate the find and determine the proper course of action.	Less than significant

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City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-005, Version: 1

Memorandum of Understanding with NRN for Study of Rental Registry and Inspection Program

Approve a Resolution authorizing the City Manager to sign a Memorandum of Understanding between the City of Salinas and the National Resource Network.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: JANUARY 8, 2019
DEPARTMENT: OFFICE OF THE CITY MANAGER
FROM: ANDREW MYRICK, ECONOMIC DEVELOPMENT MANAGER
TITLE: MEMORANDUM OF UNDERSTANDING WITH NRN FOR STUDY OF RENTAL REGISTRY AND INSPECTION PROGRAM

RECOMMENDED MOTION:

A motion to approve the attached Resolution authorizing the Mayor to sign a Memorandum of Understanding between the City of Salinas and the National Resource Network.

RECOMMENDATION:

Staff recommends that the Council approve the attached Resolution.

EXECUTIVE SUMMARY:

The **Salinas Ten-Year Plan** developed by the National Resource Network includes several recommendations to help the City address its current housing affordability crisis, including a recommendation to develop a rental registry and inspection program. The National Resource Network has offered to provide a grant of \$75,000 (to be combined with a City match of \$25,000) to fund an initiative to assist in the development and, if appropriate, implementation of a rental registry and inspection program. This initiative would include community involvement during the program development phase to ensure that any program is tailored to meet Salinas' specific needs.

BACKGROUND:

On December 4, 2018, representatives from the National Resource Network presented The Salinas Ten-Year Plan, a Report providing a detailed blueprint for achieving long-term fiscal sustainability while preserving key City programs, to the City Council. The Salinas Ten-Year Plan also explored the City's role in addressing the area's affordable housing crisis.

As noted in the Salinas Ten-Year Plan, the increasing price of housing in the Salinas area, particularly as relative to wages, is causing or exacerbating a number of challenges currently being experienced by the City of Salinas. Examples of this include increased overcrowding in existing units, increased demand for street parking space in residential neighborhoods as a result of increased household sizes, increased numbers of people using recreational vehicles parked in the right-of-way as a residence, greater demand for services for the homeless, increased maintenance costs associated with homeless populations, increased pressure to convert existing single and

multi-family units to employee housing, potential increased labor costs for employers as employees struggle to find housing at current wage levels, challenges to obtaining accurate counts of the actual population of the City, and potentially decreased tax revenue as increasing portions of families' incomes are spent on housing instead of purchasing taxable goods. These impacts are in addition to the human costs faced by individuals and families struggling with these issues, which disproportionately affect vulnerable populations such as the economically disadvantaged, undocumented immigrants, and children.

The Salinas Plan included a number of recommendations regarding actions which could be taken by the City to address the current housing affordability crisis. One of the most significant recommendations related to this is the creation of a rental registry and inspection program (discussed in Recommendations IN07 and NR05 in the Salinas Ten-Year Plan). Many cities currently utilize rental registry and/or inspection programs: the Salinas Ten-Year Plan references programs in Eastvale, Fresno, Hemet, Los Angeles, Sacramento, and Santa Cruz as examples. The establishment of this program would provide foundational data points from which other City initiatives would be developed. Further, it would assist in ensuring that residents are not subjected to overcrowded conditions, and that units being used as rentals are in a state of good repair and are not a danger to the safety or well-being of residents.

Given the growing urgency of the housing affordability crisis, the National Resource Network has offered to make resources available to retain the services of the same consultants that developed the Salinas Ten-Year Plan to develop a rental registry and inspection program. The cost of developing and implementing a rental registry and inspection program has been estimated at approximately \$100,000. The National Resource Network has offered a grant of \$75,000 from the John and Laura Arnold Foundation to match a \$25,000 contribution from the City to fully fund this effort. Costs which exceed the estimated project cost of \$100,000 would be the responsibility of the National Resource Network. Work would commence immediately, with completion expected in June 2019. The Economic Development Division has sufficient existing resources to fund this effort without significantly impacting operations.

An initial evaluation of how such a program could be structured may be found in the attached Excerpt from the Salinas Ten-Year Plan: Recommendation NR05. Under the sample program shown, landlords would pay an annual registration fee. Regular inspections of units would occur on a four-year cycle. While the numbers are only very rough estimates and are likely to change, please note that the per-unit fees associated with the program are relatively modest, starting at \$75 per year for registration with a \$50-70 inspection fee due every four years. These fees would be used to offset City costs and hire additional staff in code enforcement and/or public safety functions to implement this program.

Staff is aware that it is imperative that a program of this type be properly structured to target areas of particular concern in Salinas, without having unintended negative side effects. To accomplish this, this engagement will include analysis of the actual costs associated with the program, both for City government and for landlords and residents. Another key component of this engagement involves public outreach. In order to ensure that all voices have been heard and that the program is designed to effectively accomplish its goals, the plan includes outreach to many different community stakeholder groups, including landlords, neighborhood advocates, City staff, elected

and appointed officials, and the agricultural industry, with the hope that these diverse voices will enable the design of a program tailored for the City's needs. Any program developed will be brought back to the City Council for consideration prior to implementation.

The housing affordability crisis has shown no signs of abating on its own. This program is a key component of the recommendations for housing provided in the Salinas Ten-Year Plan. The National Resource Network would cover $\frac{3}{4}$ of the costs of the engagement. The program will be developed with community input. Implementation of such a program would not have a negative impact on the City's budget. Staff recommends that the City Council approve the attached Resolution.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This program relates to the Council Goals of a Safe, Livable Community and Quality of Life.

DEPARTMENTAL COORDINATION:

All City Departments were consulted in the development of the Salinas Ten-Year Plan. Further, this effort will build off of work previously done by Community Development Department staff exploring the potential for a program such as this. It is expected that this effort will primarily involve staff from the Community Development Department and the Economic Development Division, with support from other City Departments (particularly the Fire Department and Police Department) as appropriate.

FISCAL AND SUSTAINABILITY IMPACT:

The Salinas Plan report estimates that the revenues generated as a result of the creation and operation of a rental registry and inspection program would have a significant positive impact on City finances, with an estimated impact of approximately \$430,000 in FY20 increasing to approximately \$1.5 million in FY 23 as the program is gradually phased in. These numbers would be examined and refined as a part of this engagement – however, the net impact on the City's budget would be either neutral or positive.

ATTACHMENTS:

RESOLUTION, including Exhibit A

Exhibit A – Proposed Memorandum of Understanding
Excerpt from Salinas Ten-Year Plan: Recommendation NR05

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SALINAS AND THE NATIONAL RESOURCE NETWORK TO CREATE AND IMPLEMENT A RENTAL REGISTRY AND INSPECTION PROGRAM

WHEREAS, the National Resource Network was created as a part of President Obama’s “Strong Cities, Strong Communities” program, and provides technical assistance to distressed communities; and

WHEREAS, the Laura and John Arnold Foundation granted \$4 million to the National Resource Network to work with Cities to develop and implement multi-year budgeting plans in up to five jurisdictions nationwide; and

WHEREAS, the National Resource Network selected the City of Salinas as one of five cities nationally to receive this assistance; and

WHEREAS, on December 4, 2018, the National Resource Network presented the Salinas Ten-Year Plan to the City Council, providing a series of recommendations designed to allow the City to maintain long-term fiscal solvency, maintain its key services, and address the housing affordability crisis; and

WHEREAS, one recommendation within the Salinas Ten-Year Plan is to establish a rental registry and inspection program; and

WHEREAS, the National Resource Network has presented to the City of Salinas a draft Memorandum of Understanding (MOU), specifying the specific scope of work for the City of Salinas to design a rental registry and inspection program, including a significant public outreach process; and

WHEREAS, the total cost of this effort is estimated to be \$100,000, with 75% (\$75,000) to be covered by the National Resource Network through a grant from the Laura and John Arnold Foundation, with the remainder to be covered by a local match.

NOW, THEREFORE, the City Council hereby approves the attached MOU between the City of Salinas and the National Resource Network.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute said MOU on behalf of the City of Salinas.

PASSED AND APPROVED this 8th day of January 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Exhibit "A" – Proposed Memorandum of Understanding



Draft 12/20/2018
Memorandum of Understanding between
The City of Salinas and the National Resource Network

1. This memorandum of understanding commemorates an agreement between the City of Salinas, a Charter City local government incorporated in the State of California (the “City”), and the National Resource Network (“Network”), an initiative of the federal government’s Strong Cities Strong Communities initiative under the auspices of the White House Council on Strong Cities, Strong Communities established pursuant to an Executive Order signed by President Barack Obama on March 15, 2012.
2. The Network was established and is operating under a cooperative agreement between the U.S. Department of Housing and Urban Development (“HUD”) and Enterprise Community Partners, Inc. (“Enterprise”) (the “HUD Cooperative Agreement”). The Network is a consortium comprised of Enterprise, Public Financial Management, Inc. (“PFM”), HR&A Advisors, Inc. (“HR&A”), New York University through its Robert F. Wagner School of Public Service (“NYU”) and the International City/County Management Association (“ICMA”) (collectively, the “Consortium Members”).
3. The Network was created out of demand from cities around the country to have access to experts, technical advice, and information that can help them address the mounting challenges of growing inequality, high unemployment, under-performing schools, aging infrastructure and vacant and blighted properties. For many local governments facing dwindling budgets, especially those facing significant economic shocks, these challenges have made it difficult to effectively attract jobs, retain an educated workforce, grow the middle class, and revitalize their economies. The Network helps cities address these challenges through on-the-ground expert engagements and advisory services, among other forms of assistance. The goal of the Network is to assist cities in developing and implementing cross-cutting strategies designed to promote economic recovery at the local level.
4. In 2017, the Network received a grant from the Laura and John Arnold Foundation (“LJAF”) to supplement its initial funding under the HUD cooperative agreement. The LJAF funding specifically provides for support for technical assistance related to the development of multi-year financial plans.
5. The Consortium Members have formed a Governing Board for the Network. The Network Governing Board has agreed that David Eichenenthal will act as the Executive Director of the Network, and, as part of that role, is authorized to sign contracts, agreements, memoranda of understanding and other instruments that establish and implement the

relationships between the Network and cities receiving Network provided technical assistance.

6. On August 16, 2017, the Network invited a group of eligible cities to apply for technical assistance related to the development of multi-year financial plans. The City of Salinas applied for technical assistance and representatives of the City and the Network participated on a telephone conference call to review the City's application on October 27, 2017.
7. On the basis of the City's application and the telephone conference call, the Network developed an assessment of challenges and opportunities that included a proposal for the delivery of direct assistance. The direct assistance project report ("The Salinas Plan") was completed on November 26, 2018 and presented at a City Council meeting on December 4, 2018.
8. LJAF has also provided funding to allow the Network to provide implementation assistance for cities that have multi-year financial plans – either adopted independently or with the support of the Network.
9. The City of Salinas has requested assistance with implementation of recommendations in the multi-year financial plan related to the adoption of a rental housing registry fee.
10. The proposed implementation assistance by the Network includes the following:

Task 1: Review Existing Rental Registry and/or Inspection Programs

Under this task, the Network team will review the existing rental registry and/or inspection programs operating in the State of California. Programs will be evaluated for:

- Goals and objectives of rental registry
- Regulatory structure and landlord/renter requirements
- Funding structure
- Approval and use of fee revenue

The goal of this task is to understand the different ways that rental registry and/or inspection programs can be structured in order to develop a best-fit plan for Salinas. A part of this analysis will include pros and cons of each structure, lessons learned from each jurisdiction, and how successful the municipality was in meeting the registry program goals.

Deliverable: Summary matrix description and comparison of rental registry programs in California.

Task 2: Outline Major Elements of City Rental Registry Program

Based on the work performed by the Network team in producing The Salinas Plan and the analysis of existing rental registry programs in California, the Network team will outline the major elements of a rental registry program for the City. The goal will be to create a "best-

of-breed” program that is directly linked to the City’s goals and the unique housing issues in the City of Salinas.

Deliverable: Recommended program design elements for the City of Salinas’ rental registry program.

Task 3: Develop Outreach Strategy

Concurrent with the development of draft program goals and elements, the City will need to work with the community to discuss program goals and structure. The outreach strategy will identify key stakeholders in the community to discuss and describe the rental registry and inspection program goals and proposed implementation. The goal of the outreach strategy will be to develop broad, if not universal, support for the rental registry program before asking Council to implement a rental registry program. Key stakeholders to engage will include:

- Landlords
- Neighborhood advocates
- City staff (code enforcement, attorney, etc.)
- City public relations team members
- City Council and key City commissions
- The agricultural community

Based on feedback from the City’s outreach efforts, elements of the draft rental registry program may be adjusted to increase the likelihood of program success and to address issues raised during the outreach process.

Deliverable: Written outreach strategy to solicit feedback from key stakeholders in the City’s rental community. Assignment of specific outreach responsibilities and timelines for City staff and consultants. Network team to work with City staff on strategy development. Network team members will be present for one to two key meetings, but will not run the outreach process.

Task 4: Program Implementation

Once the rental registry program has been designed and adjusted based on community input, the Network team will work with the City to implement the key elements of the program. These elements include:

- **Matching program costs with expected fee revenues**—Based on California State law and Proposition 26, the City cannot charge program costs beyond reasonable fees to support the regulatory activities of the rental registry program. Under this element, the Network team will develop a nexus between the program fees and the program activities and costs. Costs include direct program costs, management and oversight of the program, and general City overhead costs incurred in program activities
- **Draft Implementing Ordinances**—the Network team will work with the City Attorney to identify and draft City Ordinances required to codify the rental registry program

- **Management plan**—the Network team will outline a plan to manage the implementation and initial collection of the fee

Deliverable: Program design and elements for the City of Salinas' rental registry program, justification of fee amount and use, rental-registry ordinances. Network team to work with City Attorney, Community Development Department (CDD), and Finance staff to implement key elements of the plan.

11. To achieve this goal, the Network will provide direct assistance to the City in accord with the following timetable:

- **January 2019**
 - Commence Task I
 - Commence Task II
- **February 2019:**
 - Completion of Task I
 - Ongoing work on Task II
 - Commence Task III
- **March 2019**
 - Ongoing work on Task II
 - Ongoing work on Task III
 - Commence Task IV
- **April 2019**
 - Completion of Task II
 - Ongoing work on Task III
 - Ongoing work on Task IV
- **May 2019**
 - Completion of Task III
 - Completion of Task IV
- **June 2019**
 - Presentations to City Staff and City Council

12. The direct assistance plan will be executed by the following team of representatives of the Network:

Russ Branson, David Eichenthal, and assigned analysts of PFM; and Mercedes Márquez of Márquez Community Strategy.

Additional members of the team may assist in the execution of the direct assistance plan as needed.

13. The Network will execute the direct implementation assistance plan between January 2019 and July 2019. As part of the direct assistance plan, the Network will document its work in a series of deliverables addressing each major task leading to the implementation of the rental registry program. Each deliverable will take a form that can best communicate and document the issues and recommendations, as indicated in the task descriptions

above. The Network team will also provide a presentation with the results of the implementation assistance to the City Council.

14. The Network estimates that the value of the direct assistance plan is \$100,000. The Network will fund seventy-five percent (75%) of this cost with funds provided by LJAF pursuant to its grant to the Network. The City agrees that it will provide twenty-five percent (25%) of the total estimated cost of the direct assistance plan, or \$25,000. The City may provide funds from its own local government budget or it may secure a commitment of funding from a third party. The City shall either make payment of its share of the cost or ensure third party payment no later than sixty (60) days after the execution of this memorandum, or on a schedule agreed upon by the City and the Network prior to the commencement of the direct assistance engagement. If payment of the City's share of the costs is not received by the 60th day, the Network may exercise its right to stop work until payment is received. Whether the City intends to secure third party funding or not, the City is responsible for meeting this requirement. In the event that the projected cost of the direct assistance plan increases without an increase in scope, the Network will be solely responsible for any increase in cost. If the value of the direct assistance increases due to an increase in scope agreed to by the Network and the City and commemorated by a written amendment pursuant to section 19 of this memorandum, the City will then be responsible for twenty-five percent (25%) of any increase in cost.
15. The fiscal sponsor for the Network is Enterprise. All payments should be sent to Enterprise in accordance with the attached payment instructions.
16. In addition to the provision of matching funds for the cost of the direct assistance plan set forth in section 8, the City also agrees to and commits to the following:
 - a. Upon execution of this memorandum, the City Manager of the City commits to a good faith effort to implement actions developed as part of the direct assistance plan.
 - b. As part of the execution of this memorandum, the City commits to provide timely cooperation to all reasonable requests by the Network for documents, data and other information. In addition, the City commits to participate in regular meetings as set forth in the timetable detailed in section 11 above and to arrange and participate in such meetings determined to be necessary by the Network as part of the direct assistance plan.
 - c. Upon execution of this memorandum, the City shall designate a senior official to act as the project manager and point of contact for the Network in the execution of the direct assistance plan. The designated project manager shall report to the City Manager.
 - d. The City agrees and acknowledges that an integral part of the direct assistance provided by the Network will be ongoing peer-to-peer activity. The City shall take reasonable steps to engage with the Network through the peer-to-peer activity

process during the term of the direct assistance plan and for an additional three years after completion of the direct assistance.

- e. Prior to the completion of the direct assistance plan, the City agrees that it will develop a written plan for continued implementation of the work developed through the direct assistance plan for a period of at least thirty-six (36) months. The completion plan shall include a timetable of specific activities and an agreed-upon set of metrics for measuring the progress of the direct assistance plan.

17. Decisions related to the direct assistance plan shall be commemorated in writings, including e-mails, between the Network’s designated team lead and the City’s project manager. This provision shall not apply to routine sharing of information or interviews or meetings between members of the Network team and officials of the City and other stakeholders.

18. External communications, including communications with members of the media, by the Network may be limited based on provisions of the grant agreement between LJAF and the Network. The City is not bound by such limitations.

19. This memorandum is subject to termination at any time by either party. Such party who wishes to terminate the memorandum shall send a written notification to the other party at least (30) thirty days prior to the termination date. This memorandum will be effective upon the Network’s execution in the space provided below. This memorandum may be amended by a written amendment executed by both the Network and the City.

David Eichenthal, Executive Director, National Resource Network

Date

Ray Corpuz, City Manager, City of Salinas

Date



Payment Instructions

For payment by wire:

Bank Name **M & T Bank Corporation**
Bank ABA#: **022 000 046**
Bank Acct. Name: **Enterprise Community Partners, Inc.**
 Operating Account
Bank Account #: **970150800**
Reference: **NRN City: _____**

For payment by check:

Please send to: **Enterprise Community Partners, Inc.**
 P.O. Box 64854
 Baltimore, MD 21264-4854

By Fed Ex: **M&T Bank / Montgomery Park**
 1800 Washington Boulevard
 Baltimore, MD 21230
 Attn: Lockbox #64854

(Please reference "NRN City: _____" on check.)



NR05. Rental Registry and Inspection Fee

The City should follow the lead of other cities and adopt rental registry and inspection fees to completely cover the cost of the new rental housing inspection program and related activities.

The City's code enforcement division is currently structured under the Department of Community Development, with six code enforcement officers (one currently frozen) and three administrative staff. The code enforcement division budgeted \$1.2 million in FY19, most of which is to support the personnel cost. According to the baseline forecast, the division's spending will grow to \$1.6 million by FY28, driven by cash compensation and pension cost growth. The rental registry fee is designed to fund the entire cost of code enforcement related to the direct enforcement effort. The fee can only be charged for direct regulatory efforts, plus the cost of overhead, vehicles, and allocated indirect costs. Not all of code enforcement costs will be covered by these fees; however, this program assumes a good deal of effort will be placed on the rental registry and inspection program.

According to the 2016 American Community Survey, the City has 23,000 rental units. If the City charges an annual rental registration fee of \$75 and an inspection fee of \$50¹³⁰, the City would generate \$1.5 million annually, assuming a 75 percent collection. Accounting for a phase-in implementation approach and delinquent payments, we estimate that the City will generate \$216,000 in the first year of implementation that grows to \$2.3 million by FY23. The revenue included in the tables below are intended to fund both existing costs, reflected in the tables above, and anticipated expanded service costs.

Rental Registration and Inspection Fees

	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
Rental Registration Fee (Annual)	\$75	\$75	\$80	\$80	\$85	\$85	\$90	\$90	\$95	\$95
Inspection Fee (Every 4 yrs)	\$50	\$50	\$55	\$55	\$60	\$60	\$65	\$65	\$70	\$70
Registration Phase-in	0%	25%	50%	75%	100%	100%	100%	100%	100%	100%

Rental Registration and Inspection Revenues (in \$ million)

	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
Registration	\$0.0	\$0.3	\$0.7	\$1.2	\$1.8	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0
Inspection	\$0.2	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.4
Total Revenues	\$0.2	\$0.5	\$1.0	\$1.4	\$2.1	\$2.1	\$2.2	\$2.2	\$2.3	\$2.3

The revenue forecast above assumes that fees would be updated periodically to reflect the operating cost growth. The City would dedicate revenues generated from rental registration and inspection fees into a code enforcement fund to ensure that any unspent revenues would go toward code enforcement activities only.

Based on the estimated amount of revenues generated by these fees, the City would be able to gradually increase the number of code enforcement officers from six to nine over five years. Alternatively, the City

¹³⁰ The rental registration fee amount is an estimate based on the fee needed to offset costs of the program, including administrative costs. When implemented, the fee cannot exceed the reasonable cost of the program, and will require a separate analysis to set fees.



can hire part-time temporary code officers in the near-term to alleviate the workload, which can sometimes be more cost-effective since the benefits and pension costs are lower for temporary workers.

It is also important to note that increasing headcount alone is not enough for the City to improve its code compliance and ensure a better living environment for its residents. A strategic approach to enforce its code ordinances should include targeting specific neighborhoods with the most violations, rigorous follow-up on violations, and tracking performance data regularly. Efficiency and effectiveness indicators such as the percentage of units inspected, percentage of housing with violations, and the average number of days to close a violation allow the City to evaluate the Department's performance and determine if the dollars invested into code enforcement are tied to its success.

The following fiscal impact illustrates the expected costs for current code officers and departmental overhead and supervision that are projected to be offset by the fee revenues. Additionally, an expanded program could fold in more public safety involvement which could also be off-set by the registration fees. The amount of fee revenue that can be offset by registration and inspection fees will be based on how the final program is structured to utilize existing program costs. Any costs related to the hiring of additional code officers are assumed to be offset by the fee revenues with no net fiscal impact.

Net Fiscal Impact (on General Fund Only)

FY19	FY20	FY21	FY22	FY23
\$0	\$431,250	\$791,200	\$1,308,332	\$1,501,753

FY24	FY25	FY26	FY27	FY28
\$1,571,718	\$1,637,717	\$1,707,365	\$1,782,563	\$1,859,534



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-026, Version: 1

Minutes

Approve minutes of December 18, 2018.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-029, Version: 1

Financial Claims

Approve financial claims report.

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427471	12/10/2018	Open	Monterey County Tax Collector	\$14,270.62
427472	12/12/2018	Open	ABAG Power Purchasing Pool	\$23,114.29
427473	12/12/2018	Open	Alco Water	\$35,553.57
427474	12/12/2018	Open	Rabobank N.A	\$14.73
427475	12/18/2018	Open	Anastacia Wyatt	\$348.09
427476	12/18/2018	Open	Douglas Dirksen	\$309.75
427477	12/18/2018	Open	Ernesto Ramos	\$96.47
427478	12/18/2018	Open	Gloria De La Rosa	\$60.74
427479	12/18/2018	Open	Jeffrey Alford	\$297.00
427480	12/18/2018	Open	Jeffrey Johnson	\$115.75
427481	12/18/2018	Open	Justin Heckman	\$106.50
427482	12/18/2018	Open	Margarita Medina-Romero	\$24.75
427483	12/18/2018	Open	Patricia Penaloza	\$56.75
427484	12/18/2018	Open	Ruben Sanchez	\$106.50
427485	12/18/2018	Open	Sophia Rome	\$29.76
427486	12/18/2018	Open	South Bay Regional Public Safety	\$290.00
427487	12/18/2018	Open	Theresa Rodriguez	\$51.00
427488	12/18/2018	Open	Adam Garrett	\$53.60
427489	12/18/2018	Open	Christie Cromeenes	\$284.52
427490	12/18/2018	Open	Kaylie Low	\$3.22
427491	12/18/2018	Open	Miller Consulting Group	\$1,450.00
427492	12/18/2018	Open	National Community Development Association	\$550.00
427493	12/18/2018	Open	Sheila Martinez	\$530.45
427494	12/18/2018	Open	Acme Rotary Broom Service	\$1,319.23
427495	12/18/2018	Open	Alhambra and Sierra Spring DS Waters of America LP	\$45.71
427496	12/18/2018	Open	Ameri Pride Valley Uniform Services	\$1,735.50
427498	12/18/2018	Open	American Assoc Of Airport Executive	\$275.00
427499	12/18/2018	Open	American Supply Company	\$4,340.50
427500	12/18/2018	Open	Asap Alisal Signs And Printing	\$13.38
427501	12/18/2018	Open	AT and T	\$24,175.40
427502	12/18/2018	Open	Automotive and Industrial	\$397.19
427503	12/18/2018	Open	Bartel Associates LLC	\$4,408.28
427504	12/18/2018	Open	Cal-West	\$9,452.85

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427505	12/18/2018	Open	California Fire Chiefs Association EMS Section Nor	\$165.00
427506	12/18/2018	Open	California Towing and Transport	\$4,123.80
427507	12/18/2018	Open	California Water Service	\$39,390.38
427508	12/18/2018	Open	CDW-G	\$34,618.14
427509	12/18/2018	Open	Central Coast YMCA	\$13,750.00
427510	12/18/2018	Open	CH2M Hill Engineers INC	\$35,025.11
427511	12/18/2018	Open	CH2M Hill Engineers INC	\$20,474.94
427512	12/18/2018	Open	CH2M Hill Engineers INC	\$12,130.75
427513	12/18/2018	Open	Cintas	\$1,014.70
427514	12/18/2018	Open	CMS Communication Inc	\$1,633.29
427515	12/18/2018	Open	Coast Automotive Warehouse Inc	\$66.10
427516	12/18/2018	Open	Coast Counties Truck	\$2,549.66
427517	12/18/2018	Open	Comcast (Business)	\$313.05
427518	12/18/2018	Open	Comcast (Business)	\$66.28
427519	12/18/2018	Open	Comcast (Business)	\$66.28
427520	12/18/2018	Open	Community Foundation for Monterey County	\$760.00
427521	12/18/2018	Open	Conservation Technix Inc	\$2,255.00
427522	12/18/2018	Open	CSG Consultants	\$3,630.00
427523	12/18/2018	Open	Davgp, Inc. dba Salinas Valley Tire	\$65.18
427524	12/18/2018	Open	Discount School Supply	\$537.05
427525	12/18/2018	Open	Don Chapin Inc	\$1,401.88
427526	12/18/2018	Open	Donald A Gibbons Db Portobello's	\$516.63
427527	12/18/2018	Open	East Bay Tire Company	\$93.87
427528	12/18/2018	Open	EMC Planning Group Inc	\$7,169.52
427529	12/18/2018	Open	Emile Estassi dba Boyds Asphalt Services	\$2,450.00
427530	12/18/2018	Open	En Pointe Technologies Sales LLC	\$2,937.54
427531	12/18/2018	Open	Fastenal Company	\$511.32
427532	12/18/2018	Open	Ferguson Enterprises Inc #679	\$231.80
427533	12/18/2018	Open	First Alarm Security and Patrol Inc	\$1,430.00
427534	12/18/2018	Open	Girl Scouts Of California Central Coast	\$746.25
427535	12/18/2018	Open	Goldfarb and Lipman	\$383.50
427536	12/18/2018	Open	Granite Construction Company	\$826.48
427537	12/18/2018	Open	Granite Rock Co	\$3,691.22
427538	12/18/2018	Open	Green Rubber Kennedy Ag	\$164.66

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427539	12/18/2018	Open	Green Valley Industrial Supply	\$295.78
427540	12/18/2018	Open	Harris and Associates	\$33,672.35
427541	12/18/2018	Open	Hinderliter De Llamas and Associates	\$7,162.39
427542	12/18/2018	Open	Home Depot Credit Services	\$1,220.48
427543	12/18/2018	Open	Howard's Auto Upholstery	\$422.16
427544	12/18/2018	Open	Hydro Turf	\$10.64
427545	12/18/2018	Open	ID Concepts LLC	\$20.74
427546	12/18/2018	Open	Ingram Book Company	\$5,305.66
427547	12/18/2018	Open	Interstate Battery System Inc	\$121.90
427548	12/18/2018	Open	Jam Services Inc	\$284.05
427549	12/18/2018	Open	Jan Roehl DbA Jan Roehl Consulting	\$4,185.75
427550	12/18/2018	Open	Jesse And Evan Inc dba La Plaza Bakery	\$111.65
427551	12/18/2018	Open	Jose Luis Corral dba Salinas Pizza	\$245.52
427552	12/18/2018	Open	Kelly Henderson	\$5.45
427553	12/18/2018	Open	Ken Marple Appraisal	\$500.00
427554	12/18/2018	Open	Koefran Services	\$1,400.00
427555	12/18/2018	Open	Law Offices of Roy C Gunter III	\$422.97
427556	12/18/2018	Open	Lehr Auto Electric	\$40,997.10
427557	12/18/2018	Open	Leon De Asis	\$2,000.00
427558	12/18/2018	Open	Lexipol LLC	\$6,955.00
427559	12/18/2018	Open	LexisNexis Risk Data Management Inc Accurint Acct	\$160.50
427560	12/18/2018	Open	Liebert Cassidy Whitmore	\$70.00
427561	12/18/2018	Open	M3 Environmental Consulting	\$950.00
427562	12/18/2018	Open	Main Street Bakery	\$1,677.50
427563	12/18/2018	Open	McGilloway, Ray, Brown and Kaufman	\$36,600.00
427564	12/18/2018	Open	Midwest Tape, LLC dba Midwest Tape	\$147.46
427565	12/18/2018	Open	Miracle Playsystems, Inc.	\$439.19
427566	12/18/2018	Open	Mitchell 1	\$170.43
427567	12/18/2018	Open	Monterey County Petroleum	\$115.22
427568	12/18/2018	Open	Monterey County The Herald	\$357.77
427569	12/18/2018	Open	Monterey Transfer and Storage Inc	\$370.00
427570	12/18/2018	Open	MP Express	\$246.32

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427571	12/18/2018	Open	Municipal Maintenance Equipment dba MME	\$237.29
427572	12/18/2018	Open	New Image Landscape Company	\$90.00
427573	12/18/2018	Open	Office Depot Business Service Division	\$2,288.55
427574	12/18/2018	Open	Omega Industrial Supply Inc	\$779.70
427575	12/18/2018	Open	Owen Equipment Sales	\$704.87
427576	12/18/2018	Open	Pacific Gas and Electric Company	\$2,500.84
427577	12/18/2018	Open	Pacific Monarch, Ltd	\$1,000.00
427578	12/18/2018	Open	Pacific Truck Parts Inc	\$657.34
427579	12/18/2018	Open	Partners For Peace	\$5,839.99
427580	12/18/2018	Open	Patricia Meraz	\$222.25
427581	12/18/2018	Open	Pedro C Estrada Db Estrada Janitorial Service	\$4,230.00
427582	12/18/2018	Open	Peninsula Business Interior	\$4,615.53
427583	12/18/2018	Open	Peninsula Messenger, LLC	\$210.00
427584	12/18/2018	Open	Pinnacle Medical Group Inc	\$95.00
427585	12/18/2018	Open	Pioneer Research Corporation	\$4,997.10
427586	12/18/2018	Open	Police Executive Research Forum	\$200.00
427587	12/18/2018	Open	Pure Water	\$216.00
427588	12/18/2018	Open	Quality Water Enterprises	\$39.85
427589	12/18/2018	Open	R3 Consulting Group, Inc.	\$40,887.50
427590	12/18/2018	Open	Rancho Cielo Youth Center	\$5,505.55
427591	12/18/2018	Open	Recorded Books	\$74.08
427592	12/18/2018	Open	Republic Services of Salinas	\$688.00
427593	12/18/2018	Open	Republic Services of Salinas	\$482.11
427594	12/18/2018	Open	Ross Recreation Equipment	\$539.25
427595	12/18/2018	Open	Russell Auria Pest Control Services	\$95.00
427596	12/18/2018	Open	S & L Investments dba Salinas Valley ProSquad	\$1,087.69
427597	12/18/2018	Open	Salinas Valley Roofing Company	\$295.00
427598	12/18/2018	Open	Sayler Legal Service	\$102.00
427599	12/18/2018	Open	Simas-East Market LLC	\$250.00
427600	12/18/2018	Open	Smart and Final Iris	\$686.64
427601	12/18/2018	Open	Smokey Key Service	\$16.39

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427602	12/18/2018	Open	Snow Signs	\$3,352.12
427603	12/18/2018	Open	State of California Dept of Industrial Relations	\$185,365.85
427604	12/18/2018	Open	Steve Striffler	\$1,000.00
427605	12/18/2018	Open	Summit Uniform	\$1,472.70
427606	12/18/2018	Open	Sun Badge Company	\$181.43
427607	12/18/2018	Open	Swenson and Silacci	\$85.75
427608	12/18/2018	Open	SWRCB Accounting Office	\$19,690.00
427609	12/18/2018	Open	T Horzen Incorporated dba Glacier Ice Company	\$2,055.75
427610	12/18/2018	Open	Target Pest Control	\$910.00
427611	12/18/2018	Open	Thomson-West/Barclays	\$283.09
427612	12/18/2018	Open	TriTech Software Systems	\$8,594.61
427613	12/18/2018	Open	United Parcel Service	\$65.54
427614	12/18/2018	Open	Uretsky Security	\$8,179.50
427615	12/18/2018	Open	Val's Plumbing & Heating Inc	\$6,328.42
427616	12/18/2018	Open	Valley Fabrication Inc	\$112.15
427617	12/18/2018	Open	Valley Saw Shop	\$435.70
427618	12/18/2018	Open	Vegetable Growers Supply Company	\$26.57
427619	12/18/2018	Open	Verizon Wireless	\$798.02
427620	12/18/2018	Open	Verizon Wireless	\$2,813.82
427621	12/18/2018	Open	Voyager	\$1,810.21
427622	12/18/2018	Open	W W Grainger Inc	\$421.58
427623	12/18/2018	Open	Wayne Boyer dba Motoport USA	\$6,093.58
427624	12/18/2018	Open	Wayne Lagger dba LPS Tactical & Personal Security	\$2,616.00
427625	12/18/2018	Open	West Coast Arborists Inc	\$1,050.00
427626	12/18/2018	Open	Xtelesis Corporation	\$2,237.40
427627	12/18/2018	Open	York Risk Services Group, Inc.	\$26,723.00
427628	12/18/2018	Open	710 Combinator Co	\$357.00
427629	12/18/2018	Open	Ambrosia Nurseries	\$159.00
427630	12/18/2018	Open	Carol Lovos	\$9.70
427631	12/18/2018	Open	Compassionate Bay Delivery, Inc	\$203.00
427632	12/18/2018	Open	Cristela Aguilar	\$9.70
427633	12/18/2018	Open	Cypress Manufacturing	\$1,768.00
427634	12/18/2018	Open	East of Eden	\$568.00
427635	12/18/2018	Open	Emerald Skyway	\$603.00

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427636	12/18/2018	Open	Golden Essentials Delivery	\$300.00
427637	12/18/2018	Open	Jissella Duarte	\$15.47
427638	12/18/2018	Open	John Kingman	\$75.00
427639	12/18/2018	Open	Melissa Mejia	\$13.52
427640	12/18/2018	Open	Sheridan Park, LLC	\$446.25
427641	12/18/2018	Open	The M.O.C. Members Only Club	\$549.00
427642	12/21/2018	Open	Monterra Ranch Of Monterey Home Owner's Associatio	\$1,880.00
427643	12/21/2018	Open	PLM Lender Services Inc	\$1,550.00
427644	12/21/2018	Open	Salinas Hotel Investors dba Hampton Inn and Suites	\$111,601.00
427645	12/21/2018	Open	Tehama Golf Club LLC	\$1,800.00
427646	12/25/2018	Open	Acme Car Wash (William Pierce Inc)	\$1,350.00
427647	12/25/2018	Open	Akron Brass Company	\$1,358.09
427648	12/25/2018	Open	Alhambra and Sierra Spring DS Waters of America LP	\$10.00
427649	12/25/2018	Open	Alhambra and Sierra Spring DS Waters of America LP	\$271.29
427650	12/25/2018	Open	Alisal High School	\$80.00
427651	12/25/2018	Open	Allstar Fire Equipment Inc	\$1,059.73
427652	12/25/2018	Open	American City Business Journals Inc dba Silicon Va	\$105.00
427653	12/25/2018	Open	American Supply Company	\$836.82
427654	12/25/2018	Open	Amorim Enterprises Inc dba Pizza Factory	\$73.19
427655	12/25/2018	Open	Ana Jacinto	\$353.22
427656	12/25/2018	Open	Animal Health Center	\$8,939.85
427657	12/25/2018	Open	Asap Alisal Signs And Printing	\$46.70
427658	12/25/2018	Open	AssetWorks LLC	\$503.48
427659	12/25/2018	Open	AT&T Mobility	\$238.80
427660	12/25/2018	Open	AT&T Mobility	\$43.98
427661	12/25/2018	Open	Beacon Integrated Professionals Resources Inc	\$7,264.48
427662	12/25/2018	Open	Benz Air Engineering Co. dba Air West Filtration	\$435.00
427663	12/25/2018	Open	Boots Road Group LLC	\$10,416.00
427664	12/25/2018	Open	Brent DeBorde	\$88.75

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427665	12/25/2018	Open	Brian Frus	\$115.00
427666	12/25/2018	Open	Cal-West	\$5,991.13
427667	12/25/2018	Open	California Association For Property and Evidence	\$45.00
427668	12/25/2018	Open	California Towing and Transport	\$1,135.00
427669	12/25/2018	Open	Candi Swinscoe	\$100.00
427670	12/25/2018	Open	Canon Financial Services Inc	\$508.02
427671	12/25/2018	Open	Car Tech Auto Collision and Glass Inc	\$648.00
427672	12/25/2018	Open	Carlos A Esquivel Db Jacobs Maintenance Services	\$120.00
427673	12/25/2018	Open	Cascade Fire Equipment Company	\$285.66
427674	12/25/2018	Open	Cassie McSorley	\$100.00
427675	12/25/2018	Open	CDW-G	\$7,394.11
427676	12/25/2018	Open	Central Coast Center For Independent	\$23,073.85
427677	12/25/2018	Open	Central Coast Systems Inc	\$105.00
427678	12/25/2018	Open	Central Valley Toxicology Inc	\$109.00
427679	12/25/2018	Open	Chris Swinscoe	\$100.00
427680	12/25/2018	Open	Cintas	\$3,016.62
427681	12/25/2018	Open	Coast Automotive Warehouse Inc	\$79.02
427682	12/25/2018	Open	Comcast	\$2,896.20
427683	12/25/2018	Open	Comcast (Business)	\$408.98
427684	12/25/2018	Open	Comcast (Business)	\$54.05
427685	12/25/2018	Open	Commercial Truck Company	\$108.01
427686	12/25/2018	Open	CONCERN	\$3,289.00
427687	12/25/2018	Open	CSC Of Salinas	\$1,524.20
427688	12/25/2018	Open	CSG Consultants	\$206.75
427689	12/25/2018	Open	Dale's Glass Shop Inc	\$276.10
427690	12/25/2018	Open	David L Crabill	\$100.00
427691	12/25/2018	Open	David Yates	\$100.00
427692	12/25/2018	Open	Debi-Ann Watanabe	\$689.00
427693	12/25/2018	Open	Department Of Justice	\$1,438.00
427694	12/25/2018	Open	Dick Adams Automotive	\$1,411.57
427695	12/25/2018	Open	Dino Bardoni	\$100.00
427696	12/25/2018	Open	Dioscor Gama Sanchez Db Corie Construction	\$50,977.00
427697	12/25/2018	Open	Direct TV LLC	\$47.64
427698	12/25/2018	Open	Don Chapin Inc	\$3,046.02

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427699	12/25/2018	Open	Donald Cline	\$100.00
427700	12/25/2018	Open	East Bay Tire Company	\$1,678.08
427701	12/25/2018	Open	Elmer's Auto Parts	\$528.55
427702	12/25/2018	Open	Emergency Vehicle Group, Inc.	\$492.00
427703	12/25/2018	Open	Emergency Vehicle Specialists, Inc.	\$800.00
427704	12/25/2018	Open	Eric McCown	\$129.00
427705	12/25/2018	Open	Fed Ex	\$11.42
427706	12/25/2018	Open	Ferguson Enterprises Inc #679	\$477.24
427707	12/25/2018	Open	First Alarm	\$2,020.29
427708	12/25/2018	Open	First Trust Alarm Company Inc	\$285.00
427709	12/25/2018	Open	Food Bank For Monterey County	\$26,840.25
427710	12/25/2018	Open	Gerry Davis	\$100.00
427711	12/25/2018	Open	Goldfarb and Lipman	\$2,638.00
427712	12/25/2018	Open	Granite Construction Company	\$5,748.11
427713	12/25/2018	Open	Green Rubber Kennedy Ag	\$12.03
427714	12/25/2018	Open	Green Valley Industrial Supply	\$56.57
427715	12/25/2018	Open	Harris and Associates	\$500.00
427716	12/25/2018	Open	HD Supply White Cap Construction Supply	\$126.68
427717	12/25/2018	Open	Heath Johnson	\$100.00
427718	12/25/2018	Open	Housing Resource Center of Monterey	\$8,505.01
427719	12/25/2018	Open	Hub International Insurance Services Inc.	\$164.16
427720	12/25/2018	Open	Hydro Turf	\$57.51
427721	12/25/2018	Open	In Studio Architecture	\$500.00
427722	12/25/2018	Open	Ingram Book Company	\$830.85
427723	12/25/2018	Open	Interstate Battery System Inc	\$106.71
427724	12/25/2018	Open	Jack Davenport Sweeping Services	\$6,412.72
427725	12/25/2018	Open	Jeff Gibson	\$100.00
427726	12/25/2018	Open	Jeffrey Paul Lofton	\$90.94
427727	12/25/2018	Open	Jesse And Evan Inc dba La Plaza Bakery	\$116.00
427728	12/25/2018	Open	Jesse Pinon	\$100.00
427729	12/25/2018	Open	Jesus Orozco	\$100.00
427730	12/25/2018	Open	John Avery	\$100.00
427731	12/25/2018	Open	Jonathan Barnes	\$100.00
427732	12/25/2018	Open	Jonathan Smith	\$100.00
427733	12/25/2018	Open	Joseph Gunter	\$1,232.80

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427734	12/25/2018	Open	Juan A Ruiz	\$100.00
427735	12/25/2018	Open	Julie R Lazzerini-Silva Db Matthews Sweeping Serv	\$4,800.00
427736	12/25/2018	Open	Julita Galleguillos Db Core Education	\$1,380.00
427737	12/25/2018	Open	Kelly-Moore Paint Company	\$1,772.45
427738	12/25/2018	Open	Kevin Robert Perry db Urban Rain/Design Inc	\$7,322.28
427739	12/25/2018	Open	Kosmont & Associates, Inc. dba Kosmont Companies	\$739.70
427740	12/25/2018	Open	L.N. Curtis & Sons db Curtis Blue Line	\$1,573.54
427741	12/25/2018	Open	Lance Miraco	\$100.00
427742	12/25/2018	Open	Legal Services For Seniors	\$6,250.00
427743	12/25/2018	Open	Maria Del Toro db Del Toro Business Solutions	\$490.00
427744	12/25/2018	Open	Maria Teresa Heffington	\$100.00
427745	12/25/2018	Open	Mark Putnam	\$100.00
427746	12/25/2018	Open	Martha Carvey Petty Cash Custodian	\$50.00
427747	12/25/2018	Open	Martin Persijn	\$100.00
427748	12/25/2018	Open	McLaughlin Painting	\$920.00
427749	12/25/2018	Open	MCSI Water Systems Management	\$399.84
427750	12/25/2018	Open	Michael Dominici	\$100.00
427751	12/25/2018	Open	Michael Groves	\$100.00
427752	12/25/2018	Open	Midwest Tape, LLC db Midwest Tape	\$245.39
427753	12/25/2018	Open	Miguel Milla-Leon db Andersen's Lock and Safe	\$72.11
427754	12/25/2018	Open	Mila Rianto	\$175.00
427755	12/25/2018	Open	Mission Uniform Service	\$218.71
427756	12/25/2018	Open	Monterey County Business Council	\$500.00
427757	12/25/2018	Open	Monterey County Health Department	\$38,501.02
427758	12/25/2018	Open	Monterey County Health Department	\$1,850.00
427759	12/25/2018	Open	Monterey County Petroleum	\$14,347.94
427760	12/25/2018	Open	Monterey County Tax Collector	\$106.44
427761	12/25/2018	Open	Monterey One Water	\$1,419.00
427762	12/25/2018	Open	Municipal Code Corporation	\$1,310.09
427763	12/25/2018	Open	My Chevrolet	\$1,150.19

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427764	12/25/2018	Open	National Development Council	\$5,833.33
427765	12/25/2018	Open	Neil Herrier	\$100.00
427766	12/25/2018	Open	Norcliff Wiley	\$100.00
427767	12/25/2018	Open	North Salinas High School	\$85.00
427768	12/25/2018	Open	Northridge Veterinary Hospital	\$75.00
427769	12/25/2018	Open	Notre Dame	\$100.00
427770	12/25/2018	Open	Pacific Coast Battery Service Inc	\$604.96
427771	12/25/2018	Open	Pacific Truck Parts Inc	\$310.81
427772	12/25/2018	Open	PARS Retirement Services	\$300.00
427773	12/25/2018	Open	Pedro C Estrada Db Estrada Janitorial Service	\$775.00
427774	12/25/2018	Open	Penguin Management, Inc. dba eDispatches	\$2,148.00
427775	12/25/2018	Open	Petsmart	\$266.53
427776	12/25/2018	Open	Pinnacle Medical Group Inc	\$110.00
427777	12/25/2018	Open	Praxair	\$260.37
427778	12/25/2018	Open	Pure Water	\$16.50
427779	12/25/2018	Open	Ray Corpuz	\$169.33
427780	12/25/2018	Open	Rexel USA, Inc dba Platt Electric Supply	\$36.13
427781	12/25/2018	Open	Richard Maldonado	\$100.00
427782	12/25/2018	Open	RMA Group	\$3,642.00
427783	12/25/2018	Open	Robert Cox	\$225.00
427784	12/25/2018	Open	Robert Eggers	\$100.00
427785	12/25/2018	Open	Russell Auria Pest Control Services	\$193.00
427786	12/25/2018	Open	S.P.C.A. Spay/Neuter Fund	\$200.00
427787	12/25/2018	Open	Salinas Californian	\$10.42
427788	12/25/2018	Open	Salinas Chamber Of Commerce	\$2,000.00
427789	12/25/2018	Open	Salinas Valley Roofing Company	\$495.00
427790	12/25/2018	Open	Same Day Shred	\$65.00
427791	12/25/2018	Open	San Diego Police Equipment Company	\$5,079.31
427792	12/25/2018	Open	San Lorenzo Lumber	\$1,072.88
427793	12/25/2018	Open	Scarr Moving and Storage	\$530.00
427794	12/25/2018	Open	Scott Tyler	\$100.00
427795	12/25/2018	Open	Scott's PPE and Recon	\$737.25
427796	12/25/2018	Open	Sentry Alarm System	\$1,482.00
427797	12/25/2018	Open	SGS Testcom Inc	\$5.32

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427798	12/25/2018	Open	Shaw HR Consulting Inc	\$1,015.00
427799	12/25/2018	Open	Sheldon Bryan	\$100.00
427800	12/25/2018	Open	Smokey Key Service	\$253.23
427801	12/25/2018	Open	Southern California Library Cooperative	\$13,033.23
427802	12/25/2018	Open	Star Sanitation Services	\$532.56
427803	12/25/2018	Open	State Bar Of California	\$2,365.00
427804	12/25/2018	Open	State Water Resource Control Board	\$610.00
427805	12/25/2018	Open	Sunstar Media	\$25.00
427806	12/25/2018	Open	SVG Partners LLC	\$29,250.00
427807	12/25/2018	Open	Target Pest Control	\$50.00
427808	12/25/2018	Open	Terry Gerhardstein	\$100.00
427809	12/25/2018	Open	The Ed Jones Company, Incorporated	\$486.16
427810	12/25/2018	Open	The Gordian Group, Inc.	\$3,303.97
427811	12/25/2018	Open	The Gordian Group, Inc.	\$857.77
427812	12/25/2018	Open	Thomson-West/Barclays	\$270.94
427813	12/25/2018	Open	Todd Swinscoe	\$100.00
427814	12/25/2018	Open	Tracy Molfino	\$100.00
427815	12/25/2018	Open	Tri County Fire Protection	\$740.93
427816	12/25/2018	Open	Tri-County Fire Protection Inc	\$339.64
427817	12/25/2018	Open	Tuscany Enterprises, Inc dba Everclear Hydro-jetti	\$3,718.71
427818	12/25/2018	Open	V & S Auto Care, Inc. dba One Stop Auto Care	\$1,404.15
427819	12/25/2018	Open	Val's Plumbing & Heating Inc	\$150.30
427820	12/25/2018	Open	Valley Saw Shop	\$324.19
427821	12/25/2018	Open	Vals Plumbing and Heating Inc	\$3,426.50
427822	12/25/2018	Open	Vegetable Growers Supply Company	\$18.16
427823	12/25/2018	Open	Verizon Wireless	\$3,358.20
427824	12/25/2018	Open	Verizon Wireless	\$420.00
427825	12/25/2018	Open	Veronica Tam And Associates Inc	\$5,840.00
427826	12/25/2018	Open	Vicky Burnett	\$100.00
427827	12/25/2018	Open	Victoria Gray	\$100.00
427828	12/25/2018	Open	W W Grainger Inc	\$2,321.45
427829	12/25/2018	Open	Wallace Group A California Corporation	\$8,791.35
427830	12/25/2018	Open	Wayne Vance	\$100.00
427831	12/25/2018	Open	Witmer Associates Inc	\$495.96

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427832	12/25/2018	Open	Xtelesis Corporation	\$142.99
427833	12/28/2018	Open	ABAG Power Purchasing Pool	\$23,114.29
427834	12/28/2018	Open	Ameri Pride Valley Uniform Services	\$62.98
427835	12/28/2018	Open	Anita Coley Heath dba Coley Heath Investigations	\$100.00
427836	12/28/2018	Open	Beatriz A Barajas - Petty Cash Custodian	\$147.74
427837	12/28/2018	Open	Canon Financial Services Inc	\$58.59
427838	12/28/2018	Open	Commercial Truck Company	\$13.18
427839	12/28/2018	Open	Heather A Hardee dba Hardee Polygraph Services	\$2,505.00
427840	12/28/2018	Open	Monterey County Convention And Visitors Bureau	\$78,922.45
427841	12/28/2018	Open	Monterey Rotoco, Inc	\$12,511.24
427842	12/28/2018	Open	Office Depot Business Service Division	\$18.67
427843	12/28/2018	Open	Salinas Valley Tourism And Visitors Bureau	\$15,893.00
427844	12/28/2018	Open	Steven M Barone	\$16,637.59
427845	12/28/2018	Open	Stifel Nicolaus and Company	\$1,087.01
427846	12/28/2018	Open	Alicia Vega	\$65.00
427847	12/28/2018	Open	Amy Tomasi	\$72.00
427848	12/28/2018	Open	BG Ross	\$72.00
427849	12/28/2018	Open	Cypress Manufacturing	\$8,538.75
427850	12/28/2018	Open	GoGreen Roofing Corp	\$454.20
427851	12/28/2018	Open	GoGreen Roofing Corp	\$352.45
427852	12/28/2018	Open	Harris & Associates, Inc	\$160.00
427853	12/28/2018	Open	Hope Ricks	\$9,487.50
427854	12/28/2018	Open	Jae Lee	\$65.00
427855	12/28/2018	Open	Janice Le	\$72.00
427856	12/28/2018	Open	Joel Jensen	\$72.00
427857	12/28/2018	Open	Kate Holaday	\$72.00
427858	12/28/2018	Open	Kevin Healy	\$72.00
427859	12/28/2018	Open	Michael & Rosa Andresen	\$19.50
427860	12/28/2018	Open	Michelle Vega	\$65.00
427861	12/28/2018	Open	Mike Sutherland	\$72.00
427862	12/28/2018	Open	Naomie Garnica	\$65.00
427863	12/28/2018	Open	Wood Butchery Construction	\$1,563.00

City of Salinas

Claim Check Reports 427471-427964

From Payment Date: 12/10/2018 - To Payment Date: 1/2/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
427864	12/28/2018	Open	Wood Butchery Construction	\$303.00
Type Check Totals:				<hr/> \$1,524,872.01
General Account - General Account Totals				



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-002, Version: 1

An Ordinance amending the criteria for eligibility to serve on the Board of Appeals

Adopt an Ordinance amending Section 3-03.05 of the Municipal Code to change the eligibility criteria for membership on the Building Board of Appeals.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: January 8, 2019

DEPARTMENT: OFFICE OF THE CITY ATTORNEY

FROM: CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

TITLE: AN ORDINANCE AMENDING THE CRITERIA FOR
ELIGIBILITY TO SERVE ON THE BOARD OF APPEALS

RECOMMENDATION MOTION:

A motion to adopt an ordinance amending Section 3-03.05 of the Municipal Code to change the eligibility criteria for membership on the Building Board of Appeals.

RECOMMENDATION:

It is recommended that the City Council adopt the proposed ordinance.

EXECUTIVE SUMMARY:

The proposed ordinance amends Section 3-03.05 of the Municipal Code to change the eligibility criteria for membership on the Building Board of Appeals. Currently, in order to be eligible for appointment to the Board of Appeals, an individual must be a resident of Salinas or own and operate a business located within Salinas at the time of appointment and continuously during the term of office. This ordinance would allow individuals who do not own and operate a business, but who do business within Salinas (pursuant to a Business License) to be eligible for appointment to the Board of Appeals. No individuals have been qualified to serve or appointed to the Board of Appeals. Changing the qualification criteria is intended to broaden the scope of potential candidates, without diminishing the overall expertise criteria, in an attempt to identify qualified, interested individuals so the City Council may appoint a Board of Appeals.

DISCUSSION:

This item has been sponsored by Council member McShane and former Council member Craig.

The Board of Appeals hears and decides appeals of orders, decisions, or determinations made by the Building Official and the Fire Code Official relative to the application and the interpretation of the Building Code and the Fire Codes (at the request of the Fire Chief). An application for an appeal is based on a claim that the true intent of Chapter 9 of the Municipal Code (where the Building Code and related codes have been codified by reference) has been incorrectly interpreted,

do not fully apply, or an equivalent form of construction is proposed. In other words, it provides an avenue for an individual to appeal the decision of the Building Official as it pertains to the application of the Building Code to a project. The Board of Appeals does not have the authority to waive or to reduce the requirements of Chapter 9 and has no authority or jurisdiction over any matter that is appealable under the Salinas Municipal Code to the City Council or to any board or commission. Appeals are only of Building Official decisions as they relate to application of the Building Code and related codes.

The Board of Appeals consists of five (5) standing members selected from the city at large and approved by the City Council. Two alternate members are also appointed and subject to the same appointment criteria as the standing members. All serve five (5) year terms unless removed sooner by the City Council.

When the Board of Appeals considers appeals of orders, decisions, or determinations made by the Building Official relative to the application and interpretation of building standards for accessibility, the appeals board shall consist of two standing or alternate members and three adjunct members. Two adjunct members shall be physically disabled persons and one will be a public member, who will be appointed by the City Council.

CEQA CONSIDERATION:

The action of adopting the proposed ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

STRATEGIC PLAN INITIATIVE:

The City Council's adoption of the proposed ordinance supports the City Council's goals and objectives of improving the Quality of Life for all of its residents and promoting a Safe and Livable Community (2016-2019 Strategic Plan).

FISCAL AND SUSTAINABILITY IMPACT:

The City Council's adoption of the proposed ordinance would not have an impact on the City's General Fund, Measure E, or Measure G.

DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments/divisions within Community Development (Planning, Building, and Code Enforcement).

ATTACHMENTS:

Proposed Ordinance

ORDINANCE NO. _____ (N.C.S.)

AN ORDINANCE ESTABLISHING THE CRITERIA FOR MEMBERSHIP ON THE BOARD OF APPEALS

City Attorney Impartial Analysis

This ordinance changes the criteria for eligibility to the Board of Appeals. The Board of Appeals hears and decides appeals of orders, decisions, or determinations made by the Building Official and the Fire Code Official relative to the application and the interpretation of Chapter 9 of the Municipal Code. Currently, in order to be eligible for appointment to the Board of Appeals, an individual must be a resident of Salinas or own and operate a business located within Salinas at the time of appointment and continuously during the term of office. This ordinance would allow individuals who do not own and operate a business in Salinas but who do business within Salinas (pursuant to a Business License) to be eligible for appointment to the Board of Appeals.

SECTION 1. Section 3-03.05 of the Salinas Municipal Code is amended to read as follows:

“The appeals board shall consist of five standing members selected from the city at-large who are residents of Salinas, own a business located in Salinas, or have a business license to conduct business in the Salinas at the time of appointment and continuously during the term of office. The members must be qualified by experience and training and specifically knowledgeable in the California Building Standards Code and applicable local ordinances to pass on matters pertaining to building standards other than those related to accessibility and who are not employees of the City of Salinas.”

SECTION 2. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3. Effective Date. This Ordinance will take effect thirty (30) days from and after its adoption.

PASSED AND ADOPTED this _____ day of January 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-003, Version: 1

An Ordinance regarding the operations of Commercial Cannabis Dispensaries

Adopt an Ordinance amending Section 5-07.33(g) of the Municipal Code to allow Commercial Cannabis Dispensaries to operate on Sundays and to extend the hours of operation.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: January 8, 2019

DEPARTMENT: OFFICE OF THE CITY ATTORNEY

FROM: CHRISTOPHER A. CALLIHAN, CITY ATTORNEY
COURTNEY R. GROSSMAN, PLANNING MANAGER

TITLE: ORDINANCE REGARDING THE OPERATIONS OF
COMMERCIAL CANNABIS DISPENSARIES (DAYS OF
OPERATION)

RECOMMENDATION MOTION:

A motion to adopt an ordinance amending Section 5-07.33(g) of the Municipal Code to allow Commercial Cannabis Dispensaries to operate on Sundays.

RECOMMENDATION:

It is recommended that the City Council adopt the proposed ordinance.

EXECUTIVE SUMMARY:

The proposed ordinance amends Section 5-07.33(g) of the Municipal Code to allow Commercial Cannabis Dispensaries to conduct business on Sundays and to extend the hours of operation to 6:00 A.M. to 10:00 P.M. Currently, dispensaries are limited to conducting business Monday through Saturday and between the hours of 8:00 A.M. to 9:00 P.M.

DISCUSSION:

This proposed ordinance is sponsored by Council member De La Rosa with support from Mayor Gunter.

The Municipal Code establishes a series of regulations and operating restrictions on Commercial Cannabis Businesses. Among them is a limitation on the days and hours dispensaries may be open to the Public. Municipal Code section 5-07.33(g) currently prohibits dispensaries from conducting business on Sundays; dispensaries may operate Monday through Saturday between the hours of 8:00 A.M. and 9:00 P.M. There are no other restrictions prohibiting the conduct of business on certain days or hours including holidays, for example, unless the holiday happens to fall on a Sunday. The proposed ordinance would allow dispensaries to operate seven (7) days per week

between the hours of 6:00 A.M. and 10:00 P.M. This is similar to the operational hours of dispensaries within local cities and with state regulations.

The origin of the Sunday prohibition was during the Planning Commission’s consideration of the original ordinance allowing for the operation of commercial cannabis business in Salinas. The Planning Commission determined that dispensaries should not be permitted to operate on Sundays because Sunday is traditionally a day for religious worship and for families.¹

During the time that Salinas has allowed commercial cannabis businesses to operate, there have been few complaints or concerns regarding their operations. At least two businesses have had Code Enforcement issues related to Building and Fire Code issues and related to work without permits. And, at least one have been the subject of recurring concerns and complaints from adjacent businesses due to the odors emanating from the business. Otherwise, there has been little enforcement activity associated with the permitted businesses.

CEQA CONSIDERATION:

The action of adopting the proposed ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

STRATEGIC PLAN INITIATIVE:

The City Council’s adoption of the proposed ordinance does not directly support any of the City Council’s current goals or objectives.

FISCAL AND SUSTAINABILITY IMPACT:

The City Council’s adoption of the proposed ordinance may have a minimal impact on the City’s General Fund. Dispensaries will be open one additional day per week and the additional hours of operation which may result in additional tax revenues to the City.

DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments including Community Development (Planning, Building, and Code Enforcement), Police Department, and City Attorney’s Office.

ATTACHMENTS:

Proposed Ordinance

¹ No similar prohibition exists on the Sunday operation of bars/restaurants/liquor stores, however.

ORDINANCE NO. _____ (N.C.S.)

**AN ORDINANCE MODIFYING THE OPERATIONAL RESTRICTIONS ON
CANNABIS DISPENSARIES (DAYS OF OPERATION)**

City Attorney Impartial Analysis

The Municipal Code establishes a series of regulations and operating restrictions on Commercial Cannabis Businesses. Among them is a limitation on the days and hours dispensaries may be open to the Public. Municipal Code section 5-07.33(g) currently prohibits dispensaries from conducting business on Sundays; dispensaries may operate Monday through Saturday between the hours of 8:00 A.M. and 9:00 P.M. The proposed ordinance would allow dispensaries to operate seven (7) days per week between the hours of 6:00 A.M. and 10:00 P.M.

SECTION 1. Section 5-07.33(g) of the Salinas Municipal Code is amended to read as follows:

“Sales of cannabis and cannabis products shall occur only between the hours of 6:00 A.M. and 10:00 P.M., Monday through Sunday.”

SECTION 2. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3. Effective Date. This Ordinance will take effect thirty (30) days from and after its adoption.

PASSED AND ADOPTED this _____ day of January 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-004, Version: 1

Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007

Approve a Resolution approving plans and specifications for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007, and authorizing issuance of the Invitation to Bidders, with bids to open on February 28, 2019.



**CITY OF SALINAS
CITY COUNCIL STAFF REPORT**

DATE: JANUARY 8, 2019
DEPARTMENT: PUBLIC WORKS
FROM: DAVID JACOBS, DIRECTOR
BY: PATRICK FUNG, ASSISTANT ENGINEER
**TITLE: SALINAS ITC SANITARY SEWER AND STORM DRAIN
PIPELINE RELOCATION, PROJECT NOS. 9006 & 9007**

RECOMMENDED MOTION:

A motion to:

1. Approve plans and specifications for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007; and
2. Authorize the issuance of an Invitation to Bidders, with bids to be opened on February 28, 2019.

RECOMMENDATION:

It is recommended that City Council approve a Resolution approving plans and specifications for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project Nos. 9006 & 9007, and authorizing issuance of the Invitation to Bidders, with bids to open on February 28, 2019.

EXECUTIVE SUMMARY:

This project calls to relocate the City's sanitary sewer and storm drain pipelines from the soon-to-be abandoned Station Place to the proposed Lincoln Avenue Extension at the Salinas Rail Station as proposed in the Monterey County Rail Extension Project. This project also calls to install a section of new storm drain along West Market Street.

BACKGROUND:

The Transportation Agency for Monterey County (TAMC) is managing the Monterey County Rail Extension Project, which will be implemented in phases. TAMC's Package 1 Kick Start Project (phase one) will make improvements at the Salinas train station, including the creation of new Right-of-Way for the Lincoln Avenue Extension.

The existing Station Place will be abandoned and consequently all existing utilities including gas, electric, water, communication, sewer, and storm water will be relocated to the proposed Lincoln Avenue Extension. An MOU approved on February 7, 2017 among the City, TAMC, and the Monterey-Salinas Transit District (MST) states that the City is responsible for designing and constructing the new sanitary sewer and storm drain pipelines. The demolition of the existing buildings has been completed by TAMC's demolition contractor, and the project site is ready for underground utility installations. The City and TAMC have been collaborating with the utility companies for utility relocations.

The project, designed by Harris & Associates, generally includes abandonment of the existing 8-inch sanitary sewer and 48-inch storm drain pipes underneath Station Place; installation of new 8-inch sanitary sewer and 48-inch storm drain pipes at the proposed Lincoln Avenue Extension; installation of new manholes and catch basins; installation of new 18-inch storm drain along West Market St.; trenching with shoring and bracing; and traffic control and signage.

To facilitate the Caltrans encroachment permits required for both TAMC's and the City's projects, the 18" storm drain work on West Market Street is being installed at the request of TAMC. A Reimbursement Agreement between the City and TAMC for this section of storm drain was approved by City Council on December 18, 2018, by which TAMC will reimburse the City for design and construction of this section of storm drain, estimated to be up to \$89,315.

The City is in the process of applying for and obtaining the Caltrans encroachment permit to conduct work within the State Right-of-Way (West Market St).

CEQA CONSIDERATION:

Categorically Exempt: The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15302 (c), Class 2) because the project proposes the replacement of existing utility systems with negligible or no expansion of capacity.

STRATEGIC PLAN INITIATIVE:

The project addresses the City Council's goals of providing excellent infrastructure by protecting and maintaining the City's underground infrastructure.

DEPARTMENTAL COORDINATION:

The Public Works Department has worked with the Legal and Finance Departments in administering contracts and funding for the design phase and will continue through project advertisement and construction.

FISCAL AND SUSTAINABILITY IMPACT:

The current budget for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007 is as follows:

FY 18-19				
CIP No.	Funding Source	Appropriations	Encumbrances & Expenditures as of 12/17/18	Available Budget
9006	Measure X Bond Proceeds (5202)	\$530,000	\$38,260	\$491,740
9007	Sewer Fund (6400)	\$360,000	\$5,523	\$354,477
	Total	\$890,000	\$43,783	\$846,217

The Engineer's Estimate for this project is \$955,344 including all the soft costs outlined below:

Construction Cost

Base Bid (Engineer's Estimate)	\$830,590
Contingencies (5%)	41,530
Admin. Overhead (max.)	50,000
Inspection/Construction Admin. (4%)	<u>33,224</u>

Total Estimated Project Costs **\$955,344**

Based on the Engineer's Estimate of \$955,344 there may be an estimated shortfall of \$109,127.

Depending on the bid results, a supplemental appropriation may be required to provide the additional funding needed to complete this project.

Additionally, a Reimbursement Agreement between TAMC and the City will reimburse the City for specific construction items up to \$89,315.

ATTACHMENTS:

Resolution
Project Location Map

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION APPROVING PLANS AND SPECIFICATIONS
AND DIRECTING NOTICE TO BIDDERS FOR THE
SALINAS ITC SANITARY SEWER AND STORM DRAIN PIPELINE RELOCATION
PROJECT NO. 9006 & 9007**

WHEREAS, the City Council of Salinas hereby finds and determines that the public convenience and necessity require the construction of the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project Nos. 9006 & 9007; and

WHEREAS, the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007, in general, calls for the relocation of sanitary sewer and storm drain pipes; and

WHEREAS, the certain document entitled Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project Nos. 9006 & 9007 filed at the office of the City Clerk of Salinas on January 8, 2019, is hereby accepted as the plans and specifications for said work, and said plans and specifications are hereby adopted; and

WHEREAS, bids for said work shall be received at the office of the City Clerk at City Hall, 200 Lincoln Avenue, Salinas, California, until two o'clock p.m. on the 28th day of February 2019, and that a public meeting shall be held in the City of Salinas Rotunda, Salinas, California, on the 28th day of February 2019, at the hour of two o'clock p.m. of said day at which time and place all of said bids for proposals shall be publicly opened, examined, and declared by said City Clerk, or his/her designee, who shall thereupon report the results of the bidding to the Council of Salinas at a regular meeting of said Council after the opening of the bids; and

WHEREAS, the City Engineer is authorized to extend, revise, or set the bid opening date through an addendum as necessary to meet the required bidding schedule; and

NOW, THEREFORE, BE IT RESOLVED that the plans and specifications for the Salinas ITC Sanitary Sewer and Storm Drain Pipeline Relocation, Project No. 9006 & 9007 are hereby adopted; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Clerk is hereby directed to publish notice to bidders inviting sealed proposals for said work for one time in a newspaper of general circulation as required under the law, which notice shall set forth the time and place, when and where bids shall be received, opened and read, and shall further refer to the aforesaid plans and specifications on file in the office of said City Clerk for the contents thereof. It is not required that any other matters be set forth in said published notice to bidders. Said publication shall be completed at least 10 days before the 28th day of February 2019. No other notice shall be required.

PASSED AND APPROVED this 8th day of January 2019 by the following vote:

AYES:

NOES:

ABSENT:

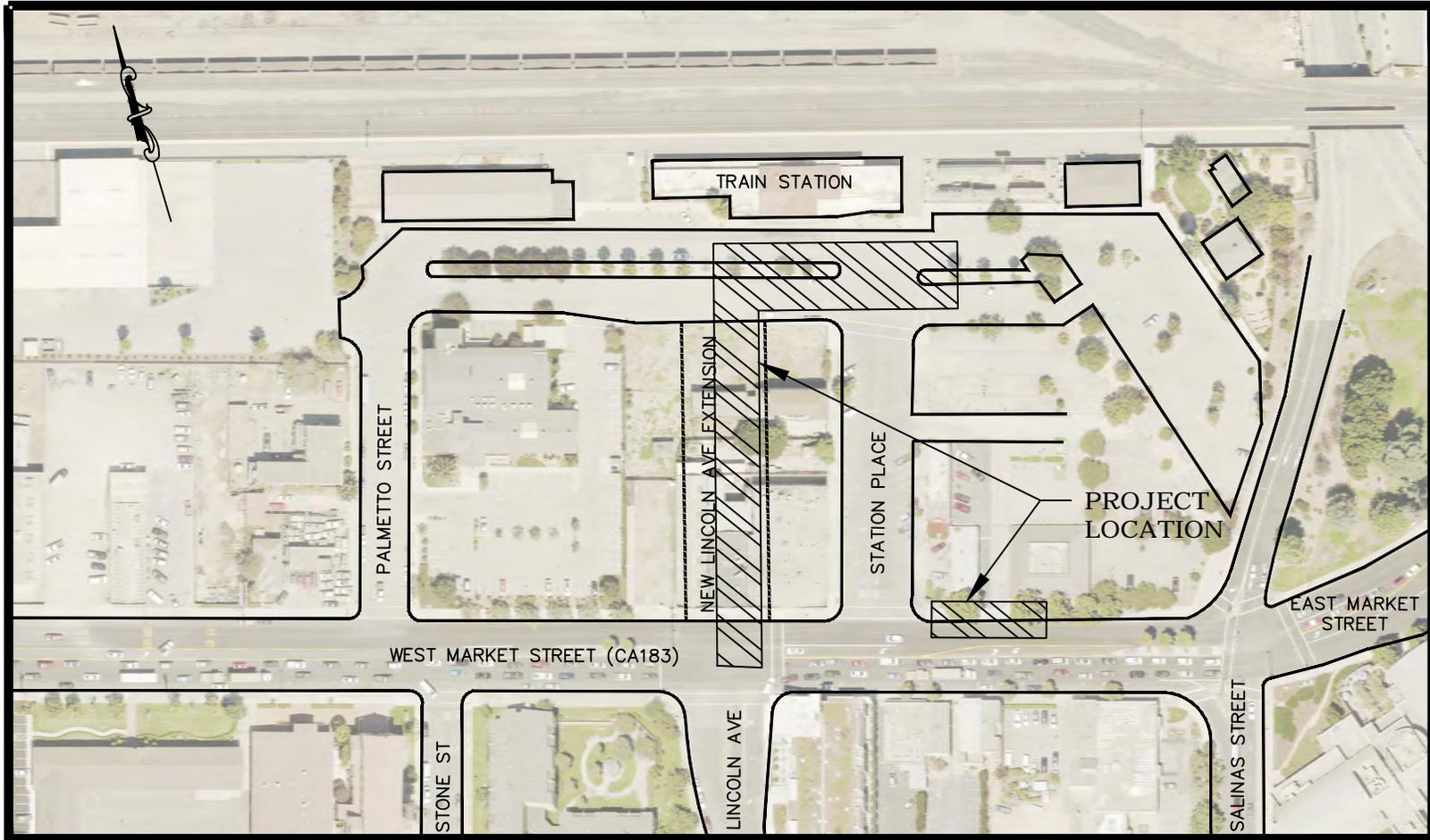
ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



**SALINAS ITC SANITARY SEWER AND
STORM DRAIN PIPELINE RELOCATION
CIP NO. 9006 & 9007**



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-006, Version: 1

Long-Term Fiscal and Sustainability Impact Policy

Approve a Resolution authorizing adding a long-term fiscal and sustainability impact section to the Financial Policies of the City of Salinas as recommended by the National Resource Network in the Salinas Ten-Year Plan.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: JANUARY 8, 2019
DEPARTMENT: FINANCE DEPARTMENT
FROM: MATT N. PRESSEY, CPA, FINANCE DIRECTOR
TITLE: LONG-TERM FISCAL AND SUSTAINABILITY IMPACT POLICY

RECOMMENDED MOTION:

A motion to approve the attached Resolution authorizing adding a long-term fiscal and sustainability impact section to the Financial Policies of the City of Salinas as recommended by the National Resource Network in the **Salinas Ten-Year Plan**.

RECOMMENDATION:

Staff recommends that the Council approve the attached Resolution.

EXECUTIVE SUMMARY:

The Salinas Ten-Year Plan developed by the National Resource Network includes many recommendations to help the City address the City's structural deficit. Thirty-two recommendations were made in their report on the Salinas Ten-Year Plan. One of the recommendations is a policy recommendation to require a minimum five-year budget forecast that shows how the current budget being considered by the City Council for approval helps maintain fiscal sustainability over a longer-term horizon. Staff has written a financial policy that will be added to the Financial Policies adopted by the City Council each year as part of the operating budget document. The new policy will be added to a fiscal impact and sustainability section to the Financial Policies.

BACKGROUND:

On December 4, 2018, representatives from the National Resource Network presented The Salinas Ten-Year Plan, a Report providing a detailed blueprint for achieving long-term fiscal sustainability while preserving key City programs, to the City Council. The Salinas Ten-Year Plan also explored the City's role in addressing the area's affordable housing crisis.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This program relates to the Council Goals of Effective Sustainable Government.

DEPARTMENTAL COORDINATION:

All City Departments were consulted in the development of the Salinas Ten-Year Plan. This policy was developed with coordination with the Administration Department.

FISCAL AND SUSTAINABILITY IMPACT:

There is not cost of implementing this financial policy.

ATTACHMENTS:

Resolution

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION AUTHORIZING ADDING A LONG-TERM FISCAL AND SUSTAINABILITY IMPACT SECTION TO THE FINANCIAL POLICIES OF THE CITY OF SALINAS

WHEREAS, the National Resource Network was created as a part of President Obama’s “Strong Cities, Strong Communities” program, and provides technical assistance to distressed communities; and

WHEREAS, the Laura and John Arnold Foundation granted \$4 million to the National Resource Network to work with Cities to develop and implement multi-year budgeting plans in up to five jurisdictions nationwide; and

WHEREAS, the National Resource Network selected the City of Salinas as one of five cities nationally to receive this assistance; and

WHEREAS, on December 4, 2018, the National Resource Network presented the Salinas Ten-Year Plan to the City Council, providing a series of recommendations designed to allow the City to maintain long-term fiscal solvency, maintain its key services, and address the housing affordability crisis; and

WHEREAS, one recommendation within the Salinas Ten-Year Plan is to financial policy to require a minimum five-year budget forecast that shows how the current budget being considered by the City Council for approval helps maintain fiscal sustainability over a longer-term horizon.

NOW, THEREFORE, the City Council hereby authorizes the addition of a long-term fiscal and sustainability impact section to the Financial Policies of the City of Salinas as recommended by the National Resource Network in the Salinas Ten-Year Plan.

PASSED AND ADOPTED this 8th day of January 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Exhibit A – Proposed Addition to the Financial Policy

EXHIBIT A

The following new financial policy is proposed:

IXX. LONG-TERM FISCAL AND SUSTAINABILITY IMPACT

- A. Purpose - This policy documents requirements and responsibilities for considering the long-term impact of current decisions.
- B. Annual Budgets - As part of the annual budget, the document will include a minimum five-year budget forecast that shows how the current budget being considered by the City Council for approval helps maintain fiscal sustainability over a longer-term horizon.
- C. Staff Reports - On each staff report to City Council, the report should include a section on fiscal and sustainability impact. For impacts greater than \$100,000 for one fiscal year and that continue for more than 3 years, a table showing the impact over a 10-year period should be added to the staff report in the fiscal impact and sustainability section of the staff report.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#19-007, Version: 1

Mediation Disclosure and Acknowledgment

Approve a Resolution directing the City Manager to execute a Mediation Disclosure and Acknowledgment.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: January 8, 2019

DEPARTMENT: OFFICE OF THE CITY ATTORNEY

FROM: CHRISTOPHER A. CALLIHAN, CITY ATTORNEY
MICHAEL MUTALIPASSI, ASST. CITY ATTORNEY

TITLE: RESOLUTION DIRECTING CITY MANAGER TO EXECUTE
MEDIATION DISCLOSURE AND ACKNOWLEDGMENT

RECOMMENDED MOTION:

It is recommended that the City Council approve a resolution directing the City Manager to execute the attached Mediation Disclosure and Acknowledgment.

DISCUSSION:

From time to time, when appropriate, the City should engage in resolution of legal disputes by means other than litigation. One such form of alternative dispute resolution that the City wishes to participate in, from time to time, is mediation of legal disputes. A recent change in California law requires all attorneys, including those attorneys representing municipalities to make certain disclosures regarding the confidentiality of mediation and to obtain a signed acknowledgment of those disclosures. The disclosures and acknowledgment are attached to this report.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Continuing to participate in methods of alternative dispute resolution, including mediation, will further the Council's goal of creating an effective, sustainable government.

DEPARTMENTAL COORDINATION:

The City Attorney's Office did not coordinate with other departments in preparing this report. The report, the resolution, and the attachments are the result of a result change in State law which requires the City Council to take action.

FISCAL AND SUSTAINABILITY IMPACT:

The resolution will not result in any cost to the City. Continued participation in alternative dispute resolution strategies, including mediation will tend to save the City substantial costs associated with litigation.

ATTACHMENTS:

Resolution
Mediation Disclosure and Acknowledgment

RESOLUTION NO. _____ (N.C.S.)

**RESOLUTION DIRECTING CITY MANAGER TO EXECUTE MEDIATION
DISCLOSURE AND ACKNOWLEDGMENT**

WHEREAS, from time to time, when appropriate, the City should engage in resolution of legal disputes by means other than litigation. One such form of alternative dispute resolution that the City wishes to participate in, from time to time, is mediation of legal disputes; and

WHEREAS, to promote communication in mediation, California law generally makes mediation a confidential process. California's mediation confidentiality laws are laid out in Sections 703.5 and 1115 to 1129, inclusive, of the Evidence Code. Those laws establish the confidentiality of mediation and limit the disclosure, admissibility, and a court's consideration of communications, writings, and conduct in connection with a mediation.; In general, those laws mean the following:

- All communications, negotiations, or settlement offers in the course of a mediation must remain confidential.
- Statements made and writings prepared in connection with a mediation are not admissible or subject to discovery or compelled disclosure in noncriminal proceedings.
- A mediator's report, opinion, recommendation, or finding about what occurred in a mediation may not be submitted to or considered by a court or another adjudicative body.
- A mediator cannot testify in any subsequent civil proceeding about any communication or conduct occurring at, or in connection with, a mediation; and

WHEREAS, all communications between the City, the City's staff, the City's elected officials and the City's attorney made in preparation for a mediation, or during a mediation, are confidential and cannot be disclosed or used (except in extremely limited circumstances), even if the City later decide to sue its attorney for malpractice because of something that happens during the mediation; and

WHEREAS, the Council understands that, unless all participants agree otherwise, no oral or written communication made during a mediation, or in preparation for a mediation, including communications between the City, the City's staff, the City's elected officials and the City's attorney, can be used as evidence in any subsequent noncriminal legal action including an action against the City's attorney for malpractice or an ethical violation; and

WHEREAS, this resolution does not limit the City's attorney's potential liability to the City for professional malpractice, or prevent the City from (1) reporting any professional misconduct by your attorney to the State Bar of California or (2) cooperating with any disciplinary investigation or criminal prosecution of your attorney; and

WHEREAS, an attorney representing a client participating in a mediation or a mediation consultation shall, as soon as reasonably possible before the client agrees to participate in the mediation or mediation consultation, provide that client with a printed disclosure containing the confidentiality restrictions described in Section 1119 and obtain a printed acknowledgment signed by that client stating that he or she has read and understands the confidentiality restrictions; and

WHEREAS, such disclosure has been made to the City Council by the Office of the City Attorney and the Council wishes to execute the required printed acknowledgment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council directs the City Manager to execute the Mediation Disclosure Notification and Acknowledgment.

PASSED AND APPROVED this 8th day of January, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



City of Salinas

OFFICE OF THE CITY ATTORNEY • 200 Lincoln Ave • Salinas, California 93901

(831) 758-7256 • (831) 758-7257 (Fax) • www.ci.salinas.ca.us



Christopher A. Callihan, City Attorney

MEDIATION DISCLOSURE NOTIFICATION AND ACKNOWLEDGMENT

To promote communication in mediation, California law generally makes mediation a confidential process. California's mediation confidentiality laws are laid out in Sections 703.5 and 1115 to 1129, inclusive, of the Evidence Code. Those laws establish the confidentiality of mediation and limit the disclosure, admissibility, and a court's consideration of communications, writings, and conduct in connection with a mediation. In general, those laws mean the following:

- All communications, negotiations, or settlement offers in the course of a mediation must remain confidential.
- Statements made and writings prepared in connection with a mediation are not admissible or subject to discovery or compelled disclosure in noncriminal proceedings.
- A mediator's report, opinion, recommendation, or finding about what occurred in a mediation may not be submitted to or considered by a court or another adjudicative body.
- A mediator cannot testify in any subsequent civil proceeding about any communication or conduct occurring at, or in connection with, a mediation.

This means that all communications between the City, the City's staff, the City's elected officials and the City's attorney made in preparation for a mediation, or during a mediation, are confidential and cannot be disclosed or used (except in extremely limited circumstances), even if the City later decide to sue its attorney for malpractice because of something that happens during the mediation.

I, Ray E. Corpuz, Jr., City Manager, City of Salinas, understand that, unless all participants agree otherwise, no oral or written communication made during a mediation, or in preparation for a mediation, including communications between the City, the City's staff, the City's elected officials and the City's attorney, can be used as evidence in any subsequent

noncriminal legal action including an action against my attorney for malpractice or an ethical violation.

NOTE: This disclosure and signed acknowledgment does not limit the City's attorney's potential liability to you for professional malpractice, or prevent the City from (1) reporting any professional misconduct by your attorney to the State Bar of California or (2) cooperating with any disciplinary investigation or criminal prosecution of the City's attorney.

Dated:

By: _____

RAY E. CORPUZ, JR.
CITY MANAGER,
CITY OF SALINAS

CHRISTOPHER A. CALLIHAN
CITY ATTORNEY

Dated:

By: _____

MICHAEL MUTALIPASSI
ASSISTANT CITY ATTORNEY,
CITY OF SALINAS