



June 30, 2004

Association of Monterey Bay Area Governments (AMBAG)
445 Reservation Rd., Ste. G
Marina, CA 93933
Attn: Kathy Urlie
Fax: 831-883-3755

RE: Review of Preparation of a draft program Environmental Impact Report
For 2005 Monterey County Regional Transportation Plan and
2005 Santa Cruz County Regional Transportation Plan
Location: Monterey County & Santa Cruz County
Notice Date: May 28, 2004
PG&E File : 40322848-y04-MR-99

Dear Ms Urlie:

Thank you for the opportunity to review the Preparation of a draft program
Environmental Impact Report for the referenced project at the above location.

PG&E has the following comments to offer:

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.



We would also like to note that continued development consistent with the Counties' General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage the Planning Office of the Counties include information about the issue of electric and magnetic fields (EMF) in the Notice of Preparation. It is PG&E's policy to share information and educate people about the issue of EMF.

Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.



***Pacific Gas and
Electric Company***

Land Rights Office

111 Almaden Boulevard, Room 814
P.O. Box 15005
San Jose, CA 95115-0005

PG&E remains committed to working with the Counties to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Should you require any additional information or have any questions, please call me at (408) 282-7401.

Sincerely,

A handwritten signature in cursive script that reads 'Alfred Poon'.

Alfred Poon
Land Agent
South Coast Area

JUL 07 2004

MONTEREY COUNTY



PLANNING AND BUILDING INSPECTION DEPARTMENT

240 CHURCH STREET, SALINAS, CALIFORNIA 93901 PLANNING: (831) 755-5025 BUILDING: (831) 755-5027 FAX: (831) 755-5487

MAILING ADDRESS: P.O. BOX 1208, SALINAS, CALIFORNIA 93902

COASTAL OFFICE, 2620 1st Avenue, MARINA, CALIFORNIA 93933 PLANNING: (831) 883-7500 BUILDING: (831) 883-7501 FAX: (831) 384-3261

July 6, 2004

Kathy Urlie, Principal Planner
Association of Monterey Bay Area Governments
PO Box 809
Marina, CA 93933-0809

SUBJECT: Notice of Preparation for Draft Program EIR for the 2005 Regional and Metropolitan Transportation Plans

Dear Ms. Urlie:

Thank you for the opportunity to comment on the Notice of Preparation. With County and City development in the former Fort Ord, circulation between the Monterey Peninsula and Salinas area needs to be improved. The County requests that the EIR ensure that the improvement(s) known as the Marina-Salinas Corridor remain under consideration as a needed improvement for anticipated growth in the region, inside and outside of the former Fort Ord. Impacts of these improvements need to be studied and the alternatives analysis should not consider deletion of these improvements.

The County is preparing Specific Plans for Rancho San Juan (northeast of Salinas) and East Garrison (former Fort Ord). In addition, Community Plans are being prepared for the Boronda area (northwest Salinas) and Castroville. These plans should be considered as part of the potential growth areas analyzed in the document.

Should you have any questions or need additional information, please feel free to call Mike Novo at (831) 883-7518.

Sincerely,

Scott Hennessy
Director

cc: File

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877



July 13, 2004

Ms. Kathy Urlie
AMBAG (Association of Monterey Bay Area Governments)
P.O. Box 809
Marina, CA 93933-0809

Subject: **NOP for 2005 Monterey Bay Area Metropolitan Transportation Plan**

Dear Ms. Urlie:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the consolidated Environmental Impact Report for the *2005 Monterey Bay Area Metropolitan Transportation Plan (MTP)*, the *2005 Monterey County Regional Transportation Plan*, and the *2005 Santa Cruz County Regional Transportation Plan*. We view this as an excellent opportunity to comprehensively examine Monterey Bay area transportation issues in a regional context.

Our hope is that the *2005 MTP* will provide a baseline reference that we can use in carrying out our own agency responsibilities. This will be true not only for particular transportation projects in the coastal zone, but also when we review Local Coastal Programs (LCPs) and LCP amendments submitted by local governments: when we periodically review and make recommendations on the already-certified LCPs; and, under the federal consistency process, when we review non-coastal zone projects and plans with the potential for "spillover" impacts on the coastal zone. A regional evaluation will help determine what transportation infrastructure improvements are actually needed to meet (but not exceed) allowable buildout levels; what alternative transportation measures would be effective and feasible; and, which elements of the transportation system should (or must) be located in the coastal zone. And, we believe an understanding of the regional context is absolutely essential before we approve major new transportation projects in the Monterey Bay area coastal zone.

As such, we suggest that the *Metropolitan Transportation Plan* and accompanying environmental impact report address the following points:

Consideration of Coastal Act policies and consistency with local coastal programs:

We would hope that the overall objectives of the transportation plans embody Coastal Act principles of concentrated development, prevention of adverse environmental impacts, and promotion of coastal access, among others. Within the coastal zone part of the Monterey Bay Metropolitan Area, the assumptions, analyses, and recommended strategies for meeting future transportation needs should be consistent with the applicable California Coastal Act and LCP policies. Similarly, the projected kinds, locations, and densities of allowable development should accurately reflect what is allowed in the LCP Land Use Plans.

The Coastal Commission has certified Land Use Plans (LUPs) for all or part of each local government's coastal zone area within the Metro Area. They represent local application of Coastal Act policies, and are part of local general plans. However, these LUPs were individually certified over a long span of years, each on their own merits, with only the most limited capacity to account for regional relationships and impacts. Accordingly, we strongly applaud the *2005 MTP* process not only as an opportunity to update existing transportation plans, but also to comprehensively analyze--from the larger regional perspective--the cumulative impacts of buildout under all these plans together.

Another good reason for ensuring the alignment of the MTP with Coastal Act and LCP policies, is that the majority of transportation development projects within the coastal zone require a coastal development permit (CDP). In areas that comprise or once comprised State tidelands, submerged lands, and/or public trust lands—for example, the Elkhorn and Moro Cojo Slough complex around Moss Landing--the standard of review for CDP approval is the set of policies contained in Chapter 3 of the Coastal Act. The same standard of review applies within local jurisdictions and areas that do not have certified complete Local Coastal Programs (i.e., an LUP *and* implementing ordinances). These include the City of Carmel, as well as the coastal zone portions of the former Ft. Ord, and the coastal zone within the Cities of Pacific Grove, Monterey and Seaside.

The majority of the Monterey Bay area coastal zone, however, falls within an area covered by a certified LCP. In these areas, the standard of review is the certified LCP, along with the Coastal Act's public access and recreation policies. Therefore, projects contemplated in the MTP within certified LCP areas should be evaluated for their consistency with local coastal programs and the applicable Coastal Act public access and recreation policies. At this point we are aware of at least one potential MTP/Monterey County RTP project that is inconsistent with Coastal Act policies: widening of Highway One in North Monterey County to four lanes (see our December 2003 Monterey County periodic review report, Issue LU-14; and, our November 30, 2000 letter to Caltrans).

Evaluation on a corridor or area basis:

The EIR evaluation should be of project groupings involving specific corridors or areas, such as the Highway One corridor in southern Santa Cruz and northern Monterey Counties. The EIR should address the cumulative and growth-inducing impacts from such sets of projects, using a regional model. Where the sum total of projects may lead to adverse impacts, including inconsistencies with adopted LCPs, then mitigation measures should not only focus on individual project changes, but also on alternatives to some of the projects, prioritization of the projects, and interrelationships among the projects, considering all of the transportation modes. This means that the focus should not just be on physical construction issues but also on institutional strategies to ensure, for example, that highest priority projects are actually built and problematic projects are not. Such an analysis should be based on current and projected trip origins and destinations and address how successful the various projects can be in addressing trip patterns.

Specific corridors and areas merit study, and have particular meaning with respect to the Coastal Act's public access and recreation policies. These policies call for maximizing such opportunities for *all* the

people¹, insuring that new projects provide for public access *to* and *along* the shoreline², and distribution of parking and other access facilities to mitigate against the impacts of overuse or overcrowding.³ Accordingly, in the Monterey Bay Metro Area, the most obvious regional corridor requiring study is the Santa Cruz/Watsonville-Monterey/Carmel corridor (both Hwy.1 & non-automobile alternatives). This corridor is essential for mobility and distribution of use *along* the coast.

Equally important are those corridors that provide connections from population centers *to* the coast, as exemplified by this list:

- a. San Jose/Gilroy-Monterey Peninsula (roads & rail)
- b. San Jose-Santa Cruz beaches (Hwy.17 & non-automobile alternatives)
- c. Salinas/Hwy.101 to Santa Cruz (roads & rail).

In addition, several population centers in the Metro Area have adequate road access to their associated beach areas, but lack a good bicycle, trail or transit connection. Three such potential study corridors include:

- a. Salinas to its beaches (emphasis on providing non-automobile alternatives)
- b. Castroville to its beaches (emphasis on providing non-automobile alternatives)
- c. Watsonville to its beaches (emphasis on providing non-automobile alternatives).

Yet other sub-regional areas may have existing road and other transportation facilities, but are in need of enhancement to maximize public access in the coastal zone. For example, this would apply to the more urban areas within the study zone that are situated directly along the shoreline (e.g., Santa Cruz through Capitola, Monterey through Pacific Grove, etc.) as well as other visitor destinations (e.g., Big Sur, Moss Landing, north coast Santa Cruz County, etc.).

Special attention needed for the Highway 1 Moss Landing corridor (the 2-lane subset of the Santa Cruz-Carmel Hwy.1 corridor):

Section 30254 of the Coastal Act requires that "...State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road." The segment of Highway 1 between Castroville and the Salinas Road intersection, referred to as the Moss Landing corridor, matches this description. The addition of through travel lanes would potentially result in major impacts on coastal zone resources, particularly with respect to wetlands, environmentally sensitive habitats, agriculture, archaeological sites, and scenic rural character. Therefore, a future four-lane configuration *cannot* be assumed.

Instead, we believe the MTP will need to identify a suite of strategies that will: 1) get the most effective capacity possible from the roadway facility while retaining its overall two-lane rural character; 2) discourage development patterns that would burden the corridor with increased traffic congestion⁴; 3)

¹ Coastal Act section 30210

² Coastal Act section 30212

³ Coastal Act section 30212.5

⁴ The Coastal Act requires new residential, commercial and industrial development to be concentrated in or close to existing developed areas that have adequate services to accommodate such uses. (ref: Public Resources Code sec. 30250)

retain adequate transportation facilities and capacity for Coastal Act priority uses, such as agriculture and recreational travel along the coast⁵; 4) encourage non-coastal traffic to use more direct routes inland from Elkhorn Slough⁶; and, 5) maximize the potential of transit bus, freight and passenger rail, and non-motorized transportation alternatives to meet transportation needs along the Monterey Bay shoreline⁷. Then, the MTP should identify which of these strategies will be feasible within the given funding scenarios. And, we need the MTP to answer this question: assuming all the feasible measures are implemented together, what will it take (in terms of funding or legislation) to meet long-range transportation needs in the Highway 1 Moss Landing corridor, without making it four lanes?

An important first step will be to describe and analyze an alternative Highway 1 Moss Landing corridor improvement project that is fully consistent with Coastal Act policies. In order to clarify what type of improvements would be potentially approvable, our staff in its recent report on the Periodic Review of Monterey County Local Coastal Program recommended that specific policy language be added to the LCP to guide the design of such an alternative. Please see Appendix A for text detail.

Evaluation of meaningful alternatives:

It appears that the proposed alternative analysis would not render useful information. In formulating alternatives by numbers of projects, the resulting conclusions are obvious: the more projects contained in the alternative, the more impacts. What would be more meaningful and, hopefully, more useful for decision-makers, would be a comparison of alternative sets of projects each based on the same financial assumption (e.g., the total amount of money available most likely available in the next 25 years). Following from the comment above, one alternative could be the set of projects that are consistent with the Coastal Act and are not problematic. Another alternative could encompass those projects that promote non-automotive circulation. Again, it would be useful to undertake such an alternatives analysis by subregion.

Environmental impact analysis of specific projects that could have major impacts on coastal zone resources:

While we understand that these will be programmatic EIRs, there are a substantial number of projects with the potential to cause significant impacts, either individually or cumulatively, within our coastal region; examples are listed in Appendix B, attached.

⁵ The Coastal Act states: "Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development." (ref: Public Resources Code sec. 30254)

⁶ For example, the G12 corridor represents a relatively direct alternative for Santa Cruz-to-Salinas/101 south traffic, that relieves demand on the Moss Landing-Hwy. 183 corridor. Other alignments may be feasible as well.

⁷ This would be consistent with Coastal Act policies that support public access to the coast by means of transit service and public transportation, and call for minimizing energy consumption and vehicle miles traveled. (ref: Public Resources Code sections 30252 & 30253(4))

Ms. Kathy Urlie
Comments on MTP EIR
July 13, 2004
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Adoption of regional mitigation and enhancement measures that can be appropriately applied throughout the Monterey Bay region:

The prospect of regional-wide mitigation and enhancement programs is a particularly promising aspect of the MTP. Accordingly, we have listed a number of potential programs for consideration in the DEIR document; see Appendix C, attached.

We look forward to reviewing the draft EIR, which will hopefully address the above issues and include the suggested region-wide mitigation measures. In the meantime we are available to discuss the points in this letter in more detail and furnish what relevant information that we possess. Please list me as our agency's primary contact person for this EIR.

Sincerely,

Lee Otter
District Chief Planner/Transportation & Development Liaison
Central Coast District

Cc: Santa Cruz Regional Transportation Commission
Transportation Agency of Monterey County
AMBAG Clearinghouse
OPR Clearinghouse

Appendix A:

Design alternative for Highway 1 Moss Landing corridor, Castroville to Salinas Road (assuming 4 lanes not approvable or not feasible)

Excerpts from the staff report on the Periodic Review of Monterey County Local Coastal Program (LCP), which recommended that the following specific policy language be added to the LCP:

“Necessary safety improvements that do not add travel lanes may be permitted, provided that the overall rural and scenic character of the roadway is not substantially altered. Safety improvements may include: alignment of Dolan Road with the Moss Landing Road intersection with some possible grade separation; improvement of the Springfield Road intersection with some possible grade separation; widening the existing motor vehicle travel lanes to a full 12 feet; paving shoulders up to 8 feet in each direction; adding or improving turnouts, paved pullouts, vista points, rest stops, trailhead parking areas, bus stops, shoulder tapers at intersecting roads, left turn safety pockets, merge lanes, access control features (i.e., frontage roads, median barriers, right-of-way fencing), and park-and-ride facilities.”

“Also permitted are projects that maintain the existing scenic and rural character of the area and restore beneficial tidal circulation to the maximum extent feasible with a net restoration of productive wetlands the Elkhorn Slough system, including highway realignment to avoid wetland encroachments (e.g., at Lruve Pond); replacing long sections of wetland fill with causeways (e.g., at Bennett Slough and Moro Cojo Slough); and/or installing a new bridge span across Elkhorn Slough to provide the opportunity to reduce tidal flux to less-damaging pre-1946 levels...”

“Notwithstanding North County Land Use Plan policy 2.3.2.1 and corresponding provisions, wetland fill to accomplish incidental safety improvements or restoration projects...is permitted provided there is no feasible less environmentally damaging alternative and feasible mitigation measures have been incorporated to minimize adverse environmental effects. Required compensatory mitigation ... shall favor restoration of wetland areas filled from past construction on Highway One in the vicinity of the proposed work...”

Appendix B:
Specific projects that could have major impacts on coastal zone resources in the Monterey Bay Metro Area

While this is certainly not intended to be an all-inclusive list, project examples that we are immediately aware of include:

Highway 1 Moss Landing corridor widening (discussed in main body of letter);

Interchange improvements at Highway One and Harkins Slough Road (potential wetlands, environmentally sensitive habitat, agricultural conversion and growth-inducing impacts). Letters have been sent on this project to the SCCRTC dated November 3, 1988, February 24, 1992, February 5, 1998, December 2, 1998, January 4, 2000, and February 3, 2000.

Highway One capacity improvements in Santa Cruz County, from the Hwy.17 intersection at "The Fishhook" to Larkin Valley Rd. (potential growth inducement, agricultural, hydrologic and water quality impacts, see our April 30, 2004 letter to Caltrans).

Interchange improvements at Highway One and Salinas Road (potential growth-inducing, agricultural, visual, rural road-character and wetland issues; see our December 2003 Monterey County periodic review report; Issue LU-14). Note: We have been regularly represented at the community advisory group (CAG) and project development team (PDT) meetings; accordingly, the project design appears to be evolving in a way that will likely result in these impacts being reduced to a less-than-significant level.

Interchange improvements at Highway One and Route 183 (potential wetland, environmentally sensitive habitat, viewshed, and agricultural impacts, see our December 2003 Monterey County periodic review report; Issue LU-14).

Widening of Highway 156 (potential wetland, environmentally sensitive habitat, viewshed, and agricultural impacts, see our December 2003 Monterey County periodic review report; Issue LU-14; our letter of Dec 2, 1999 to Caltrans; our letter of February 2, 1998 to TAMC)

Widening of Highway 68, along Monterey Peninsula skyline (potential impacts to Monterey pine forest).

Improvements needed to revive passenger rail service on the Monterey branch line, including platform and parking facilities (potential impacts on agricultural acreage, viewshed, environmentally sensitive habitat).

Improvements needed to revive passenger rail service on the Pajaro-Davenport branch line, or portions thereof, including any platform and parking facilities (potential impacts currently being assessed by

CEQA study); and, additional improvements needed to accommodate a bicycle trail within or parallel to the branch line.

Appendix C: **Suggested regional mitigation and enhancement measures**

The following are mitigation and enhancement measures can be implemented as regional programs, and appropriately applied throughout the Monterey Bay coastal area:

Adequate pedestrian and bicyclist access facilities on all bridge projects, or (better) provision of a separate off-roadway crossing where a facility of equal or better quality can be feasibly provided;

Improvement of paved shoulder widths on all roadways that serve bicycle traffic;

Provision of sidewalk, or footpath physically separated (e.g., by landscaping, berming, etc.) from motorized traffic, wherever the California Coastal Trail or other planned trail alignment must be located within a roadway or rail right-of-way;

Full implementation of the Monterey Bay Sanctuary Scenic Trail, as a multi-mode, bicycle-friendly recreational travel route along the shoreline from Davenport Landing through Pacific Grove (including a connection from Monterey to the southern Monterey County coast via Hatton Canyon);

See-through bridge rail and guardrail designs, wherever enjoyment of scenic resources from the roadway vantage point would be enhanced (e.g., the steel-backed wood beam guardrail proposed by Caltrans for the Hermitage Slope wall project in Big Sur);

Provision of visitor recreational amenities and scenic resource enhancement measures along the first through public road nearest the coast, including but not limited to: vista points, rest stops, beach access parking, benches, recreational trailheads, and interpretation of the Monterey Bay National Marine Sanctuary and other coastal resources. Also includes preservation of scenic landscapes and historic features enjoyed by the traveling public; and, remediation of degraded scenic corridors, through measures such as undergrounding of utility lines and removal of excessive sign clutter.⁸

Advance planning measures for storm damage, including loss of roadways and other transportation infrastructure from shoreline erosion, landslides, and floods—the objective being

⁸ Emphasis should be placed on designated State Scenic Highways, including Hwy. 1 along the Big Sur Coast—which is also a designated National Scenic Byway and All-American Road. Specific guidance can be found in some of the certified LCPs LUPs and in the recently updated Coast Highway Management Plan Corridor Management Plan and Guidelines for Corridor Aesthetics (Caltrans Dist. 5, 2004).

to minimize impacts from shoreline armoring, emergency disposal of landslide materials into ocean waters, and sediment flux from collapsed fill slopes⁹;

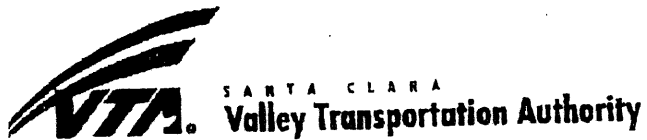
Preservation and restoration of environmentally sensitive habitat areas adjacent to transportation corridors, including design or maintenance practice exceptions to protect landmark redwoods and other significant trees adjacent to the highway, barriers to protect rare plant and/or animal habitats located within or adjacent to the public right-of-way, restoration of native plant cover that stabilizes dune formations, removal of fill from coastal wetlands, and cooperative invasive plant eradication programs.¹⁰

Drainage improvements for the reduction of non-point source pollution from roadway runoff (e.g., vegetated filter strips along paved roadways).¹¹

⁹ Highway 1 locations with a history of such problems include Waddell Bluffs at the Santa Cruz-San Mateo County line, the Big Sur Coast, and the floodplains of the Pajaro, Salinas and Carmel Rivers. Specific guidance for the Big Sur Coast can be found in the Coast Highway Management Plan Corridor Management Plan and Guidelines for Landslide Management & Storm Damage Response (Caltrans Dist. 5, 2004).

¹⁰ Specific guidance for the Big Sur Coast can be found in the Coast Highway Management Plan Corridor Management Plan and Guidelines for Vegetation Management (Caltrans Dist. 5, 2004).

¹¹ Generally, the recommended water quality Best Management Practices (BMPs) should be observed wherever applicable. Additional information available through Regional Water Quality Control Board and Coastal Commission water quality specialist staff.



July 21, 2004

AMBAG
P. O. Box 809
Marina, CA 93933

Attention: Kathy Urlie

Subject: 2005 Regional Transportation Plan

Dear Ms. Urlie:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for the project referenced above to update the 2005 Regional Transportation Plan for Monterey and Santa Cruz counties. We have no comments at this time but we would like to review the EIR when it is available.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read "RM", is written over the word "Sincerely,".

Roy Molseed
Senior Environmental Planner

RM:kh