



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

JUN 14 2004



June 9, 2004

Ms. Kathy Urlie
Association of Bay Area
Governments
Post Office Box 809
Marina, CA 93933-0809

Dear Mr. Urlie:

2005 Monterey Bay Area Metropolitan Transportation Plan
2005 Monterey County Regional Transportation Plan
2005 Santa Cruz County Regional Transportation
SCH # 2004061013

Department of Fish and Game personnel have reviewed the subject project, and we have the following comments.

A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats, should be provided. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). The assessment should identify any rare plants and rare natural communities, following DFG's Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (revised May 8, 2000). The Guidelines are available at www.dfg.ca.gov/whdab/pdfs/guideplt.pdf.

Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and

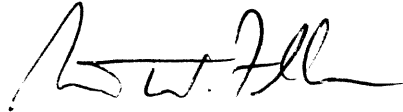
Ms. Kathy Urlie
June 9, 2004
Page 2

reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of SAAs is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the SAA notification process, please access our website at www.dfg.ca.gov/1600; or to request a notification package, contact the Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Mr. Carl Wilcox, Habitat Conservation Manager, at (707) 944-5525.

Sincerely,



Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

JUN 15 2004

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

June 10, 2004

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John Myers
King City

Kathy Urlie
Principal Planner
AMBAG
P.O. Box 809
Marina, CA 93933-0809

SUBJECT: NOP FOR DEIR FOR MTP AND RTPS

Dear Ms. Urlie:

Staff has reviewed the referenced document and has the following recommendations for the scope of work for the air quality analysis:

1. Consistency determinations with the AQMP are used by the District to determine a project's impact on regional air quality. If a federal action is involved, a general conformity finding should be made, as well.
2. If the project might expose sensitive receptors in adjacent land uses to air quality problems such as odors or toxic air contaminants (e.g., diesel exhaust), the DEIR should include a qualitative assessment of these impacts.
3. Mitigation measures should be identified for any significant impacts on air quality. The EIR should quantify the emission reduction effectiveness of each measure, identify agencies responsible for implementation and monitoring, and conclude whether mitigation measures would reduce impacts below significance levels.
4. Since the project may not be specific enough to determine project level impacts, the DEIR should recommend the following be undertaken for subsequent projects:
 - Project construction PM₁₀ emissions should be quantified. If emissions would exceed 82 lb/day, the project would have a significant impact on air quality. However, PM₁₀ modeling could be undertaken to verify or dispute this finding per the District's CEQA Air Quality Guidelines. Additionally, diesel risk assessments may be needed at the project level to determine exposure of sensitive receptors to diesel exhaust.

- VOC and NO_x emissions should be quantified for those construction activities not accommodate in the AQMP. Staff should be consulted regarding potential construction equipment to be used on the project.
- If project or cumulative traffic would cause LOS to decline from D or better to E or F, dispersion modeling should be undertaken to determine if carbon monoxide concentrations would violate ambient air quality standards at sensitive receptor locations.

The District's CEQA Air Quality Guidelines can be used to help prepare the air quality analysis. The Guidelines are available at the District's website - www.mbuapcd.org. Please do not hesitate to call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Janet Brennan". The signature is fluid and cursive, with a large initial "J" and "B".

Janet Brennan
Supervising Planner
Planning and Air Monitoring Division

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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*Flex your power!
Be energy efficient!*

JUN 18 2004

June 10, 2004

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

Dear Ms. Urlie:

Re: *Association of Monterey Bay Area Governments (AMBAG)'s Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the 2005 Monterey Bay Area Metropolitan Transportation Plan, 2005 Monterey County Regional Transportation Plan and 2005 Santa Cruz County Regional Transportation Plan; SCH# 2004061013*

The California Department of Transportation (Department), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. The Division is a funding agency for airport projects and has permit authority for public use airports and heliports. We offer the following comments for your consideration.

1. The Association of Monterey Bay Area Governments (AMBAG) is the federally designated Metropolitan Planning Organization (MPO) for Monterey, San Benito and Santa Cruz Counties. The Monterey Bay Area Metropolitan Transportation Plan (MTP) is the metropolitan long-range transportation plan for Monterey, San Benito and Santa Cruz Counties. The Santa Cruz County Regional Transportation Commission (SCCRTC) and the Transportation Agency for Monterey County (TAMC) are the state-designated Regional Transportation Planning Agencies (RTPAs) for Santa Cruz and Monterey Counties, respectively. The Regional Transportation Plan (RTP), prepared by each RTPA, is the respective county-level long-range transportation plan.
2. In partnership with SCCRTC and TAMC, AMBAG will be the lead agency for the preparation of a DEIR to update the 2005 Monterey Bay Area MTP, 2005 Monterey County RTP and 2005 Santa Cruz County RTP.
3. Within Monterey, San Benito and Santa Cruz Counties are numerous public-use and personal-use airports and heliports. Aviation plays a significant role in California's transportation system. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around

Ms. Kathy Urlie

June 10, 2004

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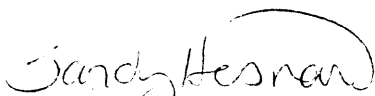
airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access.

4. As discussed in the enclosed "Aviation Planning Guidance for Regional Transportation Plans (RTP)" prepared by the Division, the best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits, etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits. For questions concerning these guidelines, please contact the Division's liaison for Monterey and Santa Cruz Counties RTP review, Ms. Leslie Snow, at (916) 654-4380.
5. Airports are an economic asset that must be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, it is also a regional issue. Airport staff, Airport Land Use Commissions (ALUC) and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Coordinating the RTP with these other agencies should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the DEIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD

Aviation Environmental Planner

Enclosure

c: State Clearinghouse

Aviation Planning Guidance for Regional Transportation Plans (RTP)

*Prepared by: California Department of Transportation
Division of Aeronautics
December 2003*

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/aeronautics>. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Aviation should be addressed in RTPs not only because of the above roles, but it is also required under state and federal law. According to CA Government Code 65080(a), "Each transportation planning agency...shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including...*aviation facilities and services*." Title 23 Part 450, Section 316 of the U.S. Code of Federal Regulations, requires inclusion of access to airports is a factor that "shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products." The California Transportation Commission's (CTC) 1999 RTP Guidelines prescribe the aviation mode however the extent that aviation is addressed in a RTP varies depending on each regional RTPA/MPO's interpretation. The Division of Aeronautics created the following guidelines to help transportation planners address aviation more comprehensively in the upcoming cycle of regional transportation plans and to increase understanding of aviation planning in general.

Prior to developing the aviation portion of the RTP, obtain some aviation background and ideas about transportation problems, needs and issues, by **reviewing pertinent plans**. The following plans should be reviewed for consistency, planned developments, and land use and noise compatibility:

- ❖ *Airport Master Plans*--the long-term airport planning document to support modernization of existing airports and creation of new airports, regardless of size, complexity, or role.
- ❖ *Aviation System Plans*--a composite of plans including: 1) California Aviation System Plan Elements (Policies, Inventory/Forecasts, System Requirements, and Capital Improvement Plan); 2) the aviation element of Regional Transportation Plans (RTPs); 3) Interregional Aviation System Plans; and 4) other aviation-related studies and reports.
- ❖ *Airport Land Use Compatibility Plans*--plans that "provide for the orderly growth of each public airport and area surrounding the airport within the jurisdiction of the commission" and "safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general."
- ❖ *Local, regional and state plans* (including General Plans)
- ❖ *Regional Transportation Plans* of adjoining regions for aviation-related issues, possible conflicts and potential mutual solutions.

Early public involvement is crucial to any good transportation plan. Contact airport managers and Airport Land Use Commissioners (if applicable) and invite these key representatives to participate in RTP planning meetings.

The best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. Strong and effective local, regional, and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access. In addition, these policies help protect people and property both in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits,

etc.), and impose noise, and growth controls. Failure to protect the airport may result in permanent closure, thereby reducing or eliminating its benefits. With this in mind, the **RTP Policy Element** should:

- Discuss applicable policies, goals and objectives in place to enhance the regional aviation system by strengthening support for airports and providing protection from encroachment, noise mitigation issues, ground access, etc. (these can be specific or general regarding land use, ground access, interconnectivity, multi-modalism, etc. that could be applied to the aviation mode). Policies should reflect support for possible growth through anticipated or planned infrastructure improvements. Policies regarding housing and circulation elements of local General Plans, congestion management programs, long range transit plans, significant redevelopment of large areas of the community, development agreements for large projects, airport master plans, Airport Land Use Compatibility Plans, and regional aviation system plans, etc. should all be consistent.
- Discuss and address regional aviation issues and needs.
- Identify and quantify regional needs and objectives in a short (ten-year) and long (twenty-year) term framework.

The **Action Element** identifies programs and actions to implement the RTP:

- Discuss **ground access**, and if the region includes a primary air-carrier airport with annual enplanements over 10,000, an Airport Ground Access Improvement Program per Government Code 65081.1 is required (see Attachment A for a list of current qualifying airports). This program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects and any other ground access improvement projects the planning agency deems appropriate.
- Include discussion of the regional airport system and provide a list of current facility information by airport such as based aircraft, enplanements, operations and cargo as well as future airport system capacity. To assist in determining future growth of airports, Caltrans Division of Aeronautics staff can provide the latest available information on file regarding airport based aircraft, enplanements, operations and cargo as well as future airport system capacity.
- From a local and regional perspective, identify and address issues, needs, and proposed actions for maintaining and/or improving the aviation system. Determine what infrastructure projects will be needed to satisfy future capacity demand at and around the airport. Include a discussion on multimodal needs (like rail and bus connections).
- If applicable, include a discussion on Goods Movement with regard to airports and other gateways as well as the interface issues between highway, air travel, maritime and rail. This discussion should include air cargo growth, forecasts, and expansion of cargo facilities and new technology deployment. (For example: address on and off airport intelligent transportation solutions to access, security, and signage problems, if applicable).

The **Financial Element** summarizes the cost of implementing the RTP based on realistic financial assumptions:

- Match action element projects with funding sources for inclusion in the Aviation Capital Improvement (financial) Plan and other programs.
- Include a short and long-range capital improvement plan, resolving aviation needs and linking projects to objectives.

The Division of Aeronautics has divided staff planning responsibilities by regions as reflected on the attached map (Attachment B). Please feel free to contact the Planner associated with your region for airport information and questions regarding aviation in general or these guidelines.

ATTACHMENT A

PRIMARY COMMERCIAL SERVICE AIRPORTS
With GREATER THAN 10K REPORTED ENPLANEMENTS (2002)

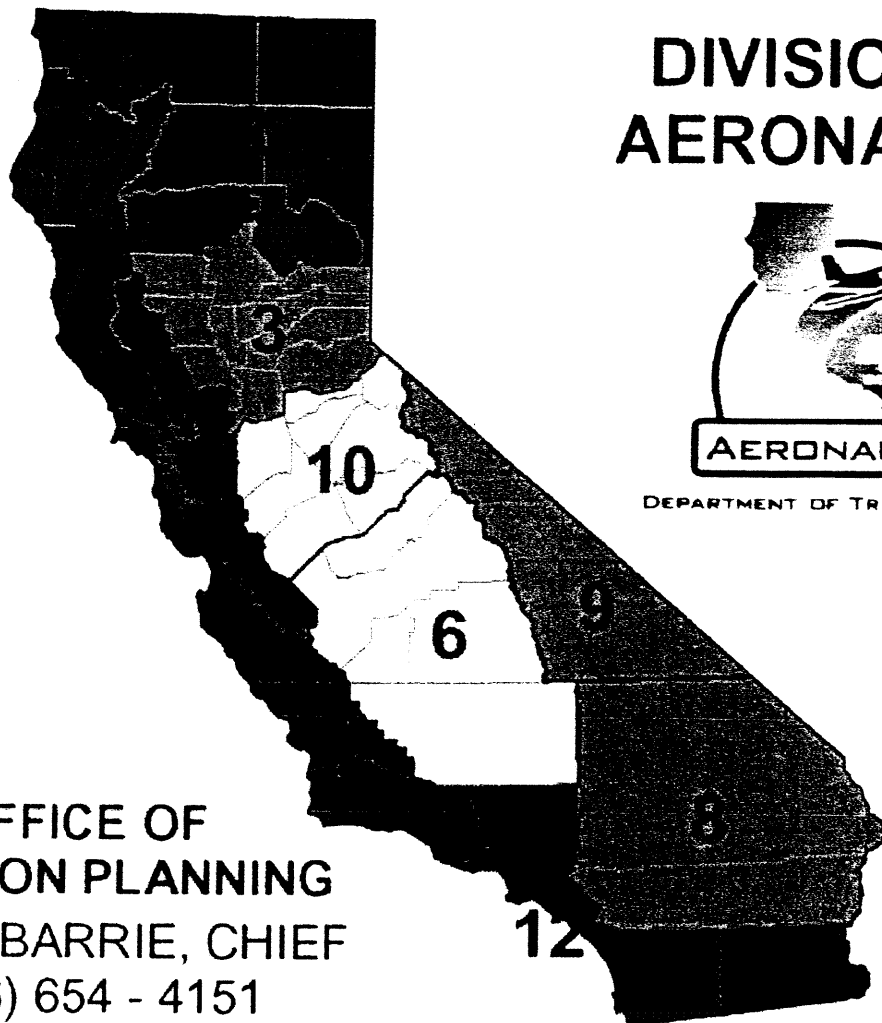
<u>County</u>	<u>Airport</u>	<u>Enplanements</u>
Alameda	<i>Metropolitan Oakland International</i>	6,377,132
Butte	<i>Chico Municipal</i>	18,667
Del Norte	<i>Jack McNamara Field</i>	10,066
Fresno	<i>Fresno-Yosemite International</i>	507,578
Humboldt	<i>Arcata</i>	89,261
Imperial	<i>Imperial County</i>	13,377
Kern	<i>Bakersfield Municipal</i>	96,411
Kern	<i>Inyokern</i>	11,284
Los Angeles	<i>Burbank-Glendale-Pasadena</i>	2,307,463
Los Angeles	<i>Long Beach (Daugherty)</i>	731,279
Los Angeles	<i>Los Angeles International</i>	28,056,607
Monterey	<i>Monterey Peninsula</i>	187,656
Orange	<i>John Wayne Airport, Orange County</i>	3,957,565
Riverside	<i>Palm Springs International</i>	555,381
Sacramento	<i>Sacramento International</i>	4,245,913
San Bernardino	<i>Ontario International</i>	3,260,289
San Clara	<i>San Jose International, Norman Y. Mineta</i>	5,565,034
San Diego	<i>McClellan-Palomar</i>	58,613
San Diego	<i>San Diego International</i>	7,471,644
San Joaquin	<i>Stockton Metropolitan</i>	24,092
San Luis Obispo	<i>San Luis Obispo County</i>	153,150
San Mateo	<i>San Francisco International</i>	15,417,578
Santa Barbara	<i>Santa Barbara Municipal</i>	369,405
Santa Barbara	<i>Santa Maria Public</i>	35,153
Shasta	<i>Redding Municipal</i>	53,671
Stanislaus	<i>Modesto City-County</i>	17,896
Ventura	<i>Oxnard</i>	22,829

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS



DEPARTMENT OF TRANSPORTATION



OFFICE OF
AVIATION PLANNING
TERRY BARRIE, CHIEF
(916) 654 - 4151

June 2003

PLANNING STAFF AREAS OF RESPONSIBILITY

	DISTRICTS 1 & 2	KEVIN RYAN kevin_ryan@dot.ca.gov	(916) 653-3012
	DISTRICT 3	COLETTE ARMAO colette_armao@dot.ca.gov	(916) 654-5346
	DISTRICTS 4 & 5	LESLIE SNOW leslie_snow@dot.ca.gov	(916) 654-4380
	DISTRICTS 6 & 10	DEBBIE NOZUKA debbie_nozuka@dot.ca.gov	(916) 654-4389
	DISTRICTS 8 & 9	PHILIP CRIMMINS philip_crimmins@dot.ca.gov	(916) 654-6223
	DISTRICTS 7, 11 & 12	GLEN RICKELTON glen_rickelton@dot.ca.gov	(916) 654-4232

From: Gini Pineda [gpineda@sccrtc.org]
Sent: Monday, June 14, 2004 11:22 AM
To: Rachel Moriconi; Tegan Speiser
Subject: FW: RTP EIR_scoping meeting

-----Original Message-----

From: Stanley Thomas [mailto:Stan861013@worldnet.att.net]
Sent: Thursday, June 10, 2004 5:19 PM
To: Santa Cruz County Regional Transportation Commission
Subject: Re: RTP EIR_scoping meeting

Don't forget to include the environmental effects of traffic congestion and air pollution from stopped cars if this project is not built.
 Buses will benefit from the car pool lane, and may look more attractive to drivers sitting in traffic. We need to consider commuter rail and any viable means of public transit in addition to expanding the roadways. But most of all, WE NEED TO DO SOMETHING, or gridlock will be in our future everyday.

From: Santa Cruz County Regional Transportation Commission

To: Interested Community Members
Sent: Thursday, June 10, 2004 4:49 PM
Subject: RTP EIR_scoping meeting

x

*Santa Cruz County Regional Transportation Commission
 1523 Pacific Avenue, Santa Cruz, CA 95060
 phone (831) 460-3200 ~ fax (831) 460-3215
 email: info@sccrtc.org website: http://www.sccrtc.org/*

NEWS RELEASE

FOR IMMEDIATE RELEASE <i>June 10, 2004</i>	Contact: <i>Pat Dellin or Rachel Moriconi 460-3200</i>
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Transportation Commission Seeks Input on the Scope of the Environmental Impact Report for the Regional Transportation Plan

The Santa Cruz County Regional Transportation Commission (SCCRTC) invites public comment on the scope an Environmental Impact Report (EIR) for the long-range Regional Transportation